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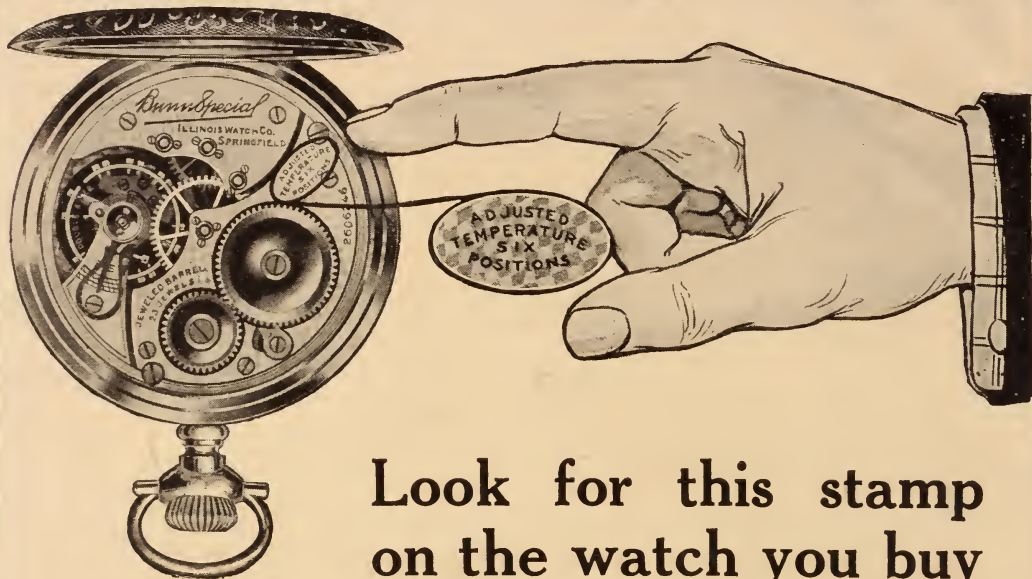
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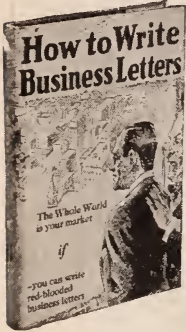
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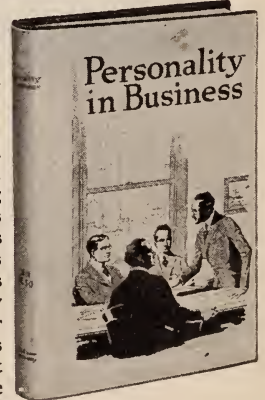
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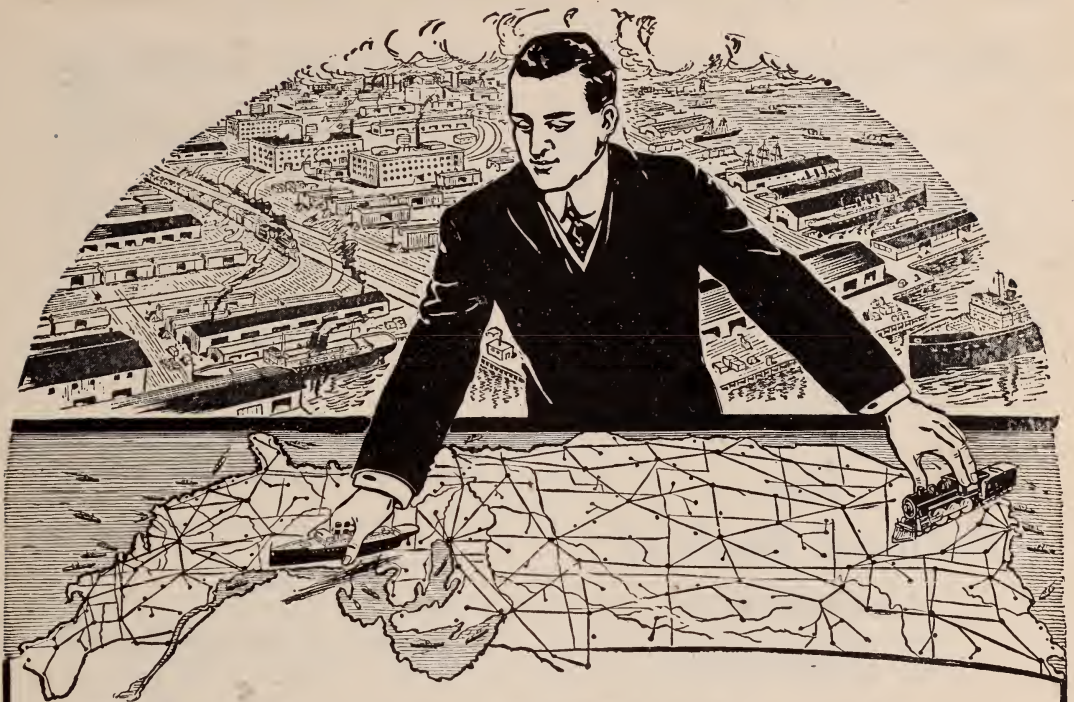


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Volume 7

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CONTENTS

Contents Page Design.....	John Newman	5
My Daddy's Train—A Poem.....	Margaret Talbott Stevens	6
Pittsburgh Employes Give Safety Rally a Royal Welcome.....		7
Your Y. M. C. A. Wants You.....		13
Pictures from the Great War.....		16
Victory Loan a Challenge.....		18
The Economical Use of Coal in Railway Locomotives.....		19
Food F. O. B. the Railroad Track.....		25
Railway Club of Pittsburgh Honors J. A. Spielman with Presidency....		29
"Aunt Mary" Writes to Editor About the Mysteries of Baseball.....	Margaret Talbott Stevens	31
Our Own Hall of Fame.....		34
Safety Pays!.....	C. C. Grimm	39
John L. Mills, Representative Employe, Baltimore Division.....		40
Director General Urges Railroad Men to Buy Victory Liberty Loan Notes.....		42
Letters of a Self-Made Failure.....	Maurice Switzer	43
Current Events as Seen by Cartoonists.....		48
The Shortage of Homes is a National Problem.....		50
Changes and Promotions.....		51
News from Our Boys in the Army and Navy.....		53
Social Activities.....		59
Woman's Department.....		61
News from Washington.....		65
Safety Roll of Honor.....		68
Among Ourselves.....		70

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ROBERT M. VAN SANT, Editor
HERBERT D. STITT, Staff Artist
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Mount Royal Station

Baltimore, Md.

My Daddy's Train

By Margaret Talbott Stevens

File Clerk, Transportation Department



My Daddy goes to work each day before I'm out of bed,
But calls to me before he goes, "Good by, old sleepy head."
An' then he takes the big choo-choo to where he works,
you see,

An' no one's home here all day long but Mother, dear, an' me.
An' Mother washes dishes then, and gets her housework done,
An' plays with me a long, long time; oh, it's just lots of fun—
A-making picture puzzles, building houses with my blocks,
An' churches full of steeples, an' the steeples full of clocks.
An' after lunch I take a nap; then Mother dresses me
An' tells me lots of stories 'bout the goblin in the tree.
Then she gets the supper ready; an when it's six o'clock,
She gets our hats an' coats an says: "The train is in the
block."

She kisses me an' 'way we go, a-runnin' fast, you see,
For we're to meet the train that brings my Daddy home to me.
Way up the track a signal shows, that's standing right
straight out;

That means the train is coming soon; I clap my hands and
shout.

For Daddy's coming home, you see; the bells go "Ting, Ting,
Ting."

(I'm waiting for my Daddy, dear, that's why they always
ring.)

We hear the whistles blowin' as the train comes 'round the hill,
An' Mamma hugs me closer an' she says, "Why there is Bill!"
Then the train stops at the station; the conductor waves his
hand;

He knows I'm Daddy's little boy, an' that I'll understand.
An' Daddy gets right off the train an' lifts me up so high,
An' I smile at the conductor as the train is goin' by.

Then he puts me on his shoulder, or he takes me by the hand,
An' we hurry home to supper an' we talk to beat the band.
An' Daddy says when he gets old enough to use a cane,
That my kids will come to meet *me* when *I* ride on Daddy's
train.

Pittsburgh Employes Give Safety Rally a Royal Welcome

“Stop, Look and Listen,” Says Federal Manager Galloway

Good News From Washington of Big Accident Reductions

SAFETY is daily gaining impetus and influence on the Baltimore and Ohio, Cumberland, Cincinnati, Mt. Clare and Riverside have successively put new notches on the enthusiasm record, but Pittsburgh, on April 1, perhaps reached the climax for enthusiasm and all-around interest in the big campaign.

Moose Hall, resplendent with the National colors, spacious and admirably adapted for the rally, was filled almost to the point of crowding when the “movie man” opened the meeting with pictures of some of our war heroes and veteran officials of the Railroad. The words of the “Star-Spangled Banner” were then shown (how long—how long will this be necessary for an American audience), and led by “Y. M. C. A.” Montignani and a good orchestra, the stirring old anthem was lustily sung.

The opening address by John T. Broderick, superintendent of Safety and Welfare, was short and to the point. He was manifestly pleased with the splendid numbers before him and spoke with keen appreciation of the way the men and officials of the Road are taking hold of SAFETY. He referred to the fact that federal manager Galloway, by his presence at the big SAFETY rallies and by his earnest determination to cut down accidents, had set the pace for his co-workers, a stern and relentless pace but an inspiring one to those who accepted his leadership and with determination followed.

He spoke of the inspiration which he himself had gained from the uncompromising stand of the U. S. Railroad Admin-

istration for SAFETY and referred with pleasure to the fact that the manager of the Safety Section of the Administration was there to bring a personal message on how the country-wide campaign was going. And he expressed his gratification over the fact that our railroaders in Pittsburgh had shown so much interest in the meeting that some of them had volunteered their services, and that the men at the Glenwood shops had asked the privilege of having one of their number address the meeting.

A. F. Duffy, the manager of the Safety Section of the Administration, was then introduced—and he brought a real message.

He stated that, considering it of prime importance, one of the first departments organized by the Railroad Administration was the Safety Section, and that he could bring a cheering word from Washington on the progress of the campaign. The figures he gave were but recently compiled and he expressed his pleasure at being able to present first to a Baltimore and Ohio audience the surprisingly good news that January, 1919, showed a reduction of 118 in employes killed and 2,755 in employes injured on the railroads of the country, as compared with January, 1918. He mentioned the several important regulations, such as the Coupling Law, which had had their part in helping bring about this reduction, but stated that, as the Great War was won only after the fullest cooperation was obtained between the Allies, nations and individuals, so only could the SAFETY War be won.

He noted the presence of so many women in the audience and said that they were the ones who must plant the seeds of SAFETY. In the home, he explained, the mother says, "Don't do this and that," to the thoughtless child; why not to the thoughtless husband or son or brother in the hazardous life of the rail. And the safe man, he added, is the fellow who carries the cheer of a smiling wife and happy family to his work in the morn-

supervising official can't see or report everything, he explained, and the growth of accident prevention must start with the "man on the ground," who has his little sphere of activity and is primarily responsible for its SAFETY. And he disabused many present of the idea which often crops up in the mind of the honest railroader, "Why doesn't the Railroad do this or that to make all working conditions safe," by putting in return the ques-



Most of These Glenwood Employes Were at the Safety Rally

Reading from left to right are: L. O. Wible; J. Callahan, Motion Gang Foreman; J. P. Kane, Blacksmith Foreman; W. Pollock, Boiler Foreman; W. L. Ambrose, General Foreman; R. L. Ryan, General Machine Shop Foreman; I. Farrell, Steam Gang Foreman; R. L. Love, Laver Out; W. R. Tomlinson, Frame Gang Foreman.

ing, the contented fellow whose concentration on the task of the day is not harassed by petty home troubles. He told this story to illustrate his point:

A husband and wife, who had unfortunate quarrels, were admiring the splendid efforts of a well matched team of horses pulling a heavy load up a hill. The quick-witted woman said significantly, "John, why is it that they work so well together." But for once her husband was ahead of her when he turned the point of the story by quickly replying, "Because there is only one tongue between them." The point was not lost, at least on the men present.

He asked each railroader there to use his eyes to see and his voice to report unsafe conditions and practices. The

tion "Why is it that as individuals we are unable to keep our homes in perfect condition and repair." The answer was obvious, "a lack of the necessary funds," yet that is no good reason, he protested, why, either in the home, shop or on line, we should refuse to do what we can to help a worthy cause.

Mr. Duffy was followed by the Cumberland Shop Quartet, brought up for the occasion by Mr. Montignani, the best quartet the writer has heard on the Railroad. (Incidentally, their "importation" makes one wonder, "Where was the Pittsburgh Quartet?" And "if there isn't one, why not?")

The Cumberland boys were in fine voice. Their first number was "Smile" and the encores were so hearty and in-



J. E. Jones, Electrical Welder at Glenwood, enlisted on June 15, 1918, went across with the 145th Engineers and lost two fingers at St. Mihiel. J. R. Jones, Chairman of the Machinists' Committee, is his daddy, on the right. Both are boosters for Safety.

sistent that they then gave "Safety First," a safety song to the tune of "I've Been Workin' on the Railroad," followed by "If I'm Not at the Roll Call" and "How Can I Leave Thee."

The quartet consisted of: J. T. Gorman, electrical repairman, second tenor; H. E. Childs, electrician, baritone; R. C. Thuss, electrician, bass; C. L. Colley, electrician, first tenor; all from Cumberland. They are an unassuming four, with a good selection of songs. Their voices blend beautifully and they have a perfect understanding, rare in quartets, that music is not necessarily noise.

Miss Mary Hall, daughter of a Pittsburgh Division baggagemaster, was next introduced. She is a "very young" lady and made a pretty picture at the piano. She essayed the "Poet and Peasant Overture" of Von Suppe, as her first number, a difficult piece but well played for one of her years, and so pleased was the audience that she gave as an encore the familiar "Humoresque" of Dvorak.

Prolonged applause greeted the next speaker, E. R. Baker, Glenwood shopman and president of the Federated Craft there, when Mr. Broderick introduced him. After he had succeeded in calming the reception of "his boys" from the shop, he expressed his gratification at

being able to represent them at so important a meeting, and at the large number that had assembled for the rally. He said that as a member of the Glenwood Shop Safety Committee he was ready to subscribe to the oft made statement that carelessness is the greatest cause of injury; that he knew it and that his fellows before him knew it too; that anybody who had seen the unhappiness that carelessness caused could not help but be as strong a SAFETY man as he was. He concluded his address by paying a tribute to the superintendent of the Glenwood shops, "Jack" Howe, and the audience evidenced their approval by hearty applause.

Miss Farrell, who was next introduced, is not only an employe herself but also the daughter of an employe, and we are sure her "daddy" was there and must have been proud of her. She is a mighty pretty girl with a mighty attractive stage manner and a mighty pretty voice. She sang "Boy of Mine" as her first number and added as encores, "Dear Old Pal of Mine" and "All the World Will Be Jealous of Me." Miss Farrell is delightfully unaffected, has splendid poise and we predict a most attractive artistic career for her.



James B. Fatkin, Machinist at Glenwood for twenty years. His boy enlisted on December 22, 1917, arrived in France, July 12, 1918, assigned to the 26th Engineers of the 1st Army Corps, which supplied water to the boys in the front line. He went to see his foreman at Glenwood on March 28 and was back on his job as Acetylene Welder the next working day.



"Hustler" J. J. Herlihy,

Assistant Master Mechanic on the Pittsburgh Division, has served the Company eighteen years. He made a great record on the Liberty Loan Drives and says he will see to it that the Victory Loan is as good as it sounds among his men.

Mr. Galloway, federal manager of the Eastern Lines, was warmly welcomed as he came out on the platform. He caught the instant response of the audience by an appreciative allusion to Miss Farrell's pleasing singing, when, referring to her statement that she was suffering from a cold, he added that if such was the case, he would certainly enjoy hearing her sing when she was not under that handicap. He then continued:

"It is not an unusual experience for me to be talking to such an audience as this, for I have been among Baltimore and Ohio folks all my life. And now, as the federal manager of the Eastern Lines, it is going to be my pleasure to help make all our employes feel glad they are railroad men and particularly Baltimore and Ohio men.

"Born and bred almost at the threshold of our Mt. Clare shops in Baltimore, as a youngster it was my duty to take lunch each day to my father, who was apprentice, machinist, and then a foreman there. In those days we built our own engines and my recollection is clear of the discussion of the 300 and 600 classes, then big but now so small as to be practically obsolete. There was no overtime in those

days and only the oldest of our employes before me can appreciate the vast improvement in shop working conditions generally since that time.

"Later my father was transferred to train service, first firing and then as freight and passenger engineer. It was on the latter work that he lost his life and you shopmen can understand my deep personal interest in SAFETY when I tell you that I lost him because some one was careless—because some one repaired his engine so poorly that it caused an accident resulting in his death.

"Thinking about these old times today, I inquired about Mr. Frank Benner, for whom, thirty-five years ago last August, I went to work as a messenger in Baltimore. Mr. Benner was chief clerk to the master of transportation at the time and it is a great pleasure for me to tell you that he is here tonight, at the ripe age of seventy-six, and Mrs. Benner with him. I would like to have him talk to us were it not for the fact that he might tell some tales about me as a boy.

"Long association with such splendid men as Mr. Benner has made me know and like railroaders. So when an accident to one of them occurs, I often know the victim, and you can imagine how strongly his misfortune comes home to me. Only recently an accident report



John McCabe,

Glenwood Machinist's Helper, helped boost the Safety Rally. He has a continuous service record of twenty-one years and is a great favorite among his fellow-workers.



Fireman C. A. Sites on left, with a service record of eight years; Engineer J. T. Cole on the right, of twenty years' service. These congenial partners test repaired engines at the Glenwood Back Shop.

was laid on my desk about an old engineer who used to give me rides as a boy. How I enjoyed ringing his bell and how sorry I was that both his legs were taken off because once too often he had indulged in an unsafe practice. That is but one of many such cases and I mention it to show how close to me such accidents to Baltimore and Ohio men come.

"The suspicion which railroad men have had of the SAFETY movement is most unfortunate. But it is human—we are often suspicious of people who want to do something for us. My little grandson, two years old, was sick the other day and the doctor had to put a spoon in his mouth to make an examination. Of course it contributed to the child's recovery, but when the doctor entered the room to see him the next day the boy said, "No spoon in baby's mouth." I am glad to say, however, that it seems to me as if the prejudice against the SAFETY work is about broken down. There is no reason for suspicion. Never was a more important work started for the railway employe. Never were words more necessary for his welfare uttered than, "Stop, Look and Listen."

Mr. Galloway then referred to carelessness in its broader aspect and spoke of the chance takers among our soldiers on the military railroads in France. He explained how necessary it was to con-

serve their lives and exhibited to the audience the interesting safety posters which were reproduced in the April issue of the MAGAZINE.

After expressing his appreciation for being able to speak so intimately to our Pittsburgh men on SAFETY, Mr. Galloway concluded his address by telling the following story, after first explaining that it carried no insinuation but that as it had appealed to him so much, he wanted others to share his enjoyment of it; it is known as:

The Unknown Helper

A cattle buyer from Chicago visiting New York frequently, made the acquaintance of a professional poker player at one of the large hotels.

On his last visit "Brown" was not at his usual haunts and Mr. "C. B." from Chicago made inquiry of his whereabouts, as he rather liked the fellow and was interested in him, and perhaps wanted to be entertained. The hotel people said he had secured a position in the shipyard. Much surprised at this, as he had never heard that Brown had ever employed himself at anything more arduous than gambling, "C. B." decided to hunt him up and find out what had happened.

Obtaining a pass from the proper authorities, after some difficulty among so many workmen at the shipyard, he finally located him, decked out in a new pair of overalls, and with at least an industrious appearance.

After the usual cordial greeting, "C. B." said: "Brown, I was not aware you were a mechanic. When did you forsake your profession, and why? Tell me about it."

"Well," said Brown, "you know the State Defense Board got quite inquisitive about essential employment; gambling not being on their list, I had to skip out, go to work, or enlist. I had a political friend who had a pull and he landed me on this job."

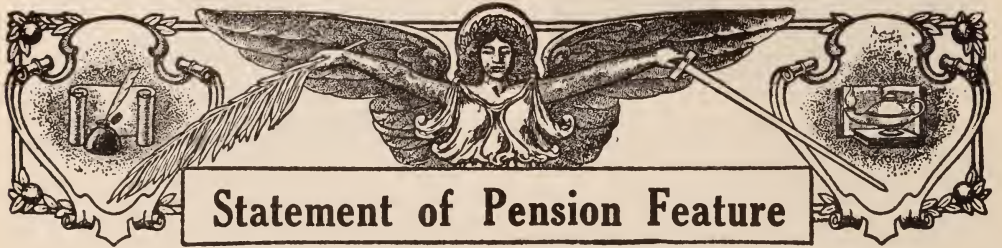
"But Brown, I didn't know you were a mechanic!"

"Neither did I. This is all Greek to me. I never worked a day in my life before. I had to make a big bluff. Had quite an experience when I first came into the yard. I noticed a fellow followed me around everywhere I went, right at my heels. I was, of course, suspicious and gave him several broad hints. No good; he stayed with me. Finally I could stand it no longer. I got him behind a pile of lumber and hit him a punch in the jaw. I said, 'Now you big duffer, go to the office and tell them all about it.' You see I knew he was a spy on me. I said to him, 'I'm no mechanic; I don't know which end of a hammer to use. I don't know a pair of calipers from a boot-jack. I couldn't hit a nail with a wooden mallet. I am just camouflaging around here to keep out of jail, or the army.

Go ahead and tell 'em all about it. Put a megaphone in the window and pour it into them if you want to.' You see I thought the jig was up. I had had my swipe at him and I didn't care if he went the limit. The fellow held his jaw with both hands and with a very injured look said: 'What-you-went-to-hit-me-fur-boss? I'm your helper.'"

The SAFETY part of the meeting over, the floor was cleared for the dancing. The orchestra was a good one and a large number of devotees stayed until after midnight enjoying the lure of Terp-

sichore in her many seductive forms. Some of the older folks went up into the balcony to watch young America, of the Pittsburgh and Glenwood species, enjoy this greatest of indoor sports. Others of the old timers, however, could be seen in the whirling throng and easily spotted by their "hop" in the old-fashioned waltz. So we take it that young and old had a profitable and pleasant time, and will be glad when the next SAFETY rally goes to Pittsburgh.



Statement of employees who have been honorably retired during the month of March, 1919, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Cain, John H.	Engineman	C. T.	Baltimore	32
Carroll, Catherine	Car Preparer	M. P.	Baltimore	36
Cousins, James M.	Cooper	C. T.	Baltimore	31
Cross, Leonard T.	Laborer	M. P.	Keyser	28
Gantt, Edward	Baggagemaster	C. T.	Philadelphia	33
Montgomery, Henry	Engineman	C. T.	Keyser	36
Ross, George H.	Clerk	C. T.	Baltimore	29
Slaughter, Jerome L., Sr.	Machinist	M. P.	Baltimore	50
Tuttle, Michael	Laborer	M. of W.	Baltimore	53
Wilcox, Charles F.	Engineman	C. T.	Cleveland	38

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

During the calendar year of 1918, \$322,188.20 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amount to \$3,642,981.00.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
George, Emory	Engine Watchman	M. P.	Connellsville	Feb. 27, 1919	24
McGraw, Jeremiah	Carpenter	M. of W.	Cumberland	Jan. 16, 1919	51
Baker, Martin	Crossing Watchman	C. T.	Philadelphia	Mar. 11, 1919	51
Brantner, Frisby T.	Engineman	C. T.	Cumberland	Mar. 10, 1919	49
Duvall, Emory B.	Laborer	M. of W.	Martinsburg Shops	Mar. 12, 1919	32
Murphy, George	Trackman	M. of W.	Cleveland	Mar. 20, 1919	34
Murphy, John	Boilermaker	M. P.	Chicago	Mar. 24, 1919	20
Carrico, Albert	Laborer	M. P.	Cumberland	Mar. 24, 1919	27
Kenney, William J.	Junction Transfer Master	C. T.	Chicago	Mar. 30, 1919	21

Your Y. M. C. A. Wants YOU

First Annual Continental Railroad Extension Program Begins
Week May 18-24

Permit me to thank you for the valuable services and assistance which the Y. M. C. A. has rendered to the American Expeditionary Force in handling these exchanges. Handicapped by a shortage of land transportation, the Y. M. C. A. has by extra exertion served the army better than would have been expected, and you may be assured that its aid has been a large factor in the final great accomplishments of the American army.

—PERSHING.

RECONSTRUCTION is the order of the day. And it would be strange if the Railroad Y. M. C. A., with its long record of accomplishments, were not in the vanguard with its program. For war has taken its toll among the secretaries and members of the Railroad Associations, and has brought in its train new problems of organization, of how best to win the support of the hundreds of thousands of workers not yet in complete sympathy with railroad work.

The Railroad Y. M. C. A. management therefore presented to delegates composed of railroad officials, brotherhood men, railroad laymen and railroad secretaries, in the railroad regions at Toronto, New York, Philadelphia, Roanoke, Atlanta, St. Louis and Chicago, its plan for reconstruction, and at each of these places the following program was unanimously adopted:

1. That the three hundred Railroad "Y" Associations would "get together," "work together" and "stay together" as an organization all the time.

2. (a) That all membership dues should become payable April 30, each year.

(b) That every association would join in a Continental Membership and Finan-

cial Week the week prior to April 30, each year, and secure all of the renewals and new members needed for the year.

3. The good results of this plan are as follows:

(a) The members, through organized effort, will do the work with much better results.

(b) Thousands of laymen will be developed into supporters and friends of the Association.

(c) Continental advertising and plans will permit of a more economical and comprehensive work.

(d) Members will be put on a permanent basis, so that the loss in renewals will be very small.

(e) Guarantees a maximum membership for all associations.

(f) Best of all, secures all the members and money at one time, thereby providing time and means for the secretaries and directors to set up a real program of activities to be carried out with the same enthusiasm by many of the same workers.

(g) Instead of confining work to those using the building, the "Y" will be able to go out and conquer an untouched territory and secure members who will be glad unselfishly to serve their railroad brothers, if properly organized.



BALTIMORE AND OHIO Y. M. C. A. SECRETARIES PLAN MEMBERSHIP WEEK WITH OUR OFFICIALS

From left to right, first row: C. H. Kidder, Secretary, Baltimore; E. W. Babcock, Secretary, Hagerstown; T. E. Stacy, Secretary, Baltimore; W. C. Montignani, Secretary, Tri-State; George M. Shriver, Vice-President, Baltimore and Ohio Railroad Company; H. O. Williams, Regional Secretary; J. T. Broderick, Superintendent Safety and Welfare; H. C. Sneed, Continental Director of Membership Week; E. F. Tracy, Delegate, South Cumberland; R. Alapong, Secretary, South Cumberland. Second row: E. K. Smith, Secretary, Brunswick; J. H. Bowen, Secretary, Gassaway; J. W. Gardiner, Delegate, Baltimore; G. H. Winslow, Secretary, Washington Terminal; H. E. Dixon, Assistant Secretary, Brunswick; A. B. McGeachie, Delegate, Baltimore; J. F. Milburn, Secretary, Willard; T. M. Galloway, Delegate, South Cumberland; J. C. Lee, Secretary, Benwood Junction.

4. The most important and significant part of the recommendations adopted by the delegates, is that each association at the same time every year will work together in competition as a continental organization in an **ADVANCED PROGRAM** which will comprehend some of the following activities:

Religious Work

Create committees and set in motion religious meetings, bible classes, personal work, visiting the sick, etc.

Thrift Week

Create sentiment; rainy day coming; concrete ways of saving; own your own home; how to buy; saving small amounts; make a family budget.

Educational Week

Practical talks; discussion clubs; stereopticon and motion pictures, etc.

Patriotism and Sociability Week

Celebrations of 4th of July, Washington's, Lincoln's and Lee's birthdays; Labor Day, Christmas, New Year's Day, World's War and World's Peace, etc.

Health and Happiness Week

Boiled down to a minimum, a very few rules, thoroughly understood, will guarantee health to most people, and it is proposed to discover and emphasize these among the railroad men of America. For instance, fresh air, exercise, sanitation and cleanliness will be pointed out as necessary to health. While a clear conscience, freedom from worry, an elfishness and a trust in God will be shown as the milestones to happiness.

Result of the Program

The 300 railroad associations will be like 300 wagons, loaded with a big program of service and instead of each pulling its load alone, all the wagons will be linked together, and many thousands pulling and pushing to reach the goal at the top of the hill.

This First Annual Continental Railroad Extension Program will have its big Membership Week, May 18 to 24. The organization will be patterned after that of the United States Railroad Administration, with a director general, regional director and system chairmen and directors. For the Baltimore and Ohio it is a pleasure to state that our federal director of Eastern Lines, C. W. Galloway, will be the chairman, as will the leading officials of other systems and regions for other sub-divisions.

The point which has been emphasized by the Y. M. C. A. men at all the preliminary meetings, at New York, when John Moore, the senior railroad secretary of the International Committee, presided, at Baltimore, when H. C. Williams, regional secretary for this region, presided, is that the Membership Week is but a necessary preliminary to the more important reconstruction work to follow. Without the workers, the far reaching program for the weeks of intensive altruistic endeavor which will begin in the autumn of this year, would be impossible. The field is a big one and the plan for its cultivation well thought out. The harvest on our own Baltimore and Ohio will be big and of ample reward when our workers give themselves unselfishly to the call of this first Membership Week.

When the Veteran

"puts one over" on a **SAFETY** rule, he is damning some inexperienced employe into the life of a cripple or the oblivion of an early grave. He owes it to himself to be **SAFE**, but how much more he owes it to the young fellow who so eagerly follows his example!

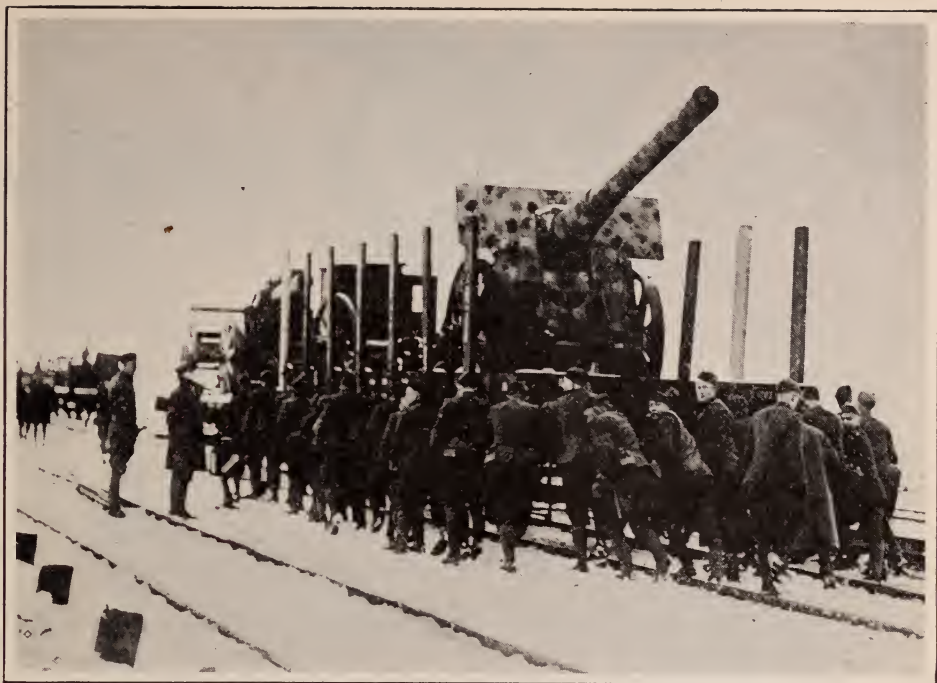
—Charles Fox, Safety Committeeman, Indiana Division



The King of Italy's Train, with President Wilson on board, passing through the Alps, Italy, on January 2.



U. S. Signal Corps snapshots of the disturbances in Berlin. From a window of the Chancellory in Berlin, Herr Scheidemann harangues the crowd of Spartacans in the Wilhelmstrasse in behalf of the Ebert-Scheidemann regime. In the course of the speech a photographer for the U. S. Signal Corps snapped this picture of the speech maker and the audience.



With the American Army of Occupation in Germany. German field pieces, surrendered to the Americans under the terms of the Armistice, being unloaded in the freight yards at Coblenz, Germany, by Yanks of the 56th U. S. Pioneers



Brooms—For a Clean Sweep. Scenes in the American Service of Supply in France. A stock of 800,000 brooms was on hand in France at the close of hostilities for the use of the Army of the Clean Sweep. The view above is of a corner of the U. S. Quartermaster Corps broom warehouse in Cievres.



Victory Loan a Challenge

¶ The War was not won when the Hun pleaded for Armistice. Often he cried "Kamerad" when hard-pressed, then, hiding behind this token of surrender, whipped out a pistol or knife and treacherously killed his more generous enemy. Is it not possible that the whining and snorting now coming from Berlin is but the national cry of the German, "Kamerad," and back of it, woe for that nation or group of nations which trusts the oft-violated word? Many people think so!

¶ We may be sure, however, that all Germany will watch eagerly the result of our final Liberty Loan Campaign; anxious to see if our morale is still good, to know if we remember our seventy odd thousand who lie in France, and their brothers, there and here, who will carry to their graves the wounds made by Hunnish treachery. They are as keen now to say "America forgets" as they were sure during the early days of the War that "America didn't care." But Americans of the right sort *won't* forget as Americans of the right sort *did* care.

¶ This Victory Loan is perhaps the greatest challenge that has yet faced us. The quickening spirit of the far-flung battle line is now gone—please God, forever—but we are poor stuff indeed to lose our inspiration to duty just because the fight seems over.

¶ After all has been said about why we should subscribe, the first and last reasons yet remain—it is our duty. To be sure the boys must be brought back, the cripples helped and the dead honored. To be sure we should be thankful that the killing of our boys seems finished, with, relatively speaking, so few of our homes in mourning, and we should make it a Loan of Thanksgiving. To be sure, as provident citizens, we should recognize its value as an investment and subscribe for that reason. But first and last we should subscribe because it is our duty, because we are members of the most blessed country in the world and given the privilege of backing that country whose free institutions give us our prosperity. We should subscribe because the honor of America is at stake, our America, and all the world looks on.

—Editor.

The Economical Use of Coal in Railway Locomotives

(Continued from April issue of Magazine)

The following article is selected from a recent bulletin of the Engineering Experiment Station, University of Illinois. This bulletin was prepared by a Committee consisting of

*J. M. Snodgrass, Assistant Professor of Railway Mechanical Engineering (Chairman).
Major E. C. Schmidt, United States Railroad Fuel Conservation Section, United States Railroad Administration.
H. H. Stock, Professor of Mining Engineering.
S. W. Parr, Professor of Applied Chemistry.
C. S. Sale, Assistant to Director, Engineering Experiment Station.*

The Committee was assisted by an Advisory Committee consisting of

*E. W. Pratt, Assistant Superintendent Motive Power, Chicago and North Western Railway.
W. L. Robinson, Supervisor Fuel Consumption, Baltimore and Ohio Railroad.
A. N. Willsie, Chairman Fuel Committee, Chicago, Burlington and Quincy Railroad.
Timothy Shea, Acting President, Brotherhood of Locomotive Firemen and Enginemen.
A. B. Garrettson, President, Order of Railway Conductors of America.
W. S. Stone, Grand Chief, Brotherhood of Locomotive Engineers.
O. P. Hood, Chief Mechanical Engineer, Bureau of Mines.
D. M. Myers, Advisory Engineer on Fuel Conservation, United States Railroad Administration.
C. R. Richards, Dean College of Engineering and Director Engineering Experiment Station, University of Illinois.*

Each member of this Advisory Committee personally reviewed the original manuscript. The bulletin was issued with a full understanding and appreciation of the intelligent and widespread effort which railroad men are making to save coal. It was intended to increase the interest in the subject and to give helpful suggestions toward further fuel saving.

IN the April issue of the **EMPLOYEES MAGAZINE** the above subject was considered in its general aspect, and emphasis was laid on the fact that the economical use of coal in locomotives is a matter of general responsibility in the operating department. The departments especially interested were mentioned and it was pointed out how they could help in the vital question of fuel economy. What follows develops the question more in detail from the standpoint of the engine crew, who are, after all, the most potent factors in the campaign to save coal.—ED.

Fuel Consumption While Hauling Trains

Four-fifths of all locomotive fuel are used while the locomotive is in operation actually hauling trains. For the year 1918 this will amount to about 120,000,000 tons of coal. The large amount of coal involved adds emphasis to the desirability of employing any means which may be available to effect greater economy in the use of fuel in locomotives during the time they are performing use-

ful work. Since locomotives are directly under the charge of the engineer and fireman at this time, the responsibility lies largely with them.

Firing instructions both printed and verbal are commonly based upon the assumption that the locomotive is in good condition. While losses due to defects in design and improper maintenance may be great, engineers and firemen should recognize that, with any locomotive, whatever its general condition, the difference between careful and skilful operation and firing, and poor and indifferent operation may easily account for five or ten per cent. of the coal required to perform a given amount of work.

Firing Instructions

Instructions regarding level firing and the avoidance of banks, holes and clinkers, and regarding door control, blower operation, and grate operation, relate to the supplying of the proper amount of air and the thorough admixture of this air with the burning fuel. Instructions relating to firing at a uniform rate, to spreading the

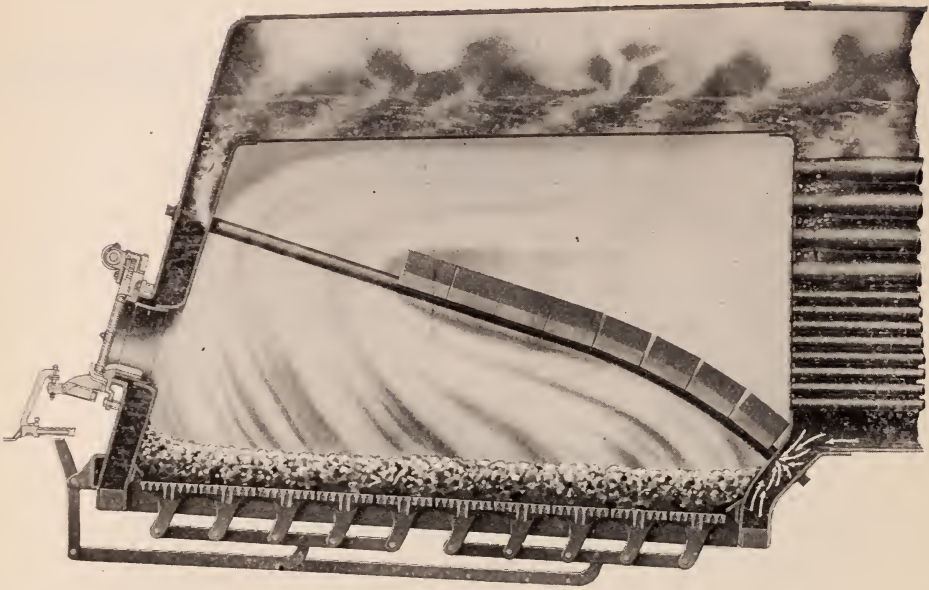


Figure 1. The Uniform Fire

coal, and to closing the firedoor are largely aimed at securing a sufficiently high and uniform firebox temperature.

A level, bright fire should be maintained. In general also the fire should be as light as is consistent with the work which the locomotive is doing and with the character of the fuel being used. Certain precautions are to be observed in maintaining a light, bright, and level fire. Large lumps of coal should not be fired; they tend to make the fire uneven. All large lumps should be broken into pieces not larger than three or four inches.

Apply fresh coal to the parts of the fire which are the brightest and thinnest, that is, where the coal is needed most to keep the fire level and uniformly bright.

Fire the coal in small amounts and at regular intervals. One or two shovelful at a firing should ordinarily give the best results. With large fireboxes and high rates of combustion it is often found necessary to apply from three to five shovelful. In any case each shovelful should be spread to that part of the fire where it is most needed to keep the firebed level and to keep the fire as a whole as bright as possible.

Large amounts of coal applied at one

firing give off so large a volume of gases that they cannot all be burned before escaping from the firebox; consequently firebox temperatures are lowered, and the air supply through the grate is restricted or broken up into uneven streams. The result is poor combustion and coal loss. Proper mixture of air and fuel, and sufficiently high firebox temperatures produce good firebox conditions. Uniformity in the firing of coal, that is, the firing of small amounts at regular intervals, promotes these conditions.

Firing instructions concerning the spreading of the coal, cross firing, and firing slightly heavier next the firebox sheets to prevent excessive air entering along the sides and ends are intended, first, to help in securing a sufficient but not too great air supply through the fuel bed, and secondly, to insure the mixing of the air thoroughly with the burning fuel. The fuel bed being uniform and of equal thickness throughout, the air will come through it in a uniform manner and so be more or less thoroughly mixed both with the fuel burning on the grate and with the burning gases arising from the fuel bed.

Figure 1 illustrates a level uniform fire in which a uniform supply of air is passing

through the fuel bed, good admixture of air, fuel and gases is taking place, and a high firebox temperature is being maintained. These three conditions result in practically complete combustion and in the greatest possible fuel economy.

Figures 2 and 3 show firebeds in which banks have been permitted to form either because of heavy firing under the firedoor or because of uneven firing on other parts of the grate. Figure 4 shows a hole or spot in the fire. Firebeds in which bad clinkers have formed constitute another example of poor firing conditions. Banks, holes, and clinkers all tend to interfere with the uniform flow of air through the fuel bed. Banks and clinkers restrict the flow of air through parts of the bed and accelerate it through other parts. Holes permit large amounts of cold air to flow through them and retard the flow of air through other parts of the fuel bed. Undue lack of uniformity in the fuel bed interferes with a uniform supply of air, prevents the proper mixing of air and fuel, and tends to lower the temperature of the firebox.

In general, it may be said that it should be easier to maintain good firebox conditions where there is a brick arch and that the bad effects due to banks or holes

will be reduced through the action of the arch. The arch produces a much longer average path for the gas to travel from the surface of the firebed to the flues, thus permitting and assisting in a more intimate mixture of the air with the burning gases. The hot arch brick also assists in maintaining a uniform temperature in the firebox. In all the figures the attempt has been made to illustrate certain combustion conditions as related to air supply, air mixture and firebox temperature, and to emphasize the importance of maintaining proper conditions in these respects irrespective of any particular firebox or type of locomotive.

Care should be exercised in shaking grates, the purpose of which operation should be to remove such ash and clinker as may be necessary in order to admit sufficient air but to avoid disturbing the fuel bed so much that holes or additional clinker may be formed. Preferably the grates should be shaken when the locomotive is standing, since holes are likely to result from shaking the grates when running. Some eastern coals may be burned with practically no shaking of the grates.

The firedoor should, in general, be closed immediately after each shovelful of coal is fired. This practice prevents an im-



Figure 2. Bank in the Fire

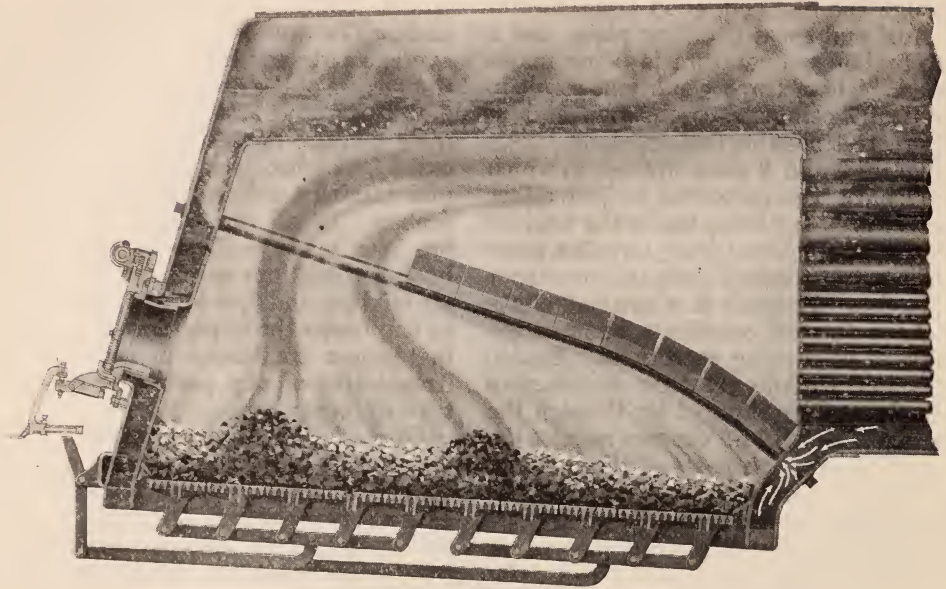


Figure 3. Banks in the Fire

proper air supply, which cannot properly mix with the burning gases and helps maintain a uniform firebox temperature. When the firedoor is wide open a large volume of cold air rushes into the firebox. This cold air lowers the firebox temperature, and being in one large stream, does not readily become mixed with the gases arising from the fuel bed. Too much air may be supplied through the firedoor under almost all firing conditions.

Immediately after a shovelful of coal is thrown on the fire, the gases arising from that coal require more air above the fuel bed than is otherwise needed. Leaving the firedoor on the latch is sometimes advantageous at this time since it allows a certain amount of air to enter. In general, however, the ashpan openings, the grate openings, and the condition of the firebed are such that the greater part of the air required for combustion is drawn through the grates and the opening or partial opening of the firedoor to supply air rendered unnecessary. In all cases the instructions regarding the firedoor are aimed at the proper air supply, the proper mixing, and the maintenance of a high firebox temperature.

The blower should not be so used as to draw an unnecessarily large amount of air

through the firebox. The throttle should not be so operated as to disturb the firebed and the slipping of drivers should be avoided since the firebed is disturbed through the violent action resulting from the exhaust steam.

The waste of steam through the safety valve should be avoided at all times. Careful attention to the handling of the fire at the time of a stop or when standing or drifting will prevent blowing off and wasting fuel.

Careful attention to the handling of the injectors will save coal in several ways. Waste of steam through safety valves may be prevented through the use of the injector. The water level in the boiler should never be so high as to cause water or very moist steam to be carried over to the superheater or to the cylinders. A very serious fuel loss may occur from this cause. In general the injectors should feed the boiler at a fairly uniform rate. It is often possible to make firebox conditions more nearly uniform and more satisfactory through the operation or regulation of the injectors. When the demand upon the locomotive is light, the operation of the injectors makes the demand upon the firebox somewhat heavier; and when the demand upon the locomotive is heavy, a reduction in the amount

of water supplied makes the demand upon the firebox lighter than would otherwise be the case. The injectors should feed the water required by the boiler in such manner as to assist in maintaining uniform and satisfactory firebox conditions and they should not be so handled as to occasion direct loss of steam through the safety valves, or to cause priming.

The reverse lever and throttle should always be so handled as to use the minimum amount of steam. The following extracts concerning throttle opening and reverse lever control are taken from the instructions concerning fuel economy which have been adopted as recommended practice by the American Railway Master Mechanics' Association.

"The locomotive should be operated with a full throttle opening (except when starting or drifting) when the cut-off is twenty-five per cent. of the stroke, or greater; but if twenty-five per cent. cut-off with full throttle gives more power or speed than is needed, the reverse lever should be left at twenty-five per cent. cut-off and the throttle partly closed as necessary. With locomotives using superheated steam it is well to use fifteen per cent. cut-off instead of twenty-five per cent., as mentioned.

"Superheater locomotives should be operated with a full throttle opening and reverse-lever control, as far as service conditions will permit, the exceptions being: When starting a train, when using a very small quantity of steam, and when drifting."

The careful handling of the throttle and reverse lever saves steam at the cylinders and also makes it possible for the fireman to do his work more easily and with a greater saving of fuel in the firebox.

Certain other firing precautions relating to injector operation or firing in anticipation of heavy demands for steam are for the purpose of avoiding unusual "peaks" in the demand made on the firebox and the uneconomical forcing of the fire. Very heavy firing is wasteful as compared with moderate rates of firing. Where demands upon the locomotive, such as may be caused by a heavy grade, can be anticipated, a somewhat gradual building up of the fire will help to equalize the demands made upon the firebox. This practice will to a certain extent prevent high rates of combustion and so will be economical of fuel. The careful operation of the injectors before and during such "peaks" and the careful operation



Figure 1. Hole in the Fire

of the locomotive as a whole, together with the handling of the fire to the best advantage, will do much to prevent the necessity for very high rates of combustion and the loss of fuel which attends such periods of forced firing.

Still other precautions are for the purpose of eliminating or reducing coal losses which occur more or less independently of the efficiency of the combustion process. *Coal when placed on tenders should be trimmed so that there shall be no loss through falling off on the road bed. Coal should not be allowed to fall or blow away from the engine deck.* The sprinkler hose should be used enough to keep down dust and to prevent fine coal from blowing about.

Unnecessary stops for coal or water or other unnecessary stops which may be within the control of the engine crew should not be made. *Each stop and start requires the burning of additional coal.* Prevention of delays of this kind in so far as they may come within the control of enginemen will save coal.

The direct loss of coal or partially burned coal through the grates to the ashpan should, of course, be prevented in so far as possible. The careful handling of the grates and the exercise of care when starting, cleaning or banking fires will save coal.

Locomotives should not be brought into terminals with a fire heavier than is necessary properly to handle the train and the locomotive. A large fire which must burn out or be dumped when the fire is cleaned means a direct waste of fuel.

Every pound of steam which can be saved in the operation of the air pumps or in the use of other steam using devices and every steam leak which can be prevented or stopped means a corresponding saving of fuel. *In like manner the economical use of air means coal economy. Air leaks and wastes often mean much larger coal losses than is commonly realized.*

It takes extra power to operate valves and other parts of the locomotive mechanism which are not properly lubricated and this waste of power means a waste of coal.

The economical use of steam, other than in the main cylinders, the economical use

of air, *the prevention of leaks whether of coal, water, steam, air or heat, and proper lubrication, all mean economy and coal saving.*

The Significance of Smoke

The emission of visible smoke from the stack of a locomotive is evidence of the presence of unconsumed volatile matter and soot, or the heavy distillates of coal, and indicates that conditions in the firebox are not such as to promote fuel economy. The direct loss represented by the smoke itself is not serious, but *the conditions of which smoke is an indication may often result in waste.*

The prevention of smoke depends to a large extent upon an adequate air supply, its proper mixture with the combustible gases, and the maintenance in the combustion chamber or firebox of a temperature sufficiently high to insure the ignition and combustion of the distillates arising from the coal. These distillates must be heated quickly and kept at a high temperature until the process of combustion is completed. The brick arch is an aid in promoting better conditions in the firebox and consequently in reducing smoke, since it helps to mix the air and gases and to maintain a uniformly high firebox temperature.

In general, it should be recognized that *the emission of smoke is an indication of unsatisfactory conditions in the firebox* which should be corrected as promptly as possible.

The discharge from locomotive smoke stacks contains not only the unconsumed distillates of coal but an amount of cinders and unburned fuel particles which have a unit heating value equivalent to about three-fourths that of the original fuel. This discharge of cinders varies according to the rate of combustion from a fraction of one per cent. to as much as twenty per cent. of the coal fired. The amount discharged at high rates of combustion is proportionately much greater than at low rates. For this reason, as for others which are discussed elsewhere, firemen should endeavor to maintain as low and uniform a rate of combustion as will meet the demands upon the locomotive.

Food F. O. B. the Railroad Track

“Tom” Hastings, Assistant Freight Agent, Finds Pleasure and Profit in His Victory Garden



WELL, I certainly am glad I went in for this war gardening last year,” was the cheerful comment of “Tom” Hastings, assistant freight agent, to “Ed” Williams, stationmaster, as the latter entered the baggage room.

“So you found it interesting, did you?”

“Interesting?” with a satisfied smile.

“Yes, and far more than that. I never did anything in my life before that gave me so much real pleasure. I got a lot of fun out of it, but the work was profitable

to me in a hundred ways. I wish there was some way in which I could get the message to all the boys along the line, telling them the value of raising some of their own food.”

“Tell me about it,” said the genial stationmaster, “and perhaps I can help you to get your message across.”

“Why, it would be worth a small fortune to every man on the road,” continued the enthusiastic young freight agent, “if he could know how valuable



Doesn't This Garden Look Good to You?
The Railroad will be glad to loan you a plot near the right of way for the asking



NOBODY IS TOO FAT, TOO LEAN, TOO
SHORT, TOO TALL, TO BE A
VICTORY GARDENER

this gardening work is. I never would have believed it if I had not tried it for myself. When the Company posted those notices last spring along the line telling us we could have a piece of land to cultivate if we wanted it, I thought I would go in for it just for the fun of the thing. I did not believe that I could accomplish much. But then I knew there was a big demand for food and that we would need more as the war progressed; so I said to myself it was my patriotic duty to help a little. I never thought it would amount to much."

"You took that little plot over near the far end of the Washington Street siding, didn't you," asked Williams.

"Yes," Hastings went on, "and do you know everybody told me when I started in that I wouldn't be able to raise a bean pole on that ground, that it was nothing but cinders. But do you know I raised enough food there to keep us in vegetables all summer long, and besides Mrs. Hastings put up a lot for winter, so that we had to buy very little in the way of canned goods all winter long.

"But the best thing about it all was not the amount of food we raised, although I know that helped a little bit, but the other benefits we got out of it. In the first place, it taught us to save. We had never been able to lay by any money before, but now I have a little

bank balance in addition to having bought three Liberty bonds and a book full of War Saving stamps. It was largely because of the money we were saving on market bills that we were able to do this. Then, too, I got so interested in that garden work that I did not have so much time and money to spend for other things.

"I tell you, Mr. Williams, that if every man along the line knew how much profit and how much enjoyment he could get out of gardening he would not fail to find a little plot somewhere to cultivate. If he has no back yard of his own and no vacant lot near his home which he can use, he ought to take advantage of the Company's offer and take up one of the pieces of land which he can have for the asking. I tell you I am never going to be without a garden again. The wife and the children took as much interest in it as I did. They helped with the work, and I know that the children are better off for it. Besides, they learned a lot. Billie wrote an essay on gardening which took first prize at school.

"Every railroad man will be benefitted individually if he will plant a garden and help feed himself. But, of course, he should consider also the service he is performing for his country and the world. There has never been a time before when there was so great a demand for food.



VICTORY GARDENS MUST HELP FEED
THE WORLD



OUT-HOE THE HOE TO MAKE THINGS
GROW

Every bit produced adds that much to the supply and helps to keep someone from going hungry. While I was helping myself I kept that thought in mind also. I kept saying to myself: "Tom, old boy, every quart of beans you grow, every bunch of beets and carrots, is releasing that much extra food to be sent to Europe where so many millions of innocent sufferers, poor men and women and children, who were in no way responsible for the war, are starving because they cannot get the food they need. It was not to be had in many of those countries at any price. Those people were just as dear to someone as my wife and my little son and daughter are to me. If every man could look at it that way, Mr. Williams, I believe he would put in every spare minute this year in cultivating a little plot of ground somewhere."

"Well, you will be glad to know, Tom," said the stationmaster, "that the Company has made the same offer this year as last, and that any man who wants a piece of land somewhere along the right-of-way can have it. The officials are very anxious to do all they can to have every square foot of this land planted. They are patriotically cooperating to help increase the nation's food supplies, so that the vast quantities which are needed in Europe to prevent millions from starving may be shipped."

"And think what it would mean if every

man on every railroad in the United States were producing some food," said Hastings. "Even if each one of them raises only a small amount, when you take it altogether it would make a great quantity. It is the little things these days that count, I tell you. It was the little dimes and dollars that made up the millions raised for the Red Cross, the little 'baby bonds' and small Liberty bonds which ran up into the hundreds of millions and helped us to win. I have put in my name for that same piece of land this year, and besides I am going to plant a little vacant lot across the street from my house which the owner has said I could have. And my increased production this year will enable me to go in on Victory bonds a little stronger. That means more money in the bank for me."

"Yes," said Williams, "and the need for growing food in the Victory gardens this year is just as great as was the need for growing food in war gardens last year and the year before. The United States has promised to send twenty million tons of food to Europe this year. That is a big order; but we can do it without skimping ourselves; and if the home gardeners will all get busy we can make it more. Such a thing as too much food grown this year, and for several years to come, will be impossible. Every bit of it will be used."



"YOU DON'T NEED MEDICINE. WHAT YOU
NEED IS TO WORK IN THE GARDEN"



UNCLE SAM HAS PUT OUT THE FIRE.
NOW CLINCH THE VICTORY

There were gardens of all sorts along the railroads of the country last summer. Potatoes and beans and cabbages were growing close to the tracks, by the side of smoking roundhouses and busy repair shops, on the lots back of the crossing watchman's little box house, and in many places right up to the station platforms. Reports to the National War Garden Commission of Washington from all parts of the country showed the active support the railroads and their patriotic employes gave to this movement. The service thus rendered was of immense value; how great, it would never be possible to determine in actual figures or in dollars and cents. It could not be measured in that way. But in addition to what the railroad men themselves did it was an inspiration to many of the other war gardeners of the United States.

With the need for food greater this year than ever before it is hoped there will be a much larger number of Victory gardens than there were war gardens. War munition plants are being turned into peace plants; and so the war gardens have become Victory gardens. They are needed now in the world war for food. That terrible enemy Hunger, with his grim attendants Pestilence and Panic, must be driven from the globe. The home food producers must help.

The railroad men of the United States

are back of this great campaign for more "Food F. O. B. the Kitchen Door" and, according to reports to the National War Garden Commission of Washington, which is conducting a nation-wide campaign, it is believed the railroad men will go over the top in their Victory gardens this year as they did in war gardening last year and help to win the new war—the war for food. J. L. Edwards, director of the agricultural section of the United States Railroad Administration, recently called upon the regional directors and their assistants to cooperate in this good work and from the replies received it is plain that the message will be spread. One reply to his letter said: "We feel that the war garden is a permanent fixture in practically all parts of our territory where gardening is possible." Another said: "We expect to continue our efforts along this line with more vigor than we did last year." If you want information on how to plant and care for a garden, send a two-cent stamp to the National War Garden Commission, Washington, which will mail a copy of its garden manual to anyone who wants it.

Let there be no idle land this year. Put it all to work and help to feed a hungry world and starving nations abroad at the same time that you are helping yourself.



THE SUMMER AND FALL SHOULD BRING
CANNING AND DRYING ACTIVITIES
ON A LARGE SCALE

Railway Club of Pittsburgh Honors J. A. Spielman with Presidency

Live Executive Enrolling Many of Our Employes as Members



J. A. SPIELMAN, assistant to the general superintendent of the Pennsylvania District, was elected President of the Railway Club of Pittsburgh in November, 1918. Mr. Spielman is an intensely loyal Baltimore and Ohio man and through his enthusiastic work in promoting the interests of the Club, has brought into its membership many of our officials and employes. This works two ways: it strengthens the Club in its pro-railroad activities, and it brings before many of our employes the best railroad thought of the day and makes their influence felt from the individual and Company standpoint. Would that we had more such Railroad Clubs with hundreds of members among our employes, and whose power for their own good and that of the Railroad might be felt in ever-widening circles.

The twelve hundred-odd members of this Club get together for a luncheon in the Americus Club Building at Pittsburgh on the last Thursday of each month, when reports and discussions for the improvement of railway operation are given, and a closer relationship between railroad men is brought about. The membership includes foremen in all branches of railroad work, other minor officials, and most of the prominent railroad men in and near Pittsburgh. In fact the membership is entirely cosmopolitan and it is quite the usual thing to find executives and their subordinates lunching together and discussing intimately the vital problems that affect the general situation.

The possibilities and influence of this body for good are great. This was recognized when H. C. Woodbridge, Supervisor Fuel Conservation Section, United States Railroad Administration, requested a special meeting of the Club for inaugurating a campaign on Fuel Conservation in August last. This was attended by all the leading railroad men in the Pittsburgh District.

A recent address on "Good Firing" is a fine illustration of the comprehensive way such a subject is treated at the Club luncheons. The lecturer brought with him a most illuminating motion picture which told his story as hours of talking could not have. The back of the boiler on a modern locomotive was shown as the permanent "background" of the picture. The train was running at high speed and every detail was faithful to actual firing because it *was* actual firing. Into this background came in turn a green fireman, then an average fireman and finally an expert fireman. Each of them had small electric lights fastened to his wrists and his knees and the movement of these lights in the picture vividly portrayed the difference between the halting, jerky and confused movements of the green fireman and the rhythmic and regular curves which the expert described in the air. As Mr. Spielman expressed it, "the former's efforts at firing under the searching eye of the motion camera looked like an irregular tangle of lights, while the practiced movements of the latter were the mechanically repeated traceries of a gently curving design."

Other recent subjects discussed at

these meetings are: "Wanted—A Freight Car," by A. M. Schoyer, Resident President of the Pennsylvania Railroad in Chicago; "Supervision," by J. L. Wilkes, Supervisor of Transportation in the Allegheny Region for the Railroad Administration; "Our Transportation in the Present Crisis," by John F. Lent. These addresses are followed by questions to the speakers and by free discussion; addresses and the questions and answers following are printed in attractive pamphlet form each month and distributed to the members of the Club.

One meeting each year discusses M. C. B. rules and the recommendations adopted are sent to the annual M. C. B. convention in Atlantic City, where they play an important part in the final proceedings.

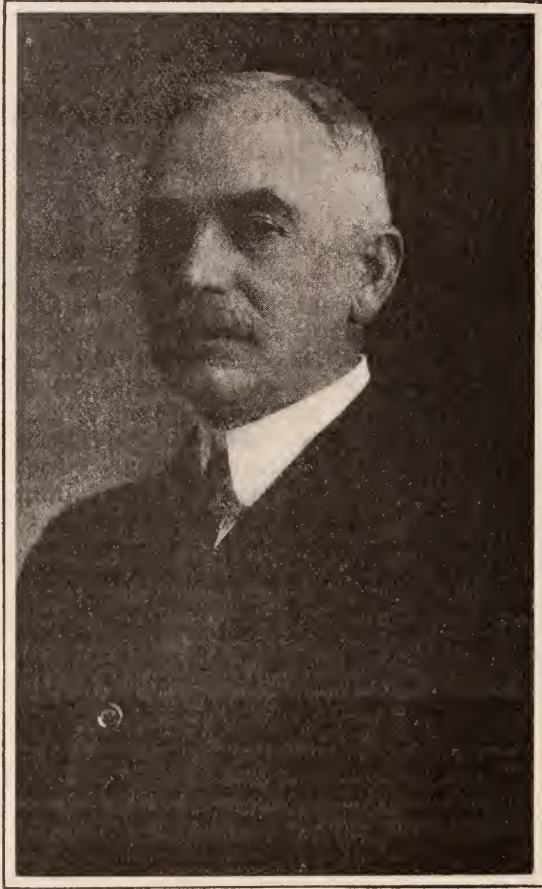
Mr. Spielman is anxious to enroll as many Baltimore and Ohio men as he can during the year as President of the Club. There is no better way for our employes to widen their circle of railroad acquaintances and to broaden their vision of the all-important railroad situation as it exists today.

Mr. Spielman is a graduate of the High School at Tiffin, Ohio, and of Ohio State University at Columbus, Ohio. He came with the Baltimore and Ohio on March 14, 1880, as assistant on engineer corps,

Chicago Division, and has the following service record: March 1, 1887, roadmaster, Newark Division; June 1, 1887, division engineer, Chicago Division; June 1, 1903, superintendent, Butler Division; December 15, 1903, superintendent, Chicago Division; June 1, 1905, engineer, maintenance of way, Wheeling System; November 1, 1911, district engineer, maintenance of way, Pennsylvania District; September 1, 1915, assistant to general superintendent, Pennsylvania District.

This comprehensive experience has given him a wide cir-

cle of railroad friends and a broad knowledge of railroad operation, which, together with his genial personality and fine enthusiasm, make him a splendid representative of the Baltimore and Ohio in his important affiliation with the Pittsburgh Railway Club.

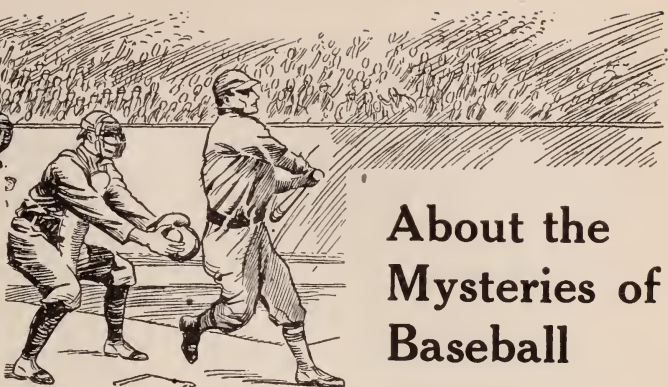


J. A. Spielman,
Assistant to the General Superintendent, Pennsylvania District

The Type We Want

His hat may be greasy and his pants may shine, but if his children flatten their noses against the window pane and watch for his coming, the man is honest, industrious, sober. He is the type of American that we want.—*The Headlight*.

“Aunt Mary” Writes to Editor



About the Mysteries of Baseball

And Bets on the Benedicts!

By Margaret Talbott Stevens

File Clerk, Transportation Department

Transportation Department

April 3, 1919.

Dear Mister Editor,

Me an' Ezra is goin' to a baseball game. I aint been to a game sence before the war, but Ezra says them wasn't no games a-tall. My Mary Ellen she's been a-tellin' me an' Ezra about them there "Olympian Games," as she calls them, where they ride in chariots, and hurl discs, an' run what they call "Marathon" races. Maybe you kin recollect readin' about 'em in your school hist'ry. Well, Ezra, he says that them games that them Heathenish Greeks an' Romans used to go crazy over won't be nothin' a-tall, an' that even the World's Series will sink into Oblivion, wherever that is, jus' like the stars run away when the mornin' sun gits to chasen 'em; he says that all these things will drop down to nothin' when this big game is pulled off. You know, I don't know nothin' a-tall about baseball. I never took much stock in it; when I was a little gal, to play baseball wasn't lady-like, although oncet in awhile we gals uster get a old stockin' an' roll it into a knot an' pin it with a safety-pin an then we'd sharpen a shingle down to use for a bat. But nowadays My Mary Ellen dresses herself up in middy-blouses an—well, that ain't tellin' you what I started out to say. It 'pears like down there at the Transportation Department, where

my Ezra works, the married men an' the single men will have a terrible clash, as he calls it, on the afternoon of Good Friday. He says that the married men are going to show the single fellows how to eat mud off the home plate, whatever that means; I can't see no sense to it whatever, but I reckon it means that they are going to beat 'em up. I don't understand these-here baseball names. I asked Ezra why he didn't write an' tell you about it himself, but he says he is so busy practicin' that he aint got no time for writin'. Truth of it is, Ezra writes sich a turrible fist, that it wouldn't look good in print. He's right slick at figgerin', but when it comes to writin', well, he says a man loses his individuality, whatever that is, when he writes a good hand. I reckon that's so, an I reckon that's why—but never mind, I'm a-ramblin agin.

Ezra give me the line-up. (I reckon that's the way you spell it, but I'll bet every one of them men will be "laid up" with rheumatiz for three weeks afterward.) That line-up is as follers:

MARRIED MEN

Mascot: "Gus Schweiser," who is some cheese.

3d Base—Merk Evans, who is willin to treat to cigars every time anybody makes a home run. What's the matter with the cigars, Harry?

- S. S.—Old Man Jackson, who dances to keep his spirits up.
 2d Base—Hittem High Dienhart, who can't be analysed.
 1st Base—B. Quiet Volk, who says much and acts little.
 Catcher—Mad Man Siebert. Look out for him.
 R. F.—Fatty Collins, who can hold 'em as fast as they come.
 C. F.—Dashem Fisher—Champion heavy-weight and speed artist.
 L. F.—McCann, just Tom. Watch him and hold your breath.
 Pitcher—Swiftly Faustman, who expects to finish the game by 3.30 p. m.

SINGLE MEN

- Mascot: Georgie Barry, a wise little owl, who discovered that a hot water bottle will cure cold feet.
 3d Base—Bobbie Burns, the mountaineer slugger.
 1st Base—Killem Scharnagle, who is a good friend to the other pitcher. Watch out for signals.
 S. S.—Whistling Guerke, who can even play baseball with the typewriter keys.
 2d Base—Long-haired Marley, the only one of his kind in captivity.
 R. F.—Rushing Wynne, who has a terrible eye for curves.
 C. F.—Slant-eye Hiller, who will be all right after a good night's sleep.
 L. F.—Chasem Griffith, whose aspirations tend toward the Big-Leaguers.
 Catcher—Pill Wood, who can differentiate between a foul and a strike.
 Pitcher—Home Run Poole, the Silent Man.
 Pitcher—"Ty" Cobb, the Whirlwind Hurler with the Chinese uniform.

There was two or three other fellers who was going to play, but changed their minds. Phillips and Brooks resigned from the team to accept a better-salaried job, which same pays them \$10 per month an' car fare; Roycroft, after a half-hour's practice, decided he'd rather play croquet.

A man named "Merk" Evans come to see Ezra last night, Ezra bein' chose as a substitoot, an' they was talkin' about a nuther game what they heard that the Car Service Department is also to play;

an' "Merk" said that the Car Service winners was willin' to play our winners for a peck of peanuts; but accordin' to a letter that "Merk" received from "Mac" they aint going to get the time. Here is the letter as it was writ, word for word; you kin judge for yourself as to its merits:

"Dear MERK:

"Don't let this get out! From reports current west of the Mississippi an' rumor emanating from the "SPIKED SOLES EMBARRASSMENT ASSOCIATION," this game will go hitless and runless for at least 14 or 15 innings. We are to hold Major OEHRL as reserve mound man, so we shall be sure to stand tie with this bunch of marriage dodgers when the regulation closing the parks at midnight forces the calling of the game, to be resumed the next suitable day barring Feb. 29th. Foxy? That's me all over, Merk.

"We have a first aid RED CROSS outfit all ready to be hitched up to Joe McCaghey, with circulars pasted to it, giving full treatment for near-sightedness and sleeping sickness, which so often afflicts players. We have also assembled a dainty little battery of two howitzers, a machine gun, two 38-revolvers and a pop-water pistol for John Latchford to monkey with, as we expect him to have one eye on the trigger an' the other on the "UMP." Our air-ship signals are being coded. We figure that the flier will follow the flies and direct our outfielders where to meet them. He shall, of course, mislead the outfield of the enemy with cries of "Over the Fence," "Jump! Jump!!" "Look out for the cars!" etc., and unless corns and bunions interfere, this bit of strategy should net us over 30 or 40 runs.

Yours,
 MAC."

They say they're goin' to get a "Scotland Yard" man, whatever that is, to watch Chasem Griffith so that he won't steal second. My, My! I didn't know that feller was a thief. I'll have to keep my eye on him next time he comes sparkin' round my Mary Ellen, 'cause, twixt you an' me, my gold picture-frame hangin' over my sofy in the parlor cant be trusted to no man that will steal bases. Mr.

Mac says he has got some telly-grams from some old friends of hisn that's baseball players. I aint disputin' the fack, but if you'd once see Mr. McCann, you'd never think he was made for nothin' but to play the pianny an' to trim his finger nails; but these is the wires, as he calls 'em, though I can't see no wire around them; however, there might be strings somewhere. Tom says he will offer a 5000-dollar fine to anybody who can prove that the follerin' was not solicited, whatever that means. This is how they runs:

MISTER MAC: YOU TOLD ME STRAIGHT
AND I AM FOLLOWING YOU TO A "T."
BABE RUTH.

MAC: YOUR TIP ABOUT SLANT EYES AT
SOUTH PAWS HAS MADE ME.
HOME RUN BAKER.

MCCANN: THE UPSIDE DOWN SIDEWAYS
AND ALL AROUND PHENOMENA MOSTLY
SIDEWAYS.
CONNIE MACK.

MAC: HANK GOWDY AND I WERE TALKING
ABOUT YOU YESTERDAY. YOU HAVE A
WONDERFUL FUTURE BEHIND YOU AND
I BELIEVE YOU SEE IT.
TRIS SPEAKER.

Oh, I most forgot to tell you that they have got the girls all lined up as rooters? Yes, sir, an' they say they are going to tie a ribbon around the neck of the first man of them that makes six runs! I bet Ezra will be fool enough to try to git that; not that he's pertickerly fond of ribbon, but that he's got his eye on every gal in the neighborhood—when I aint around!

Well here's wishin' them luck. "Who?" did you say? Why, the married men of course. I have to say that because Ezra says so, but them boys is right near my heart, too. (Now don't tell Ezra that, or he might get jealous.)

Yours truly an' respectful,
AUNT MARY.

P. S. Mister Editor, we hope you an' your folks, includin' your immejiate fambly an' all your gran' children will get up to the game in time to see Ezra git that red ribbon tied around his Adam's apple. But I kin tell you right here that it won't be becomin' a-tall to Ezra, cause he's got red hair.



A pretty stretch of track on Section 36, Rockville, Md., Baltimore Division



There May Be Others, But Do You Know—

Our Railroad "Lady Poet"?

HAVE you read the poems that appeared on page five of both the March and April issues? Of course you *have*, but *if* not, go right away and get them,—we want you to know something about the author's work before you meet the lady herself, and incidentally to enjoy "My Dream-land Train" and "The Springtime Special" as much as we have.

Did she know that she was to be her



Miss Margaret Talbott Stevens

own biographer in the *MAGAZINE*? Not at all. We haven't even asked her if we could reveal to our readers what she really thinks about herself. Sure,—we ought to, and we would—with nine out of ten people—but with her it's different. She's a jolly good sort of a fellow, and likes a joke even if it is on herself. Read her autobiography and see what you think:

"*Dear Mr. Editor*—As to the photograph which you requested, I'm afraid I shall have to ask you to wait until I can get one taken, as the only thing of the kind that I have in my possession is one that was taken when I graduated, and, since that was five years ago, it looks about as much like me as a steam engine resembles a dining car. (No, I didn't mean that exactly; to make that a more practical simile, I should have said it backwards.) However, I'll send you one some day which you may publish with an "epitaph" something like this:

Here's a photo of M. T. S.,
A file clerk, so it seems;
Poor scul, she's seen so many files
She knows them in her dreams.
(Which is more truth than poetry.)

"Thanking you for your kindly consideration of my contributions, and assuring you that if there is anything that I can do that will be of service to the *MAGAZINE*, I'll be only too glad, I am,

Yours truly,

"MARGARET TALBOTT STEVENS,
"File Clerk, Transportation Department."

The pleasure is all mine Miss Stevens, thank you!

Though the above was written for the *MAGAZINE* just about in time for this issue, Miss Stevens' continuing interest in our publication makes a revision of the first paragraph quite worth while. You need not turn back to past issues—just read her contributions to this one. There are two and you shouldn't miss them.

A Modest Hero of Peace

WE WANT to take a bit of your time to give you a bit of biography, without the foreknowledge of the man whose work is commended.

You have read much lately about war heroes and now we want to tell you of one of the heroes of peace.

"Peace hath her victories no less renowned than war," and she also has her heroes. Emergencies bring them to public notice.

The employes of the Baltimore and Ohio Railroad see the medical examiners doing their work quietly and unobtrusively.

Largely a matter of routine. So many physical examinations; so many inspections of sick or injured members; so much care to be sure that drinking water is free from deleterious properties; so much work to make living and working conditions better.

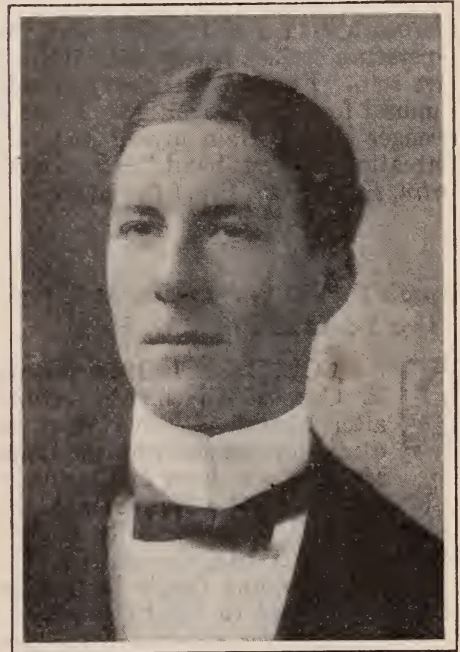
When an emergency calls for the exercise of more than ordinary powers, the medical examiners always respond. One of them, Dr. Frank H. Weidemann, of Connellsville, Pa., during the influenza epidemic, worked at high pressure until a few days before his death from that disease.

Dr. Frank Dorsey, medical examiner at New Castle, Pa., who came near death by drowning in a wreck on the Pittsburgh and Lake Erie on March 13, was too modest to make an official report of his experience and his work after he extricated himself from his position of danger. Had it not been for a letter from division superintendent Stevens, his work for humanity would not have received recognition.

Several of the men to whom Dr. Dorsey gave first aid received serious injuries and were later taken to the hospital of the Carnegie Steel Company for further treatment and surgical attention.

The letter from superintendent Stevens of the New Castle Division, which is quoted here, shows to whom honor is due:

"On March 13, P. & L. E. passenger train leaving New Castle for New Castle



Dr. Frank Dorsey

Junction at 7.20 a. m., and carrying a large number of Baltimore and Ohio employes, as well as P. & L. E. employes and other passengers, was unfortunate enough to meet with an accident at the Aetna Furnace of the Carnegie Steel Company, with the result that the smoking car was turned over and thrown down the bank into the Shenango River, and the next car, which was a ladies' car, was headed down towards the river.

"Dr. Frank Dorsey, our medical examiner, was in the smoker, which, after the accident occurred, rapidly filled with water, and was placed in a very dangerous

position. For your information Dr. Dorsey stayed inside the car, soaked to the hide, and was instrumental in pulling out the majority of the men who were down under the seats and who stood a fair chance of drowning. Among these men were two with wooden legs. In addition to this Dr. Dorsey assisted in caring for the men who were wounded when they were gotten out of the car.

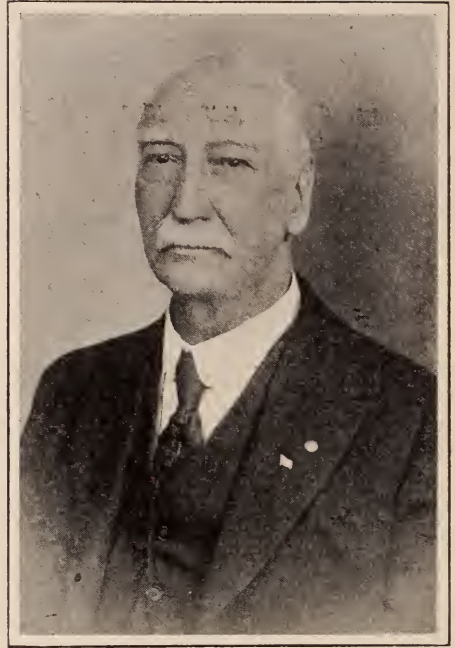
"His services at this particular time were of most unusual character, bearing in mind the fact that he was buried underneath the car and in the water, the temperature being twenty-two degrees above zero. I believe this case warrants an unusual form of recognition. I was a passenger on the train myself and this information is first hand."—*H. Irving Martin, Statistician, Relief Department.*

Joseph P. Cox Gave Almost Fifty-five Years of Efficient Service

ON DECEMBER 1, 1918, Joseph P. Cox, of Cincinnati, retired after almost fifty-five years of continuous service with the Company. Mr. Cox was born in Cincinnati on March 12, 1841. He entered the service of the C. H. & D. R. R., May 1, 1864, as station baggageman at Cincinnati, then became freight brakeman and was promoted to freight conductor and then passenger conductor successively. He became general baggage agent in October, 1873, but accepted service in the City Ticket Office in 1886, and remained there until July 26, 1913, when the City Ticket Offices of the Baltimore and Ohio and C. H. & D. R. R. were consolidated. There he continued until retired.

When requested to tell the readers of the MAGAZINE some of the reasons he was able for so many years to merit the confidence and support of the Company, he said:

"My long service was no doubt due to always trying to follow the instructions of my superiors, and being careful in handling the public; by giving correct information and never knowingly mis-



Joseph P. Cox

representing anything; by keeping myself well posted as to time, connections and rates. Such information I could give readily because I had my circulars filed under their subject, until the Interstate Commerce Law required circulars to be filed numerically. After this time my circulars were filed in consecutive order with a cross-index showing subject and circular number and also showing circular number and subject.

"I kept my tariffs filed so that I could refer to them readily, and all tariffs that contained rates from other stations than my own were so cut that I could thumb to the rates from my station. In this way the public were handled rapidly and satisfactorily, with but few complaints from persons who felt they had not received proper treatment.

"The office daily records were kept so that it was always known just how we stood, and there was no trouble in getting out the monthly reports on time and in balance with the daily report.

"I trust that the few things I have said may help some other agent, though I believe we have many agents in active

service today who are doing these very things and could suggest more to help their fellow employes than can an old-timer like myself."

We speak for all our employes who know Mr. Cox when we hope that the sunset years of his life may be as full of comfort and happiness as the former years have been of helpful activities in behalf of others.

He Liked Folks

MERE formal mention would do scant justice to the memory of Doctor Charles W. Hedrick, a much beloved member of the staff of medical examiners of the Relief Department, who died at Willard, Ohio, from cerebral hemorrhage, on March 7, 1919.

He was a friend of all employes who came within his circle of influence, and his genial manner inspired confidence and trust. He was often consulted in domestic affairs which would not have been carried to a man less tactful and thoughtful.

Most of his life was spent at Willard, and he saw his home place change from a small hamlet into a large and thriving town. Acting on his advice, many employes purchased homes at Chicago Junction (now Willard), through the aid of the Savings Feature of the Relief Department. He was a constant booster of the town, and was always classed among its leading public-spirited citizens.

He liked folks; next athletic sports, particularly baseball. His interest in the "World Series" games caused him often to take a vacation and get a front seat in the bleachers.

Of large frame, being five feet, ten inches in height, and weighing over two hundred pounds, he was a notable figure in any assemblage. His friends dubbed him "Uncle Josh" from his marked resemblance to Denman Thompson in "The Old Homestead."

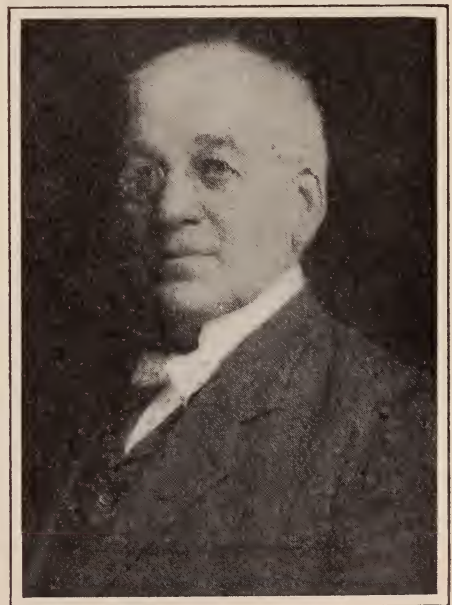
He was born at Newark, Ohio, on September 23, 1853, and was the son of George Hedrick and Julia Speer Hedrick. He was a graduate of the Newark High

School, class of 1871, and later graduated from Starling Medical College at Columbus, now a part of the Ohio State University. After some years in general practice, he was appointed Medical Examiner on August 1, 1884. He was located at first at Garrett, Ind., and at Wheeling, W. Va., removing to Willard in June, 1886. On June 30, 1886, he was married to Miss Sadie A. Nevin, of Newark, Ohio. To this union four children were born; one, however, died in infancy.

Doctor Hedrick joined the Presbyterian Church in 1893, and from that time on he was an active member, always interested in the welfare of the Church and Sunday School. He was Sunday School teacher, superintendent, trustee and elder at various times.

He is survived by his wife; one son, Dr. Paul N. Hedrick, of Monroeville, and two daughters, Mrs. H. King Pomeroy, of California, and Miss Ruth Hedrick, of Willard. He also left one sister, Mrs. Archie Day, of Newark, and three brothers, William F. Hedrick and D. E. Hedrick, of Columbus, and Frederick Hedrick, of Newark.

He had been a member of the Odd Fellows, and at the time of his death was



The late Dr. Charles Walton Hedrick

a member of the Scottish Rite Masons, the Mystic Shrine, and the Maccabees.—*H. Irving Martin, Statistician, Relief Department.*

Goggles Saved His Eye!

NO one better than boilermaker J. T. Weaver can realize the value of goggles. On February 4, he was driving up the crown bar bolts on engine 4319 at New Castle Junction when a chip from the top of the bolt struck the goggles as shown in the picture. A very severe eye injury would have resulted, with the probable loss of an eye, had the goggles not been in their proper place. That is the reason goggles are furnished to the men by the Railroad. But they don't save sight unless worn in the proper place.



Boilermaker J. T. Weaver

What the New Chevrons Mean

GOLD chevron on right sleeve—wounded in action. One chevron for each wound or each time gassed.

Gold chevron on left sleeve—served six months at the front. One chevron for each additional six months.

Blue chevron on the left sleeve—the blue stripe indicates service overseas, but not in the fighting line.

Silver chevron on left sleeve—served six months in this country. One chevron for each additional six months.

Red chevron on left sleeve, above elbow—honorably discharged.

There are but two principal official classifications of ribbons and chevrons—those of the World War and those of previous wars. Many decorations worn by men in the regular army, particularly officers, signify they have served in the Spanish-American or some other war.

There are but two kinds of decorations growing out of the world war—ribbons and chevrons.

The ribbon is worn by those fortunate few who have won the distinguished service cross or distinguished service medal. The cross is awarded for valor in battle, the medal for distinguished service of any kind. The owner of each is entitled to wear a little narrow red, white and blue ribbon on his breast if he wants to leave his decorations at home. There are also ribbons for the French and British crosses.

The chevron, however, is much more common and before long every soldier in the army will wear some sort of chevron aside from that indicating his rank. Chevrons are of four kinds—rank chevrons, wound chevrons, service chevrons and discharge chevrons. All are V-shaped. Rank chevrons have been worn from time immemorial, but the wound, service and discharge chevrons are new with this war.

—*The Mixer.*

**The Germans, Not the Americans, Are the Quitters—
Finish the Job with Victory Loan**

Safety Pays!

Practical Railroader Puts It To the Record Test—It Pays!

By C. C. Grimm

General Yardmaster, Newark, Ohio



HERE is some "straight dope" for the railroad man who isn't yet completely sold on SAFETY!

In going over the records in the Newark yard office recently, I was very forcibly impressed by the fact that not a death had occurred to an employe in our yard since the adoption and enforcement of "Safety First" in 1913, and that but one man had been permanently injured so as to incapacitate him for his chosen work.

"Safety First" was known before 1913, but no rigid and systematic effort was made to comply with or enforce the rules of SAFETY up to that time. And the records show that during the period of 1905-1913 there were thirteen employes killed and six that lost their limbs on account of dangerous conditions or careless practices. If we had a tablet erected recording these accidents it would read as follows:

John Youngman, killed 1905, fell off front foot-board.

Frank McConnell, killed 1905, working on double track, when train was passing on the opposite track.

Joseph Kehoe, killed 1905, shoving a cut at a high rate of speed through yard.

William Polland, killed 1906, walking in the middle of the track.

Frederick Gooden, killed 1906, details unknown.

R. M. Baxter, killed 1907, making a running switch.

Ross Hull, killed 1907, details unknown.

W. A. Koenig, killed 1910, crossing over in front of an engine.

Neil Floyd, killed 1910, in accident, due to sideswipe.

E. B. Coleman, killed 1912, squeezed between cars.

J. W. Shaw, killed 1913, lighting headlight while engine in motion.

Louis Koch, killed 1913, slipped off brake platform.

J. B. West, killed 1913, carelessness in stepping on caboose.

Can one look at these names and details and then question the wisdom of every safeguard and of eternal vigilance? Thirteen good men killed in the eight years preceding 1913 and not one in the six succeeding years.

Of the men maimed in the years 1905-1913, one lost his leg in yard collision because of shoving through yard at a high rate of speed.

One lost his foot shoving a draw head.

One lost a foot being bounced off a box car.

One lost a foot because of a collision in fog.

One lost a hand while riding on side of car, hanging out.

One lost an arm in slipping off foot-board.

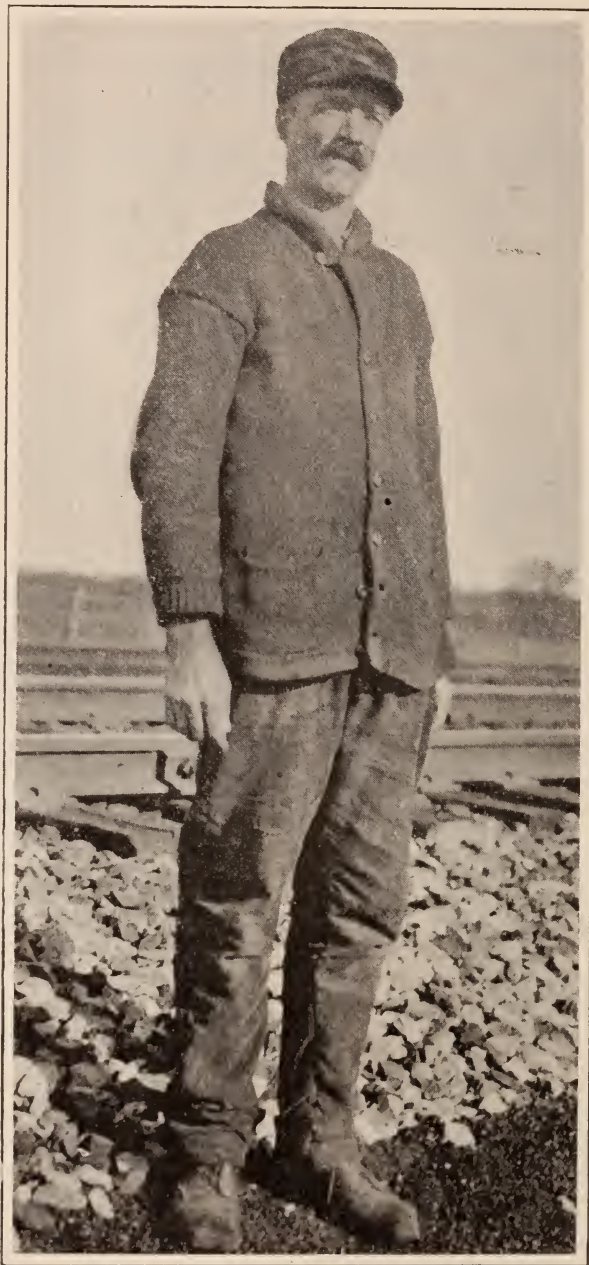
One was crippled because of hanging on a grab iron which pulled loose.

Since 1913, however, only one man has been crippled, and he lost his foot by getting it caught back of a draw head.

Can one look at the above facts and then question the importance of safe and sane rules? Think!

Thirteen deaths, six cripples in eight years, 1905-1913, inclusive.

No deaths, one cripple since 1914, a period of five years.



JOHN L. MILLS
Foreman, Section 36, Representative Employee, Baltimore Division

John L. Mills, Section Foreman

Representative Employee of the Baltimore Division

In the issue of April, 1916, we started in the MAGAZINE the series of portraits, "Representative Employes of the Railroad," the picture of the employe being on the left page and the brief tribute to him, on the right. The accompanying sketch is the first in a new series and will be followed by other similar sketches until each division has had its representative appear. The selection of one man to represent a division does not mean that he is the only employe worthy of the distinction—rather that he is representative of the good character and fine record attained by other of his coworkers.

You don't have to meet John L. Mills to know what sort he is. Just a survey of his section, Number 36, on the Metropolitan Branch, and you would see there the character of the man whose pride it is. A beautiful stretch of double track, running through a beautiful country, it shows the painstaking care and skill and work that this track expert has lavished on it during the last thirty-nine years.

Mr. Mills has little to say about himself but volumes to tell one about his section. And just a single, spontaneous thought, that he recently confided to the writer, reveals the secret of his splendid record with the Railroad. He and his gang had just finished putting their hand car away after the day's work when I said to him,

"Well, what's the program now?"

"Home," he replied, "with an hour or so in the garden and, after supper, planning my work for tomorrow, then to bed."

"Oh, you plan your work for the next day, do you," I asked. "Have you blue prints to keep your records on?"

"No, every record I need is up here," he replied, pointing to his head. "I know every foot of my section and work it like I owned it."

So the secret was out—"I work it like I owned it"—and the reason, too, that he won the \$25.00 prize last year for the best appearing section on his subdivision.

Mr. Mills was born October 27, 1864, and entered our service as trackman at Rockville, Md., April 6, 1880. He was promoted to foreman of Section Number 36 on February 2, 1899, and has served as such ever since. He has a pretty little home and lovely garden right near "his" track at Rockville and his wife and seven children are all living. One son, Robert L. Mills, has been in the service of the Company for twelve years,—as an extra gang foreman for the last two years. Another son and former employe is now with the Fifty-seventh Engineers in France.

During his forty years with the Company, Mr. Mills has never been out of the service for any reason. He has never had a derailment on his section, nor had a truck or hand car damaged. He has never been injured himself, even to the extent of a broken finger, nor had a man in his gang seriously injured.

The Baltimore and Ohio Railroad is built on the solid foundation of men of the Mills' type.

Director General Urges Railroad Men to Buy Victory Liberty Loan Notes

The United States Railroad Administration has issued the following:

Circular No. 83

Washington, March 21, 1919.

I earnestly urge that officers and employes on railroads under Federal control subscribe as liberally as their means will permit to the notes of the Victory Liberty Loan. During the campaign for the sale of these notes, lasting from April 21 until May 10, every employe will be solicited by railroad committees, but I hope officers and employes will subscribe without waiting to be solicited.

Subscriptions may be made as follows:

1. Through any local bank:
 - (a) By full payment at one time, but not later than May 10, 1919;
 - (b) On the Government installment plan;
 - (c) On any installment payment plan offered by local banks;

or

2. Through railroad Federal treasurers, on the 10-month installment plan, by deductions on pay rolls, beginning with rolls for the month of May.

Subscribers through Federal treasurers may at any time pay up the unpaid installments and interest due by them in full and receive the notes as promptly thereafter as may be practicable.

Whichever plan subscribers may choose, they are urged to hand their subscriptions to their local railroad committees, that proper credit may be given to the railroad as well as to the communities in which the subscribers reside.

Interest will be allowed at the rate borne by the notes on all installment payments, from which will be deducted the earned proportion of current coupons on notes when finally paid for; resulting in a small payment to or collection from subscribers, as the case may be, when notes are delivered.

As interest is allowed on installment payments, interest coupons falling due before notes are paid for will be detached before delivery of notes, the adjustment mentioned above being made on delivery of the notes to subscribers.

Should employes leave the service before completion of the payments, the amount paid will be refunded without interest.

The money to be raised by these notes is urgently needed to defray the expenses of the war. We carried our part of the hostilities to a victorious termination, and now we must be equally successful in paying our part of the money cost. I appeal to every officer and employe to do his utmost in this remaining part of the task, just as he did his utmost during the fighting.

WALKER D. HINES,

Director General of Railroads.

Letters of a Self-Made Failure

By Maurice Switzer

This is the fifth installment of a continued story that will appear by special arrangement with The Leslie-Judge Company in THE BALTIMORE AND OHIO EMPLOYEES MAGAZINE. Each month, hereafter, a section of the book will appear until the story is finished.—THE EDITOR.

OLDBURG, May 10, 1913.

DEAR BOB:

I have carefully considered the matter you submitted to me, and on general principles I would advise you to keep your hands off. It sounds good, but there is a wide difference between propositions that sound good, and good, sound propositions.

Don't devote any of your time just now to an outside enterprise.

You seem to have the confidence and friendship of your employer and have done pretty well in your position. It was proper for you to consult the boss, but even though he is apparently willing that you take on outside work, the mere fact that other interests are claiming your attention will eventually create the impression that he is not getting your maximum efficiency. No matter how well you serve him, that idea is bound to grow in his mind, and when the head of the house begins to feel that way about you, the fellow who is looking for your scalp will water the seeds of doubt until they blossom into distrust, and sooner or later you will have to buckle on your skates and dust.

It will be necessary for you to devote considerable time and thought to your outside venture if you hope to cash in any profit, and even then you may fail to make it pay. If you don't give it the requisite attention it will certainly not amount to anything—nothing ever does with divided effort—so either way you look at it, it's a gamble.

It's all right to say that you're not risking a dollar, but time is more than money. Lost money may be recovered, but yesterday is dead.

It wasn't so long ago when old Dr. McNabb was the leading saw bones of Oldburg. Doc was a canny Scot with an eye for the stray penny, and there weren't many that got away from him, no matter from which direction they came.

Doc was a general practitioner of no mean ability and he also possessed quite some mechanical skill. He had a workshop and a laboratory, and in the latter he compounded his own prescriptions.

Charley Banks ran the "American Pharmacy" and dispensed soda, cigars, stamps, prescriptions and occasional medical advice.

There was no *entente cordiale* between Doc and Charley. The latter hated Doc because he filled his own prescriptions and Doc hated Charley because he sold patent medicines and diagnosed minor ailments and prescribed for them.

About this time a young physician by the name of Ainsley located here and made his office in the Commercial House. The first thing he did was to cultivate Charley Banks and offer to send him all his prescriptions if Charley would speak a good word in return when opportunity offered.

In those days the automobile was just becoming popular, and the three or four local machines were in and out of commission about "fifty-fifty."



Even though the boss is apparently willing that you take on outside work, the mere fact that other interests are claiming your attention will eventually create the impression that he is not getting your maximum efficiency.

Colonel Woodhouse, the president of the First National Bank, was the leading citizen of Oldburg and he owned the most imposing gas, tire and oil consumer in town. It was of imported make, and while it ran more regularly than the rest of them, when it did go wrong it was harder to fix because the parts were of foreign make and measurements.

Doc McNabb, with keen foresight, saw in the advent of the motor-car an opportunity for his mechanical ability and he immediately began to read up on gas engines, with the result that before many days he was the best-posted individual in town on that particular subject.

More machines came and as fast as something went wrong with them Doc was summoned to diagnose the disease

and apply the remedy. Pretty soon he was looking after as many sick cars as patients and Charley Banks used to remark sarcastically that the "M. D." on Doc's sign stood for "Motor Doctor."

I was in the drug store one afternoon when Colonel Woodhouse drew up in his panting motor and stepped inside to buy some cigars. Charley waited on him and by way of making conversation remarked:

"Going home rather late this afternoon, aren't you, Colonel?"

"I'm not going home, I'm on my way to see Doc McNabb," said the Colonel, lighting up his ten-cent straight.

Charley leaned over the counter, looked through the doorway at the machine and then inquired sympathetically:

"What's the trouble this time? Carburetor or magneto?"

The Colonel removed his cigar from his mouth with a show of annoyance.

"Neither one; stomach trouble!" he snapped.

"Aren't you taking a big chance?"

"What do you mean, big chance?"

"I should think," said Charley as he arranged the stock in the cigar case, "that you'd consult a physician, not an engineer."

"A physician?"

"Sure, a real stomach specialist like Dr. Ainsley—over at the Commercial House."

The Colonel made no reply, but walked to the door and stood there smoking and thinking hard. Finally he got into his machine and I heard him say to the driver: "Commercial House!"

That was Ainsley's first case, but as the Colonel was the "class" of Oldburg the news spread quickly and the new doctor became all the fashion.

I know what you're thinking: that there was perhaps more money in motors than in medicine and that McNabb probably found his real field to be mechanics, and prospering in it, was therefore better off and happier than if he had stuck to pills.

You've guessed wrong. As the motor grew into popular favor a bright young chap came to town and saw an opening. He knew nothing about medicine, but everything about motor cars. He opened a supply house, garage and a first-class repair shop, and he was the fellow who got all the automobile business.

This is an age of specialization, my boy, and the only men who succeed in a big way are those who pick out some particular line of work and live with it until they get to know more about it than most other fellows.

Concentration, consistent and persistent effort in one direction, is the surest road to success. You'll never win in a big way—except accidentally—if you scatter your energies. The best steam-



The village swells passed us up as though we had measles in the family

engine in the world would race itself to ruin without its governor. Keep your mind on your job, specialize in your particular business and try to know as much about it as the man who created it, and, barring misfortune, you'll make more out of that knowledge than you will out of any chance success outside of your business.

Your present salary isn't a fortune, but it's the annual interest on \$40,000; don't jeopardize that income, but find the way to increase it. Don't try to make money too fast. The one pursuit of man since the world began has been happiness; and while poverty pals with misery, happiness does not always hobnob with wealth.

When I came back to this town about eight or nine years ago, it was generally tipped off that I had fallen down in New York and made a mess of things. The village swells passed us up as though we had measles in the family. My experience with "class" had hardened me, so I was able to bear up bravely under the blow; but it was a little bit tough on Emily.

It would have been a lot easier to have gone on in the Big Town, living on a bluff and getting deeper in the hole, and had I consulted my pride I would have done so. But somehow, the fact that I had been slaving so long for landlords, tailors, milliners and modistes began to take root in my mind and get on my nerves. That was the dawn of reason, and in its light I saw a great white way, at the end of which stood an imposing edifice; it was the county poorhouse and I was headed straight for it.

I might have saved a neat fortune—it looks neat now, though it didn't then—had this light penetrated my Harvey-ized dome a few years earlier; but I was too busy then laying pipes—smoking them would perhaps describe it better.

Anyhow, when I got on to myself I summoned the necessary courage and chucked up a \$6,000 job that was costing me \$6,500 a year to live up to, and accepted one for \$4,000 here, where I could cut my living expenses to \$1,500 per annum, and still not be compelled to dwell under the same roof with dolls, chickens or con-artists.

This act was the first sign of real intelligence I had displayed in about ten years, and after I had taken the awful plunge into oblivion, I was surprised and somewhat hurt to see how little anybody cared. My absence didn't seem to be noticed at all.

Today I have a half interest in this business, which is growing right along under my management. I own the house we live in free and clear, and all told I'm worth about \$35,000. I got it by saving \$1,500 a year for six years and being in a position, when one of the partners died, to buy out his interest for cash.

Now we have so many friends that when we pull a social function we have to hire the Town Hall in order to accommodate the mob. I'm Godfather to a whole regiment of Boy Scouts, and only yesterday I declined the nomination for mayor on the right ticket.

Such is the power of a dollar. Don't despise it.

I never knew what real happiness was until I began to see myself in a comfortable position against old age.

I've always worked pretty hard, as you know, and faithfully too, and I've made all the mistakes I'm trying to save you from; but the biggest mistake of all was not saving my money.

In one way perhaps it was best. Possibly if I hadn't been all brands of a darned jackass I might have accumulated a good-sized bank roll, continued to live in New York, and some day a plausible guy with a nice ripe proposition would have come along and taken it away from me in the sere and yellow of life. Who knows?

I always was an optimist. I used to believe everything a nice man would say to me, and the consequence was that once I helped to build up a fine business for another fellow and was profusely remunerated in compliments. Had I saved some money in the meantime, it wouldn't have made so much difference when he forgot his promises to me and sold out.

Many a time I wanted to demand more pay for the services I was rendering, but was afraid to bring the matter to an issue. I didn't dare shove my little stack of chips in the middle. The "Old Man"

was a poker player and a good one, and he might have called my bluff. Had I been on velvet, however, I could have gone through with the play, and losing the pot, I might still have sat in the game for a while.

There is no reason why you shouldn't have better luck, nor is there any reason why you should; but don't spoil your chances by arousing suspicion that you are not satisfied with your salary, or that you are not devoting your undivided attention to the interests of your house.

Stick to this policy, save your coin, take no chances in outside ventures and at the end of a few years, which roll around fast enough, the ready money you

have will recompense you for any loss you may have suffered in lack of appreciation.

One thought more: No business man thinks much of a chap who can't save his own money. If you can't take care of your own dollars, your boss is not going to pick you as a likely individual to guard and increase the assets of the house. No matter how straight you are, what ability you possess, there is nothing that makes so favorable an impression on the head of the house as that polite independence which is born of a little cash balance to your credit every month in the year.

Your affectionate brother,

J.M.



PASSENGER STATION AT NEWARK, OHIO—NEWARK DIVISION

The erection of this building was begun on August 1, 1876, and the work was completed during the following year. For a number of years the second story of the building was used for hotel purposes, and the rooms on the ground floor or waiting and baggage rooms. During the year 1900, the Division office employees were moved from what is known as the Globe House and were given quarters on the second floor of this building, the hotel service having been discontinued. In 1912, extensive improvement was made on the property. The interior of the building was remodeled and an addition was erected at the north end of the building to accommodate the Station Baggage and Express Company employees and service.

At the present time the first floor of the building is occupied by the following offices: Ticket office, general waiting room, men's waiting room, women's waiting room, restaurant and telegraph office. The second floor is used by the Division officers. The building contains sixteen rooms and is occupied by seventy-two employees. It is equipped with all modern conveniences and is an ideal place to work. Patrons of the road are generally impressed with its neat appearance and with the small parks which surround the property and which are kept in fine condition.

Current Events as Seen

The Best Presentice Against the Bolsheick Epidemic



—Courtesy New York Tribune

"NO WHERE TO GO BUT OUT"



—Courtesy New York Tribune

THE ONLY SURE WAY FOR THE AMERICAN SHIPPING BOARD TO BEAT DOWN INTERNATIONAL COMPETITION

—From The Tokio Jiji of January 5, 1919



—Courtesy Brooklyn Eagle



If the American Shipping Board were to engage the Ziegfeld Midnight Follies maids for waitresses.

—Courtesy New York Tribune

by the Cartoonists

LA FRANCE: YOU THINK HIM SAFE, MON AMI? BUT YOU DO NOT LIVE NEXT DOOR TO HIM!

WHEN THE NEW COOK ARRIVES ON THE JOB



© 1919 World, London.



—Courtesy Baltimore Evening Sun

Ain't It a Grand and Glorious Feelin'?

By BRIGGS

© 1919, right 1919 New York Tribune Inc.



—Courtesy New York Tribune

The Shortage of Homes Is a National Problem

If it is part of YOUR problem, discuss it with the Savings Feature of the Relief Department.

If You Are a Member of the Relief Department

YOU CAN GET A LOAN

- To construct a dwelling
 - To purchase a home
 - To improve property already owned
 - To pay off liens on your property
-

Write to "Division S"
Baltimore and Ohio Railroad Relief Department
Baltimore, Md.



CHANGES AND PROMOTIONS

L. C. Sauerhammer Now Assistant to Federal Manager, Eastern Lines

ON April 1, L. C. Sauerhammer was appointed assistant to federal manager, Eastern Lines, vice E. E. Hamilton, resigned.

An account of the nineteen years' service of Mr. Sauerhammer, given in the December, 1918, issue of the *MAGAZINE*, afforded one of the not infrequent illustrations that rail-

roading offers of the rapid rise of determined, intelligent and hard working men from the bottom of the ladder to positions of great responsibility. Mr. Sauerhammer's career has been a typical one and shows again that "it can be done" by the fellow with the proper grip and grit. For these, we take it, have been the moving qualities that have kept him so constantly advancing to his present position.

Those who know him best will be most glad for his success, for he has always been popular among his co-workers. He is as sincere as his picture indicates, well trained for the work which has just been confided to his care, of sound judgment and gracious temperament, and because of these splendid qualities will always be able to count on the hearty support of his associates and their loyalty in his new opportunity.



L. C. Sauerhammer

R. E. Wasmus Made Assistant Engineer on Staff of District Engineer, Pittsburgh

HIS numerous friends will be pleased to learn of the advancement of R. E. Wasmus during the month of March, to the post of assistant engineer on the staff of the district engineer at Pittsburgh, Pa., and will recognize the promotion as a distinct reward for meritorious service.

Mr. Wasmus is a graduate of McDonogh School, McDonogh, Md., which institution has supplied many competent men for positions on the Baltimore and Ohio. He entered the service in April, 1902, as stenographer in the office of the assistant chief engineer, where he remained until May, 1906, except for a period of eight months, when he was engaged in bridge erection work for the Phoenix Bridge Company.

From May, 1906, to April, 1907, he was transferred to preliminary and location survey work under Mr. Begien in West Virginia and Pennsylvania, during which time he was especially assigned to the compilation of statistics on train movements over various divisions in conjunction with engineering studies then being made. From April, 1907, to July, 1911, he continued his engineering experience as assistant to division engineer for the Sanitary District of Chicago, in stadia topographic surveys and hydrographic work in the Illinois Valley and in the investigation of sewage disposal and industrial wastes in Chicago.

Upon completion of that work he returned to the service of the Baltimore and Ohio as chief clerk to principal assistant engineer at Pittsburgh, in engineering department construction work, where he was in active supervision of all clerical matters, field and office accounting, and was considerably engaged in actual engineering details, both in preliminary investigations and actual construction.

In July, 1916, Mr. Wasmus was transferred to Baltimore, where, in the office of the vice-president of operation and maintenance, he handled all matters for the entire System involving expenditures for additions and betterments to the Company's property and compiled all information necessary before submittal of each project to the executive officials.

Mr. Wasmus accepted a position with the DuPont interests in July last, as assistant engineer in the Mechanical Efficiency Depart-

ment at their Carneys Point plant, and on November 1, was appointed office supervisor of the Mechanical Department.

After the declaration of the Armistice, Mr. Wasmus returned to the Railroad at Pittsburgh, as chief clerk, and now receives this recognition of his ability in the engineering-accounting field by his appointment as assistant engineer.

Eastern Lines

On March 16, C. B. Welch was appointed storekeeper at Grafton, W. Va., vice T. L. Nuzum, resigned.

On April 1, C. B. Gorsuch was appointed superintendent, Pittsburgh Division.

On April 1, T. J. Brady was appointed superintendent, Connellsville Division, vice H. R. Hanlin, transferred.

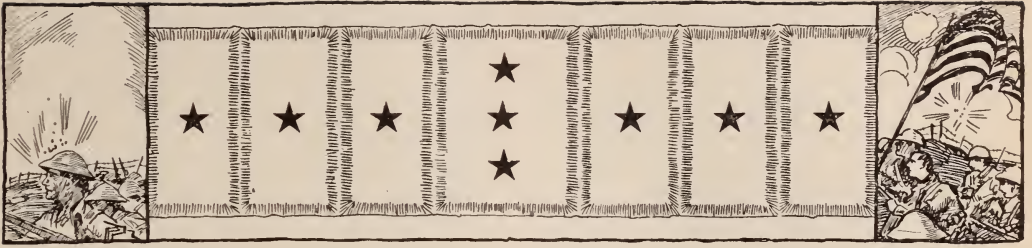
Western Lines

On March 15, G. D. Brooke was appointed superintendent transportation (Western Lines), with headquarters at Cincinnati, vice S. U. Hooper, appointed superintendent at Newark, Ohio.

On March 1, D. A. Williams, general storekeeper, announced following appointments effective that date: F. W. Maitlen, storekeeper at Washington, Ind., vice W. M. Hinkey, transferred. C. F. Erich, storekeeper at Chillicothe, Ohio, vice F. W. Maitlen, transferred. H. F. Schwab, assistant storekeeper at Chillicothe, Ohio, vice C. F. Erich, promoted.

On March 1, B. N. Edmondson, who has been with the Company for twenty-five years, for the past fifteen as city ticket agent at St. Louis, was made chief ticket seller for the Baltimore and Ohio, Missouri Pacific, Iron Mountain, and the St. Louis and Southwestern, the occasion being the opening of the new consolidated ticket office of the United States Railroad Administration.

**Buy Your Bond — Pay Cash If You Can; If You
Cannot, Borrow the Money
But Buy That Bond**



News from Our Boys in the Army and Navy—"Railroad" Jenkins Awarded Divisional Insignia for Y. M. C. A. Work



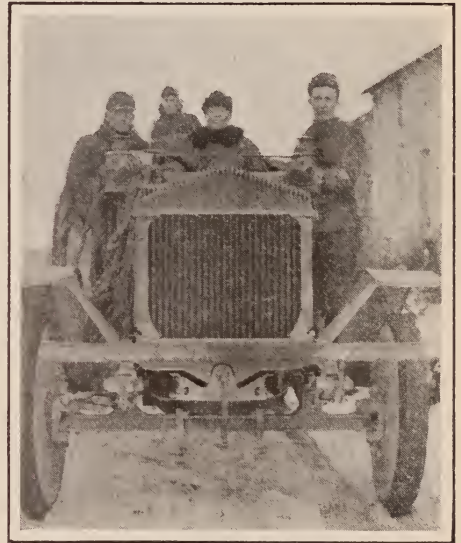
R. JENKINS, formerly our Y. M. C. A. secretary at Chicago Junction and familiarly known to his hundreds of Baltimore and Ohio friends as "Railroad" Jenkins, heard the "tramp, tramp, tramp" of marching men early in the war and knew there was work for him in their footsteps. So he was furloughed as soon as he got things in shape to leave at his railroad post, and was soon in France with the 13th Engineers, Railway, of the United States Army. Unfortunately we haven't any word from him concerning the stirring times he has been through with his regiment, but with a letter, dated February 28, to J. T. Broderick, superintendent of safety and welfare, in which he tells of the great longing of his boys and himself for home, he sent copies of the two following letters:

HEADQUARTERS,
13TH ENGINEERS (RAILWAY), U. S. ARMY,
AMERICAN EXPEDITIONARY FORCES IN FRANCE.
FLEURY-SUR-AIRE, MEUSE,
February 17, 1919.

FROM The Chaplain.
TO Secretary R. R. Jenkins, Y. M. C. A.

1. Before the Regiment leaves France and breaks up, I wish to express my appreciation and admiration for the work you have done for the Thirteenth.

2. Your *hard work*, your persistent cheerful-ness, your Christian conduct, and your *obliging disposition*, have won the complete respect of men and officers, and added honor to the name "Y. M. C. A."



"Railroad" Jenkins at Ippecourt, France,
Making a trip of forty-six miles for supplies

3. Your devotion to Christian ideals and insistence upon decency in every performance or song given from the platform has shown the true "Y. M. C. A" ideal.

4. Your energy in *going after* canteen supplies, entertainment and able speakers, has made our "Y" one of the best.

5. Because of these services to the men whom I also serve and love, I feel personally grateful to you.

WILLIAM HENRY CUTLER,
First Lieutenant, Engineers, Chaplain.

HEADQUARTERS,
13TH ENGINEERS (RAILWAY), U. S. ARMY,
FLEURY-SUR-AIRE, FRANCE,
February 15, 1919.

FROM: Commanding Officer.

TO: Mr. R. R. Jenkins and Mr. D. Sutherland, Y. M. C. A. Secretaries.

SUBJECT: Good Service rendered.

1. On behalf of the 13th Engineers, I wish to extend our thanks for the manner in which you have endeavored to meet every emergency in caring for the men of the regiment at all times.

2. A distinctive insignia composed of a square field of blue with an engineer castle in red, encircled by thirteen white stars has been authorized for this regiment as a symbol of the national colors of our native land and those of France, in whose Armies we served; the stars representing the original states, and the number of the "Lucky Thirteenth." In view of your long and efficient services with the regiment, you are authorized to wear this regimental insignia.

W. G. ARN,
Major Engineers, U. S. A.,
Commanding.

All who knew Jenkins here knew he would make good "Over There." His performance at the championship System baseball game between the Cumberland and Garrett teams, when he started a rally by leading in spirited cheering for the Garrett boys, will be remembered by all who saw the contest. This same spirit stood him in good stead on the Western front, for, whether in white flannels and straw hat with a bunch of baseball rooters, or cheering our railroad army engineers in far-away France, he had the "pep" and the persuasion to inspire his charges to their best endeavors. There will be hundreds anxious to give Mr. Jenkins the hearty handshake of welcome and congratulations on his expected early return to this country.

Corporal Fankhanel Wounded, but Well

The following letters have recently been received by L. M. Grice, chief clerk to auditor passenger receipts, from two of his "old boys:"

VICHY, FRANCE, December 22, 1918.

Dear Mr. Grice—It seems only like yesterday when I left you on my way to France, and although the time has been brief, I have seen some very horrible and wonderful sights. So now that the censors have lifted the restrictions on soldiers' mail, I shall have to tell you a few of them.

About a week after we arrived in France, we were sent immediately to the front. But this was a very quiet sector, although we learned much about the war game. Only occasionally "Jerry" would send over a few H. E.'s or G. I. cans (we call these iron rations). Some of them must have been those big fellows, probably sixteen-inch shells.

After training on this front for about two weeks and getting much valuable experience, we were sent to another front where one could see some real action. It was the Verdun sector, where so many French gave their lives to defend the city.

We hiked to this front on a very dark night in a terrible wind and rain storm, which added to the hindrance of our movement. But on we went amid the flash and the roar of the big guns on all sides of us, until finally at daybreak it cleared off and real nice weather prevailed. In the daylight we could see the damage the Germans were doing to our men. Along the roads we saw dead horses, broken wagons, gun carriages and a number of Germans who could not be buried. Some of our own men who were wounded were being transported in ambulances, wagons or anything that would get them to a safe place for treatment. Every now and then a big shell would fall right in the middle of the road before us. One shell struck a small bridge that crossed a little stream and completely demolished it. But our engineers were always there ready to replace it and repair the shell holes in the roads, so the streaming columns of troops would not be halted long.

We took our place in line and that night "Jerry" certainly did give us a very warm reception—but only for our boys to retaliate in the morning and drive the Huns back six miles. We started out that day with the motto which General John J. Pershing set before us, "Hell, Heaven or Hoboken by Christmas." And so it's true, "Complete Victory by Christmas."

Our next front was the great Argonne Forest, where the English fought so stubbornly for the whole four years of the war. I expect you will know a great deal more about this front than I can tell you as the newspapers published some interesting accounts of that battle.

On all fronts we have the worst pests, such as rats and cooties, and it's always muddy because it's always raining.

It was on the Argonne front where so many brave lads fell that I also became a casualty, just one month before the signing of the Armistice.

stice. I am still in the hospital but am getting along well, and I expect to be sent back to my unit within the next few days. I really feel as strong and healthy as when I came over, but have aged considerably.

I expect that every one who writes you from over here speaks well of the American Red Cross work. They can't praise their work too much. Everyone who has given a penny toward the

Please give my best regards to Mr. Poumairat and the rest of my fellow clerks.

Yours respectfully,

Corporal LEROY N. FANKHANEL,

116th Ambulance Company,
104th Sanitary Train,
American Expeditionary Forces.
A. P. O. 765.



"S. C." 298, on which George Eichner, of the Auditor Passenger Receipts' Office, had some stirring times

Red Cross must realize that it has done a lot of good (in the minds of the boys over here) for our boys in France. I am glad to hear of the wonderful work the Baltimore and Ohio employes have done, both toward this fourth Liberty Loan and the Red Cross. I certainly feel proud of my former office clerks, too; they have all answered Old Glory's call in some way. Our mascot, the rooster of victory, can crow louder than ever now.

I have received two copies of the Baltimore and Ohio EMPLOYEES MAGAZINE in the past week, and I appreciate them very much. A soldier values good literature or news from home more than any one can imagine.

Mr. Grice, I have never happened to meet your son, but probably I'll meet him when I return. But let me wish him the best of luck and health wherever he may be and I trust that we'll all be home soon.

NORFOLK, VA., January 26, 1919.

Dear Mr. Grice—Just a line to let you know I have not forgotten you and the pictures I promised, though have been very busy preparing for our trip. We expected to be on high seas heading about south-southwest, but latest orders were to the effect that we were to remain in this port until the fleet arrived and then join them. I am anxiously awaiting the flag hoist which will order us under way, as I am looking forward to this trip with keen interest.

The pictures are a few of the many taken on board. One is taken while the ship is running one-third speed. The one of me with the windproof clothes on was taken just as I came from my quarters as I was in charge of a landing party which was going ashore to a schooner that was beached during a gale.

The picture of the seaplane was taken 155 miles from Norfolk and a good distance up the

coast. It was on convoy duty when engine trouble forced it to land. They had been adrift for twelve hours when we picked them up after receiving a radio message at sea.

I suppose by now your son is either on his way over or has landed on this side, which causes some folks on Parkwood Street to wear a smile that won't come off. And who has better right!

Just met some boys who were in camp with me at Key West, Fla., also the lieutenant who gave me my examination which placed me on board S. C. 298 as quartermaster.

With kindest regards to Mr. Poumairat, Mrs. Grice and your daughter and congratulations to your son, and a big "Howd'y" for you, as ever the same,

GEORGE EICHNER,
S. C. 298.

Will let you know our address as soon as we learn definitely.—G. E.

Agent Marlowe's Son Home After Exciting Air Service

Agent J. J. Marlowe of Aultman, Ohio, is mighty proud of his boy. Who wouldn't be



Ready to go ashore in heavy weather to "salvage" the crew of a schooner, beached in a gale



Eichner knew the "Stage Business" of the Navy from his experience as a Tar in the Opera Club's production of "Pinafore"

proud of a son who has the record which this young man has made for himself during the Great War?

Lieutenant Edmund F. Marlowe saw some railroad service before he joined that greater Army at the first call for recruits in 1917. He had worked for his father as a clerk and had also been an assistant extra agent. He won his commission in the artillery at the Fort Benjamin Harrison Training Camp, but at his own request was later transferred to aviation. Some of his remarkable exploits and experiences as set forth below make interesting reading.

Lieutenant Marlowe was reconnaissance observer with the Ninth Aerial Squadron, and figured in several aerial battles with German planes.

His machine was forced down once by German planes. Another time his plane was the only one of three to return from a raid on the German lines and he once escaped with slight injuries from a fall of 400 meters near Nancy at night.

Lieutenant Marlowe also made many night reconnaissance expeditions into Germany; on

these the American flyers would penetrate that country for from 100 to 150 miles. His machine carried bombs with which they attacked troops and bombed railroad terminals. Marlowe also manned machine guns on his plane in raids on the German soldiers. They would descend until but a few hundred feet above the ground and fire into the ranks of marching Germans.

Lieutenant Marlowe's squadron, which was composed of large and, therefore, slow reconnaissance machines, was once attacked by sixteen German fighting planes, which had hidden behind clouds in wait for them. The entire American squadron would have been wiped out had it not been for the timely arrival of allied fighting Spads. Marlowe was then in a Breguete type plane.

On the trip in which his two companions were shot down, Marlowe also had many narrow escapes. The three were on "army command" duty and the two machines were brought down in No Man's Land. The crew of one ship was rescued but the other two men were killed.

Lieutenant Marlowe said that on the night bombing trips over German territory, the planes carried flares which would light up the country for miles and reveal any movement of troops below.

He served at Verdun, at St. Mihiel and in the Argonne. He went overseas in February,



Lieutenant Edmund F. Marlowe in his air tugs



Private Eugene G. Kothe
(See article below)

1918, and after going through an artillery school, an observation school at Tours, an aerial fire school at Caseaux and a finishing school at Chatillon, was assigned to the front the latter part of August, where he remained until after the signing of the Armistice. He returned to this country on March 2.

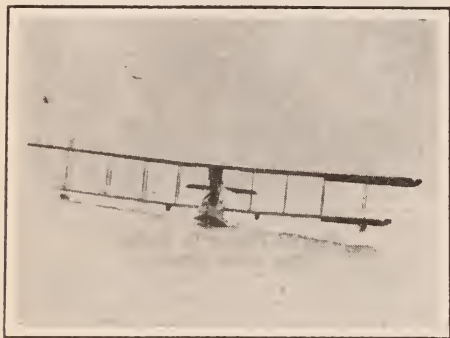
Baltimore Would Look Good to Him

The picture next above is of Eugene G. Kothe, Company I, 313th Infantry, formerly an employe in the press room of the Printing Department at Mount Clare. In an interesting letter to Edward F. Leilich he acknowledges with gratitude the letters that have been sent him, and tells how the soldiers long for news from home.

About twenty miles from where he is he says there is a barbed wire pen which contains about five hundred Russian prisoners. He says that they look to be a very illiterate lot.

He is bunking in a barn and "indulges" in a "luxury" shower bath once a month, and sighs for the days gone by at Camp Meade when a shower was a daily occurrence. Hargeville, he says, should be renamed "Mudville"—it is so

wet and muddy that they have to maneuver on rafts and sometimes even the buildings float away, and the sergeant generally calls the roll from the top of a telegraph pole. He does his correspondence in the "library" by candle light with the aid of a magazine as a desk. There is to be a moving picture show in one of the barns, but he says he doesn't think he will go, as it is right next to where the mules are located and as they are of the "kicking" variety, he is afraid they might "butt in." He also advises that he has the lower bunk in his "apartment" and as it is a nice night for sleeping, he will lay himself down on his nice soft pine board and dream sweet dreams of home and Baltimore.



Sea plane as picked up 155 miles from its base by submarine chaser which caught its radio "C. Q. D."

"Cohort of the Damned"

The Story of the French Corps of Mad Airmen

(Douglas Reid, in Popular Mechanics Magazine)

When the French began to send up flying circuses they discovered trouble. A certain number of the airmen refused to fly in formation. Either from impatience or a mistaken sense of the dramatic, they would break away from the squadron, disregard the orders of the flight commander, and dart away erratically to do battle on their own account. Others, seized with a strange eccentricity, would persist in doing stunts in formation, causing accidents from collisions, breaking up the carefully planned battle line, and ruining the attack

of the squadron. Punishment for these irresponsible fliers did not cure them. So the French air service set psychologists and trained nerve specialists to study the offenders.

These scientists discovered that the insubordinates were slightly unbalanced mentally, that their daily labors under extreme tension and constant excitement had carried them beyond complete sanity. Slavish and monotonous employment in desperate air flights, the daily absorption in this strange new occupation, had combined, with the peculiar effect of swiftly changing air pressure on the nerves, to make them abnormally reckless.

"The machine" was too much for their strength of mind.

The French, always a race with more understanding of genius and temperament than the Anglo-Saxon peoples, forbore to cashier these fliers. It realized that they were, man for man, better than their German opponents; that individually they were the best aces of all in an air duel, for their very disregard of rules and regulations, their very carelessness of death made them terrible foes.

So it organized a special corps called "The Cohort of the Damned," filling it entirely with these untrustworthy pilots; placed it apart from all organized escadrilles; forbade its members to approach the regular branches of the service; isolated it entirely at a point near the front line trenches, furnished it with the best equipment, and turned it free to fight at its own sweet will.

Lonely and tragic, this band fought for the rest of the war, its members dying rapidly out of the air, but a constant flood of new fliers coming to take their places as the nerves of pilots here and there among the disciplined escadrilles gave way and made their owners fit only for this reckless company.

The execution these half mad men of the "Damned" wrought in German ranks was astounding, but no record could be kept of the number they shot down, on account of their lack of organization and the irresponsibility of their testimony. Captured Germans, however, are known to have reported that their own fliers swore fervently and wrote their wills when ordered to occupy part of the line opposite the "Cohort."

Liberty Bonds Will Give Our Wounded Boys a
New Start in Life



SOCIAL ACTIVITIES

Mount Clare Welfare Athletic and Pleasure Association Entertains at Dance

LEHMANN'S HALL in Baltimore was just large enough to hold the crowd of Mount Clare boosters who attended the entertainment and dance of their Welfare Athletic and Pleasure Association on the evening of March 20. C. E. Gibbs, chairman of the committee on arrangements, H. A. Beaumont and other members of the committee, were at the door, welcoming the guests and assuring them by the presentation of a little card lettered, "Refreshments," that that very important part of the program had not been forgotten.

The hall was beautifully decorated, filmy streamers of graceful greenery being liberally set with electric lights of various hues, and the wall covered with a lavish display of the National colors. Each side of the proscenium arch was flanked by the handsome shield of the association, and the entrance to the refreshment salon invited a peek under the prettily decorated arch above it.

The hall was, therefore, everything that could be expected. But the people were more so. It was like a great big family party with old and young decked out in their best bib and tucker and the best spirit imaginable reigning. Fathers and sons were there and mothers and daughters. We saw many who we know were the grandchildren of veteran shopmen, and not a few whose grey hairs or bald heads indicated that they are sometimes called "grand dad." The larger part of the assemblage, however, was composed of those in their teens and just beyond, to whom the word "Dance" on the program spelled an evening of keen delight.

The Mount Clare Welfare Orchestra opened the program at 8.30 with an inspiring rendition

of a crack military march. Your feet felt like keeping time to the rhythmic beat and to one who had not had the opportunity of hearing the orchestra play for the past two years, as was the case with the writer, the marked and commendable improvement in the musicianship shown was most gratifying.

Mr. Gibbs made an ideal chairman. First place he's a good looking chap who commands attention, and his introductory remarks were so brief and to the point that he held attention and drove home what he wanted to say. WELCOME, in big letters, express the first part of his talk, cordially given and right from the heart. He was delightfully informal, said that the better time the audience had, the better pleased the association would be, and concluded with a strong bid for the support of the friends of the association at their big annual entertainment to be held in May.

"Fred" Lender, a shop employe, followed Mr. Gibbs with a popular song. He has a pretty tenor voice and responded to his encore with the old favorite, "There's a Rose that Grows in No Man's Land." The latter was accompanied by one of the violins in an attractive obligato. The Welfare Four, composed of Messrs. E. Kuhl, J. M. Hittel, H. L. Wortman and W. F. Heimback, got a big reception and a number of encores. Mr. Wortman sang "Sailor, Beware," and displayed a bass voice of sonorous quality.

The next number was stated on the program to be "A Few Tricks—a Little Nonsense and Some Ability, by Moris, the Society Trixter." If the person who thought he was a reincarnated "Joe" Welch was the same individual who later baffled the audience with some really good card

tricks, we advise him to confine his attention hereafter to the card boards. His manipulation of the latter made a first class act, but the Hebrew comedy stuff consisted in an overlong and tiring monologue with the first few rows in the audience, while the remainder waited patiently for the next number.

Then came the refreshments and the dance, for which almost everybody stayed. The orchestra did yeoman work with their musical program and was generous with encores. The association will have no trouble in getting an audience if they continue to offer such good entertainment.

The Committee of Arrangements consisted of: C. E. Gibbs, Chairman, H. A. Beaumont, A. F. Becker, B. F. Douglas, Jr., J. Scharnagle, L. A. Mogart, J. D. Riley, R. Booth, William Whalen, L. Beaumont, W. R. Sheckells, W. Mackenzie, L. F. Schwatora, G. W. Smith, J. J. Smith, H. T. Beck, W. F. Heimbeck, G. W. Thompson, F. S. Torback, J. D. Wright, Gus. Tew, William Kern, J. Hammett, John M. Hittel, J. T. Seibert, C. C. Cummings, J. T. Cadagan, E. Fittro, E. McCarthy, W. L. Gordon, L. Finegan, M. A. Wuster, W. E. Carroll, W. F. Mahaney, C. E. Bloomfield, H. L. Wortman, P. S. Andrews, R. Chambers, E. Kuhl, F. Linder, J. W. Ziegler, H. Weibking, W. S. Eyerly, E. Johnson and D. Rambo.

Ladies Form Auxiliary of Fairmont Veterans

WIVES and daughters of the veteran employes of Fairmont have formed an auxiliary to the Veterans' Association and the organization is already making itself felt. The first regular meeting was held during the latter part of March, and there was much enthusiasm and indications are that the women will be a big factor in the progress of the Veterans' Association.

At the initial meeting Mrs. J. F. Shafferman was elected president; Mrs. G. H. Swisher, vice-president; Mrs. Michael Horan, secretary; Mrs. F. M. Whitman, treasurer. These officers are all energetic and in accepting the offices they all promised to work indefatigably for the success of the organization.

At the first meeting a group of veterans from Grafton was present, among them being J. B. Kimmell, president of the Grafton Association;

C. W. Cassidy, the secretary, and Frank M. Keane, who is an executive official of the grand body.

Wheeling Veterans Give Smoker

THE Wheeling Association of Veterans gave a smoker in their hall in the McMechen Bank building on Wednesday night, March 12. There was a large number present, all of whom have been in the service twenty years or more and some with fifty years to their credit.

J. M. Garvey, Sr., President of the Wheeling Association and also Grand Vice-President of the Grand Association of Veterans, called the meeting to order and, after routine business had been transacted, asked the Grand President of the Association, G. W. Sturmer, of Baltimore, to speak. Mr. Sturmer enlightened those present on the duties and benefits of membership and urged all employes of the Railroad who have been in the service for twenty years or more, to become members.

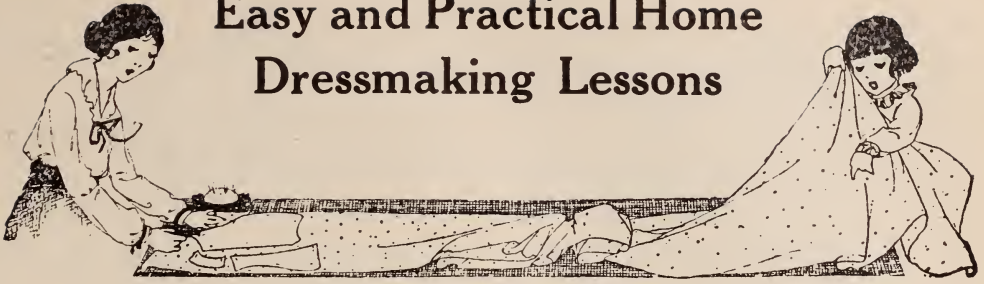
W. F. Braden, former editor of the EMPLOYEES MAGAZINE, and now welfare agent, was introduced and spoke at considerable length on the inspiring principles of the Veterans. He also took up questions pertaining to the Welfare work, which he represents, and urged the cooperation of the Veterans in this important phase of the Railroad's activities. Mr. Braden's remarks were very much appreciated, and it is the Veterans' hope that he will visit them again.

John L. Manley, ex-mayor of Benwood, and one of the oldest veterans in the service, then spoke very optimistically of the future of the Veterans, and his encouraging remarks were confirmed by several prominent members who followed in brief talks.

There are about 27,000 employes in the service eligible to join this association. All of them have contributed to make the Baltimore and Ohio Railroad the great organization it is, and should keep in touch with the progress of the Railroad through membership in the association. To this end the Grand President will soon put organizers in the field between Parkersburg, W. Va., and St. Louis, Mo.

Our association of Veterans meets on the second Wednesday in each month, and at the next meeting it is hoped we may have either general superintendent J. M. Scott or superintendent E. V. Smith to give the boys a good talk.

Easy and Practical Home Dressmaking Lessons



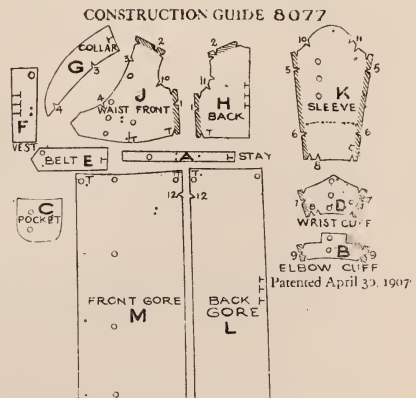
A New One-Piece Dress Designed to Meet the Needs of Women Who Must Be Ready for All Occasions

By Katharine Mutterer

ADMIRABLY adapted for all-day wear is this one-piece dress of cashmere, although the model lends itself to development in any material. The waist crosses and is closed at one side, the open neck being finished with a shawl collar of

self-material. Deep cuffs trim the sleeves, while the three-piece gathered skirt has pockets for its sole decoration. In medium size the model requires $4\frac{1}{4}$ yards 44-inch material.

By carefully following both the cutting and construction guides mistakes and waste of material will be avoided. First, fold the cashmere carefully in half and near the lengthwise fold, place the front gore section of the pattern. To the right of it lay the back gore, with triple "TTT" perforations along the lengthwise fold. The back of the waist is placed next to the back gore of the skirt. Leave a space for the waist front, as shown in the guide, then continue with the collar and vest, with "T" and triple "TTT" perforations along the lengthwise fold. Cuff, waist front, sleeve and pocket are laid with large "O" perforations along a lengthwise thread.



Now take the waist and close underarm and shoulder seam as notched. Gather lower edge between "T" perforations and 1 inch above. Line of large "O" perforations indicates center-front.

Adjust stay to position underneath gathers in waist with center-backs even; bring single small "o" perforation in stay to under-arm seam, and double small "oo" perforation to slash. Stitch gathers in waist to position and leave front edges with center-backs and notches even.

Adjust vest to position underneath front of waist matching single large "O" and double small "oo" perforations.

Close seams of sleeve and wrist cuff as notched; leave seams free below the large "O" perforations and finish for closing. Sew cuff to sleeve as notched with edges even. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam easing in any fullness between the notches. Hold the sleeve toward you when basting it in.

Turn hem in front gore of skirt on the armhole, line of small "o" perforations; line of large "O" perforations indicates center-front. Join gores as notched. Gather upper edge of skirt between "T" perforations. Adjust skirt to position, stitching upper edge over upper row of gathers in waist and over the top of stay (forward of the slash in waist) with center-fronts, center-backs and front edges even; bring small "o" perforation at top of back gore to underarm seam.

Lap the free portion of front waist section (forward of the slash) on the skirt with center-fronts and side edges even and stitch to position over the lower edge of the stay.

Adjust to position over the side seam of skirt with upper edge of pocket between the indicating small "o" perforations in the front and back gores. Large "O" perforations indicate the front of waist.

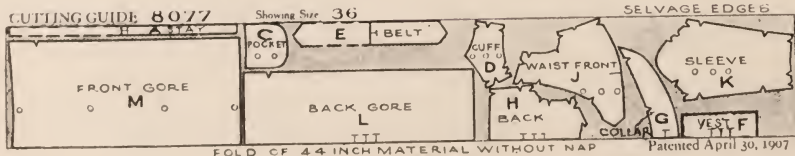
Line belt, arrange around the waist and tack to position at side-front matching the single large "O" and small "o" perforations in belt and matching the single front of waist.

Lap right front of dress on left with center-fronts even and close at left side-front as illustrated.

Pictorial Review DRESS No. 8077. Sizes, 34 to 48 inches bust. Price, 25 cents.

Pictorial Review patterns may be had at the following stores:

- | | |
|---------------------------|---------------------------|
| NEW YORK CITY: | BROOKLYN, N. Y.: |
| R. H. Macy & Company. | Abraham & Straus. |
| Stern Brothers. | Price & Rosenbaum. |
| Bloomingdales. | A. I. Namm & Son. |
| PHILADELPHIA, PA.: | BALTIMORE, MD.: |
| N. Snellenburg & Company. | Hutzler Brothers Co. |
| | A. Eisenberg. |
| WASHINGTON, D. C.: | CUMBERLAND, MD.: |
| S. Kann Sons & Co. | Rosenbaum Bros. |
| Palais Royal. | |
| CONNELLSVILLE, PA.: | PITTSBURGH, PA.: |
| Wright Metzler Co. | Kaufman Dep't Store, Inc. |
| | Joseph Horne Co. |
| NEW CASTLE, PA.: | GRAFTON, W. VA.: |
| New Castle Dry Goods Co. | G. L. Jolliffe. |
| PARKERSBURG, W. VA.: | NEWARK, OHIO: |
| Dils Bros. | John J. Carroll. |
| CHILLICOTHE, OHIO: | CLEVELAND, OHIO: |
| Norwell & Hartley. | The May Co. |
| Masonic Temple. | The John Meckes Son Co. |
| COLUMBUS, OHIO: | CINCINNATI, OHIO: |
| The Dunn Taft Co. | The John Shillito Co. |
| The F. & R. Lazarus Co. | The H. & S. Pogue Co. |
| ST. LOUIS, MO.: | |
| The Famous & Barr Co. | |





8035—BOYS' OVERALLS (20 cents). Five sizes, 4 to 12 years. Size 8 requires $2\frac{3}{4}$ yards 36-inch material. The front of waist and side-closing trousers cut in one. High neck with rolling collar, perforated for low round neck. Long one-piece sleeves, or sleeveless, and the front and back perforated for large armholes.



Dress 8185—25 cents

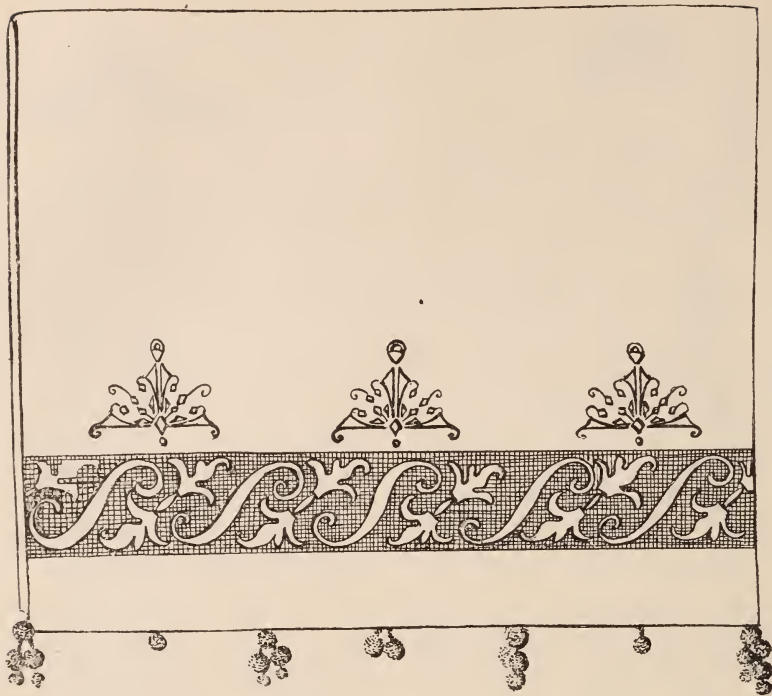
8185—LADIES' ONE-PIECE DRESS (25 cents). Eight sizes, 34 to 48 bust. Width at lower edge with plaits drawn out about 2 yards. Size 36 requires 6 yards 36-inch material. Without lining, closed in front. Box plaits are inserted in the side-front and side-back seams.

Simplicity and Grace in Scarf Embroideries

ANY woman who can ply her needle with even a moderate amount of skill can make the charming new scarf embroideries featured among the spring and summer novelties. Those intended for use in summer homes and cottages are models of simplicity and grace, many times carrying out the decorative scheme of a dining room, library or bed chamber. The taste for employing one or two colors can scarcely be too much commended, for this is always a feature of artistically arranged homes.

There is an ever-increasing demand for

scarfs designed from both old and modern Italian motifs, and nothing more appropriate could be found than the one illustrated. A fairly coarse gray art linen is recommended for the scarf, the embroidery being executed in Italian green and white. The stitchery is of the simplest variety, consisting of the familiar flat satin stitch. The quaint designs are placed an equal distance apart and below them is inserted a band of filet crochet insertion. Crochet balls weigh the ends of the scarf and these are in the same color cotton as the embroidery.



If desired, the embroidered motifs may be outlined in black, for there is perhaps nothing that gives more character and tone to colored embroideries than a judicious use of black. The merest touch, however, is needed and it can be more delicately applied in outlining designs. It brings out the richness of other tones. Either silk or stranded cotton may be used for embroidering this design. If cotton is used three threads may be employed together. With either silk or cotton pad well, remembering that much depends upon careful padding. The pattern supplies three yards of motif design $2\frac{3}{4}$ by $3\frac{3}{8}$ inches.

The design may not be confined to the scarf, but may be used to trim frocks, especially where panel effects and borders are featured. The motifs are also effective on belts, pockets, girdles and blouses, to say nothing of other articles of household furniture, such as the corners of cushions, table covers, etc.

EMBROIDERY No. 12496. Transfer, blue or yellow, supplying three yards of motifs. Price, 15 cents.

Pictorial Review patterns on sale by local agents.

Her Soldier

"I'm saving for my soldier," said a woman worker in a munitions factory, who had broken all records in the fuse room for purchase of War Savings Stamps and Thrift Stamps.

"Congratulations!" shouted the girl across the aisle. "What's the name of the lucky guy?"

"No, girls," replied the saver, "it isn't a question of wedding bells, sorry to admit. There isn't any guy in khaki to come back and whisper to me, 'Little one, the finest machine for you is the gas range in our flat. You are great on making shrapnel, but I guess your biscuits won't do any more to me than the Huns.'"

"I don't even know *my* soldier, but he's the guy coming back after whipping the Huns for us women to take the job I've been filling during the war and, *believe me*, if he wants his job he gets it; and that means hunting another job for this little Miss Bloomers. And it's not going to be a rainy day for me; it's going to be a happy day. I am going to feel proud. And to be ready for it I am salting away a lot of my extra pay in War Savings Stamps and Thrift Stamps for a patriotic 'turn around' fund. He will be broke and get his job right away; War Savings Stamps will help me to wait for another job and prove that my patriotism sticks whether there are fire-works at the front or not. Say! Get a mind's-eye-soldier of your own and get busy on the W. S. S. thing."

United States Railroad Administration

News from Washington

Director General's First Talk to Railway Employees

In an address to the employes of the Norfolk and Western Railroad, delivered at Roanoke, Va., in April, Walker D. Hines, Director General of Railroads, declared that to his mind one of the greatest achievements of the war had been the improvement in wages and working conditions which had come to the railroad employes.

Says War Brought About Improvement

"That improvement was coming about gradually without the war," said the Director General, "but the war, which changed everything and put everything on a new basis, brought to a much more sudden completion this vast and important improvement in wages and working conditions of railroad employes. It is, of course, a very great pride to me that I have had a part, first as Assistant Director General and now as Director General, in seeing this great achievement come about and in helping to bring it about."

Thanks Employes for Service Rendered

Mr. Hines declared that this was the first opportunity he had had to address a body of railway employes.

"The very first thing I want to do," he stated, "is to tell you on behalf of the railroad employes throughout the United States and in a sense as the representative of all those employes how deeply grateful I am for the great service that was rendered by you and the railroad employes throughout the country in the work of winning the war."

Difficulties to Be Overcome

Mr. Hines stated that the work he had undertaken was the most unique in character and that

the problems to be overcome were of the most amazing variety and difficult of performance.

"It never happened before and it probably will never happen again," he said, "that of a sudden all the 250,000 miles of railroads in the United States are brought together under the direction of a single individual with powers conferred upon the President which he, in turn, has delegated to the Director General. One of the most important and inspiring difficulties confronting me is trying to work out a reasonable and just disposition of the questions that arise between the railroad employes and the management. There is nothing which means more for the future of the country than the development of conditions which ought to exist between the employes of the country and the railroad management of the country."

Calls on Employes to Exercise Patience

The Director General said it was a tremendous achievement to work out in the course of a few months a radical improvement in the wages and working conditions of the two millions of railroad employes.

"I want you to remember," he said, "what a big job it is and how, in the nature of things, it takes a little time to work out the problems and arrive at a just conclusion. It is a marvel how much has been done within the last ten months. We are trying to work out with the greatest possible justice to everybody concerned the adjustment of these things and I hope that you will exercise a measure of patience in anything that affects you."

Discipline Essential as in a War Machine

Mr. Hines stated that the railroad organization is, in a sense, like a great army, in which discipline is indispensable.

"That is the only way trains can be run," he declared, "accidents avoided and the great

business of the country carried on. No army of any sort, whether it is industrial or military, can succeed unless it has discipline or control. An enterprise of this sort with two millions of employes cannot all be run from one central organization and the more these things can be worked out through the representatives of the employes dealing with their local officers the greater the success from the standpoint of public service and the more the employes themselves will get out of the present method of conducting operations."

Cooperation of Employes Necessary

Mr Hines called attention to the fact that the advance in wages and working conditions for employes is now on trial before the American people.

"A great many people," he stated, "think that too much has been done for the employes. I disagree absolutely with that view. But this is not clear to the American public and in order to justify the important increase in wages and working conditions we must have increased efficiency in railroad operation. The way you can help this situation is to do your utmost to give the best possible value for the wages you receive and try to cut down just as much as possible the loss incurred for the time being in operating the railroads. In doing this you will justify what has been done in your behalf, and at the same time you will render an important public service which, in the last analysis, is the duty of us all, because it is the people of the United States as a whole who are footing the bills of government administration of the railroads."

Punishment for Express Car Thieves

In a recent opinion handed down by George W. Ray, United States District Judge for the Northern District of New York, a note of warning is sounded to all those found guilty of stealing property entrusted to the care of the Government. The case in point involved Otto Kambeitz and another employe of the American Railway Express Company found guilty of stealing a fur collar and fur coat from an express car en route between Albany and Syracuse, New York State. The defendant claimed that they had not violated any provision of the Railroad Control Act and were not guilty of any criminal offense. In his opinion Judge Ray said:

Stole Property Belonging to the United States

"He who steals such earnings steals the money of the United States. The property received by those in charge of these transportation systems for transportation is received by the United States to be transported by the United States and is in the custody and under the protection of the United States and the United States has a property therein. Congress had power to enact laws for the protection of all property coming into its possession in operating the systems. It was not so shortsighted as to enact a statute for the protection of the mere operation of the physical part of the system, leaving the United States powerless to protect the millions of dollars worth of merchandise in the custody of the United States and being transported by it against the deprivations of robbers and thieves."

New Appointments Announced by Director General

Director General Hines has appointed Mr. Henry B. Spencer, as Director of the Division of Purchases of the United States Railroad Administration and former Representative Swagar Sherley, of Kentucky, as Director of the Division of Finance. Both offices were formerly held by John Skelton Williams, who resigned on March 15, and who has become Chairman of an Advisory Committee on Purchases for the Railroad Administration. The other members of this Committee designated by the Director General are Mr. Robert S. Lovett and Mr. Henry Walters.

Equipment Companies Need Not Worry

The equipment companies with which the Railroad Administration made contracts early last year for the construction of locomotives and cars and on which there are considerable amounts yet to be paid are to be taken care of under a plan agreed upon at a conference between the Director General and representatives of the concerns mentioned. This plan involves the issuance by the Director General of his certificates of indebtedness to these equipment companies on account of amounts now due them.

Promotion of Railroad Travel to be Encouraged

It is the intention of the United States Railroad Administration, according to an announce-

ment by Director General Hines, to engage in a limited advertising campaign in newspapers and national magazines for the purpose of promoting travel to the National Parks and principal health and pleasure resorts. This campaign, which will be nation-wide in its scope, will be supervised in every detail by three Committees of Passenger Traffic Officers, located in New York, Chicago and Atlanta.

Railroad Policemen and Patrolmen Receive Increased Pay

The Director General has approved the recommendation of the Board of Railroad Wages and Working Conditions pertaining to patrolmen and others of the Police Department of

the railroads under federal control. The order provides a minimum hourly rate of 45 cents an hour and a maximum of 55 cents an hour for patrolmen who are assigned to a restricted territory with a minimum of eight hours a day and overtime at the pro-rata rate for the ninth and tenth hours and time and a half thereafter. These men formerly received monthly wages ranging from \$60.00 to \$110.00. Under the new rate they will be paid from \$85.00 to \$112.00 a month on an eight hour day basis. Proportionate increases, but on a monthly basis, are provided for lieutenants and for sergeants whose duties require traveling and whose hours cannot be regulated. The order applies to approximately 7,000 patrolmen and 1,000 lieutenants and sergeants.



The Yankees on The Marne

According to T. Atkins

By Emerson Hough, of the Vigilantes

Oh, the English and the Irish, and the 'owlin' Scotties, too,
The Canucks and Austreylyans, and the 'airy French Pollu,
The only thing that bothered us a year before we knew,
Was 'ow in 'ell the Yanks 'ud look, an' what in 'ell they'd do.

They 'adn't 'ad no trynein', they didn't know the gyne,
They 'adn't never marched it much—their shootin' was the
syne:

An' the only thing that bothered us that day in lawst July
Was 'ow in 'ell the line 'ud 'old if they should run aw'y.

Them leggy, noseey new 'uns, just come across the sea—
We couldn't 'elp but wonder 'ow in 'ell their guts 'ud be.
An' the only thing that bothered us in all our staggerin'
ranks
Was wot in 'ell 'ud 'appen w'en the 'Uns 'ad 'it the Yanks.

My word! It 'appened sudden w'en the drive 'ad first begun,
We seed the Yanks a-runnin'—Gaw blimy! 'ow they run!
But the only thing that bothered us that seed the chase
begin,
Was 'ow in 'ell to stop them 'fore they got into Berlin.

They didn't have no tactics but the bloody manual,
They 'adn't learned no orders but "'Ooray!" and "'Give
'em 'ell!"

But the only thing that bothered us about them leggy lads
Was 'ow in 'ell to get the chow to feed their "'Kamerads!"

So we're standin' altogether in a stiffish firin' line,
If any one should awsk you, you can say we're doin' fine—
But the only thing that bothers us—an' that don't bother
much—

Is 'ow in 'ell to get the dirt to bury all the Dutch.

Gaw's trewth! it's rotten fightin' that all our troops 'as
seen,

The 'Un's a dirty pl'yer, becos 'e's always been;
But the only thing that bothers us in 'andin' 'im our thanks
Is 'ow in 'ell we'd done it if it weren't for the Yanks.

Oh, the English and the Irish, and the 'owlin' Scotties, too,
The Canucks and Austreylyans, an' the 'airy French Pollu,
The only thing that bothered us don't bother us no more,
It's why in 'ell we didn't know those Yankee boys before!



SAFETY ROLL OF HONOR

Baltimore Division

Track foreman G. W. Lowery, at Tuscarora, observed loose wheel in train of extra east, engine 4179, while passing Tuscarora. The crew was notified at Dickerson and stopped at Barnesville and though they could not find it, they discovered bent axle on rear truck of Baltimore and Ohio box car 195436 at Boyds, and had car set off at Boyds.

Cumberland (Keyser) Division

On March 10, track laborer L. Garrey, while on his way to work from his home, west of Terra Alta, discovered a broken rail in the westbound high speed track about one-half mile east of Rodemer tool house. He promptly ran up the westbound track towards Terra Alta to flag No. 3 and succeeded in stopping this train in time to prevent a serious accident, which possibly would have occurred had the train passed over the rail at scheduled speed.

On March 28, trackwalker W. Flanigan, patrolling track, found twelve inches of broken flange at Truesdale bottling house on eastbound track. He ran to agent's office at Deer Park village and phoned to operator, who notified dispatcher. The latter had extra east engine 7131 stopped at Bond, where inspectors found fourteen inches of flange broke on Baltimore and Ohio 125155, eighth car from rear. The car wheel was spragged and hauled to Keyser. A very lucky find and Mr. Flanigan is heartily commended.

Connellsville Division

On March 13, J. R. Dunstan, engineer of Connellsville, discovered a broken rail in the main track just west of Confluence, and immediately reported it to the supervisor, who had it changed and thus made the track safe. His promptness in reporting this unsafe condition

probably averted an accident and a proper entry has been made on his service record.

Charleston Division

On March 17, while conductor W. H. Frame was in charge of engine 1320, handling relief train, he discovered defective condition of engine 1870. Conductor Frame is commended for his close observance.

While engines 1893-1860, in charge of engineers Rodebaugh and Criss, conductor Beamer, were passing the residence of conductor Haney, just west of Fisher's Summit, conductor Haney, who was off duty, noticed brake rigging down on this train, flagged the crew, stopping the train and assisted in making repairs. Conductor Haney is to be commended for his close observance and prompt action.

Cincinnati Terminals

On March 20, Henry Vettel and Charles Crusham, employed at the Kenyon Avenue Depot, discovered a fire in M. C. car 51881 at that point, and by their prompt action in extinguishing the fire undoubtedly saved a considerable loss. Both of these men have been commended for their prompt action in this matter by the superintendent of terminals.

Newark Division

Chief clerk to road foreman Fuller Taylor reported signs of a bent axle on Erie car 192776, March 11. This car was the twenty-first car from caboose and was leaving Newark in a Q. D. train. He immediately reported it to the chief train dispatcher, who had train stopped and car set off at the first telegraph tower out of Newark. Mr. Taylor is to be congratulated on the interest taken. Inspection showed that the wheel was out of line one-half inch and possibly would have caused a serious derailment had it not been set off.

Chicago Division

On January 22, passenger brakeman J. C. Marquette, train No. 8, discovered broken pedestal braces on rear trucks of baggage car 476 while train was at Wellsboro and had proper repairs made so as to prevent accident. For his prompt action he is commended.

On March 8, when A. T. & S. F. engine 3177 lost back end brass out of left main rod, it was necessary to disconnect engine. This is an extremely large type of engine and as an engine crew unaided would be unable to disconnect it, conductor William Saager, and his brakemen, T. C. Palmer and E. E. Koble, on their own volition, assisted in the work. Their voluntary service in this respect and interest in the Company's behalf are highly commended.

On January 12, brakeman M. H. Gallagher and conductor Ira Van Buren, finding a piece of broken flange in yards at Willard, made search and discovered Baltimore and Ohio car 220506 with ten inches missing from wheel. This car

was set out before accident occurred and these employes are commended.

South Chicago

As assistant car foreman William F. Ross was going to work on the morning of March 31, he noticed about six feet of broken rail on the track known as the enginehouse lead at a point where the engines usually begin to speed up after leaving the house. The ground was covered with snow at the time. Mr. Ross promptly stationed a man to guard the track while he notified the section men, who made repairs in time to prevent accident. He is commended.

Indiana Division

On February 28, brakeman Orville O. Gibson, on duty as flagman with Work Extra 178, discovered rail with about six inches broken on one end in main track, mile 76, between North Vernon and Hayden. Mr. Gibson has been in the service of the Company since May 22, 1917, and for his alertness in noticing this defect and prompt action in protecting track, a commendatory notation has been placed on his record.

"An Honest Man's the Noblest Work of God"

Pittsburgh, Pa., March 24, 1919.

Mr. George H. Stickley,
Car Department Carpenter,
% Car Foreman, Pittsburgh, Pa.

My Dear Mr. Stickley:

It has just come to my attention that a pocketbook containing \$20.60, the property of Miss Marie Geary, a passenger on train No. 37 arriving in Pittsburgh on March 14th, was found by you and immediately turned over to the Conductor, who in turn delivered it to Stationmaster, and that it was later given to Miss Geary after having been properly identified.

On behalf of the Baltimore and Ohio Railroad Company, I thank you for your action on this occasion, and wish to assure you that matters of this kind are greatly appreciated.

With best wishes, I am,

Very truly yours,

(Signed) J. D. BELTZ,
Acting Superintendent.



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Law Department

Correspondent, G. W. HAULENBEEK

I have received a lovely letter from my good friend, Charles Radley Webber. It is a personal communication, and I refrain from sending it to the MAGAZINE, but I hope Mr. Webber will write again when publication will be in order. I can say, however, that he is well and is enjoying his work with the Y. M. C. A. He is pleasantly situated on the Gulf of Trieste, which is only a few hours' ride from Venice.

In a letter received by E. W. Young, our chief clerk, Captain A. Hunter Boyd, Jr., our general attorney, writing from France, under date of March 6, says:

"I have been on the go lately. Spent nearly a week at Gondecourt (near St. Mihiel), in practice firing. Last night I returned from the First Army Horse Show. My battery represented the Fifth Corps in the artillery contest, and finished second. We are very much disappointed as we came so near getting the blue ribbon; in fact, had it twice, but the judge changed his mind and finally gave us the red. We had hoped to represent the first army in the A. E. F. show, but I judge we are now barred.

"You probably know we are scheduled to sail in June. Hope it won't be delayed. We are having Spring weather with lots of rain as usual. Give my regards to all in the office. Glad to get Mr. Webber's address in Italy, and will write him."

In another communication, also to Mr. Young, from Chaplain Dubell of the 110th Field Artillery, he says:

"There is no one in the 29th Division more beloved and respected by both officers and men than Captain A. Hunter Boyd, Jr."

Some time I want to tell our boys away out on our lines in the west, about Baltimore; about the great big Central Building with its thirteen floors, and the army of employes in the building. I would like to indulge in a generous paragraph about our elevators, and the well equipped corps of elevatormen, always faithful and obliging; of the well-behaved young ladies in the various departments; of the army of workers who keep the building tidy and attractive, and of the general efficiency that prevails throughout the Baltimore home of the Company; of the busy Relief Department on the second floor, where everyone is constantly "on the job"; so that when any of the boys or girls take a summer trip to Atlantic, and stop off at Baltimore, the best city in the land, they will know what to expect.

Of Captain George D. Penniman, Jr., and Lieutenant John A. Dushane Penniman, sons of our George Dobbin Penniman, who are still in France, good tidings are received.

Both of these young gentlemen are busily engaged in their respective military duties, and, while anxious to return to the States, are not indulging in gloom, but are patiently waiting for the War Department to make decision as to their return.

Of our department force, Albert Brown and John William Rich have been on the sick list. We missed them both. I am perfectly safe in making this announcement because neither one gave me the injunction, "Don't you put me in the MAGAZINE correspondence."

Relief Department

Correspondent, H. IRVING MARTIN

"When Johnny comes marching home again,
Hurrah, Hurrah!
We'll give him a hearty welcome then,
Hurrah, Hurrah!
The men will cheer, the boys will shout,
The ladies, they will all turn out,
And we'll all feel gay when Johnny comes
marching home."

After the great review at Washington, at the close of the Civil War, when hundreds of thousands of returning soldiers marched past the President, the men of '65 went back to work and were quickly absorbed.

"They came back, as do our boys, marching proudly and with victorious tread, reading their glory in a nation's eyes."

The "Johnnies" of this war are now coming home, bronzed, tanned, and husky.

Outside of the broadened muscles and deepened chests for which they are indebted to their outdoor life, they have acquired a breadth of vision and training which has sharpened their perception and made thinkers of them all.

There is unmistakable evidence that they are keener, brighter and more disposed to take the initiative than when they marched away. Trivial matters cease to irritate them, and the fellow who went into the Army thinking that he had troubles of his own, now comes back with the idea that "You fellows ought not to worry over little things, you should have been with us before they heated our barracks, or before they were able to give us our meals regularly. That was the time when a bath was a luxury and warm water and a good bed were but parts in a dream."

Only one of our boys was christened "John," but all who have come back are as welcome in our eyes as were the "Johnnies" of '65 to the people of that day.

Six of them have come back and have taken up duties along the lines in which they formerly worked. This half-dozen is made up of:

John F. Schuppner, Sergeant, Engineers' Training Camp, Camp Humphreys, Va.; Frank M. Gossman, Mess Sergeant, Company E, Fifth Provisional Battalion, Fort Benjamin Harrison, Indiana; J. Norbert Coll, Corporal, Headquarters Detachment, Infantry, Camp Sheridan, Ala.; Herbert W. Romoser, Private, Company P, 21st Engineers, Fort Benjamin Harrison, Ind.; Walter W. Lanahan, Sergeant, Company A, 24th Provisional Regiment of Engineers, Fort Benjamin Harrison, Ind.; Paul A. DeHoff, Sergeant of Marines, Expeditionary Subsistence Warehouse, Philadelphia, Pa.

The following members of the Medical Staff are still in the service in the Medical Reserve Corps:

Dr. Page Edmunds, Consulting and General Surgeon, Lieutenant-Colonel.

Dr. A. C. Harrison, Consulting Surgeon, Lieutenant-Colonel.

Dr. John F. Byrne, Assistant Medical Examiner, Major.

Dr. Bruce H. Guistwhite, Assistant Medical Examiner, First Lieutenant.

Dr. A. E. Callaghan, Assistant Medical Examiner, First Lieutenant.

Dr. Frederick C. Eleder, Assistant Medical Examiner, First Lieutenant.

Dr. A. F. Lawson, Assistant Medical Examiner, First Lieutenant.

Others who have been mustered out include: Howard L. Harker, chief clerk of Relief Feature, Captain-Instructor in Small Arms Firing School, at Camp Perry, Ohio, and San Antonio, Texas, now a resident of California.

Joseph A. Burns, Sergeant-Major, 32nd Field Artillery, Camp Meade, Md., now with Troop Transportation Division, Coca Cola Building, Baltimore, as general clerk.

Many other left to enter military or naval service. Our records are not complete, but are given in full wherever possible. Among these are:

John M. Huppman, Corporal, 117th Trench Mortar Battery. (Shell shocked and gassed.)

Thomas A. Murphy, 117th Trench Mortar Battery. (Shell shocked and gassed.)

Thomas Parkin Scott, Jr., Private, Battery F, 58th Artillery, C. A. C., Bordeaux, France.

Philip H. Wenzel, Y. M. C. A. work at Camp Meade.

J. Robert Martin, first class Quartermaster, U. S. Submarine Chaser No. 69, Key West, Florida.

Edward M. Whaley, Jr. 110th Field Artillery, Anniston, Alabama. Discharged account of physical disability.

Lawton D. Whaley, Sergeant, Motor Truck Division. Now in France.

Andrew H. Bennett. Marine Service.

Clifton R. Faith, left in 1913 to join regular army. Now in France.

Our records on Charles B. Comegys, Roland Foster and W. R. Donohue are incomplete.

Our newest Savings Feature soldier, Gilbert Carroll, was a Corporal in the Coast Artillery at Fort Washington, Va.

Two members of our office force, Miss Manning and Miss Waring, are now full members of the "Seeing New York" society. After their March trip it required strenuous massage and much liniment to put their necks back where they were before they started to measure the heights of tall buildings. What they didn't see in New York was locked up. Cobwebs were brushed from the "L" and dust located in the subcellar of the Subway.

They anticipate making another trip to do their Spring shopping and purchase their (?) at Woolworth's.

**The Victory Boys are here, so are
Victory Bonds; buy them!**

—P. L., Pier 22, N. Y.

Telegraph Department

Correspondent, MISS DELLA M. HAIN

It is with much pleasure that we note that C. Selden, former superintendent of telegraph, has returned from California. Mr. Selden will resume his duties as general inspector of transportation.

J. F. Richardson, operator in "GO" telegraph office, Baltimore, is absent on an extended furlough.

Our telephone desk, now in charge of C. T. Ebsworth, who recently entered this office, is improving rapidly, and with the assured cooperation of employes of other departments, especially in connection with economical use of long distance and toll service, increased efficiency is already acknowledged.

Miss Ethel Binau, manager of our telephone exchange, expects to reside at Middle River during the summer months. "There is nothing so rare as a day in June" at Middle River.

We are glad to report that C. P. W. Myerly, accountant, who has been confined to the house for some time, is again with us.

All standard clocks on the System are doing their best to "keep goin'" as they should, because "even clocks have ears," and it has been whispered that W. C. Donnelly, time supervisor, has taken his abode in the office of the superintendent of telegraph, and any vagrant clock may expect inspection and possibly an overhauling.

Engineering Department

Correspondent, WILLIAM H. FRALEY

"While you are saying, 'It can't be done,' the other fellow is doing it. Be the other fellow." That is our office motto for this month.

The Form 940 and Department Construction Expenditures force from the federal manager's office, consisting of H. M. Church, special engineer; C. F. Moschell, assistant engineer, and J. M. Fitzgibbons, stenographer, have been transferred to the Engineering Department.

J. E. McKibbin and L. E. Emmitt, accountants, of the Engineering Department, Western Lines, located at Cincinnati, are in Baltimore on important D. C. E. and other accounting work.

Glad to report the recovery and return to work of F. P. Patenall, signal engineer, and P. G. Lang, Jr., assistant bridge engineer.

Paul Didier, principal assistant engineer at Pittsburgh, is suffering from a severe illness which started with a cold.

Major Charles Goldsboro, the Grand Old Man of our department, has been ill for some time past, much to the regret of the entire force.

J. H. Milburn, chief draughtsman, for several years living on his farm near Woodlawn, Md., has sold out and is preparing to move into an apartment in the city.

Colonel Frye is displaying a menu of an elaborate banquet tendered him by the officers of a Japanese ship in the wartime transport service on the severing of his connection with the U. S. Q. M. Department as supervisor of shipping at the port of Baltimore.

T. E. Hilleary is developing a nice little real estate agency on the side and has proved helpful to a number of our department men in the purchase and sale of properties.

We are glad to note considerable musical talent among our men. Of special prominence in the violin solo work of Harry Thorne, and "Gus" Schell's jazz band, which is a wonder of originality and humor as well as of music. Mr. Schell has given a number of entertainments, and at the risk of advertising, we will say that he is open for engagements.

The Spanish language students in this department are making splendid progress. Mr. Slemaker is awaiting his final graduation papers. Our most finished linguist is Harris Sparks, who, besides English, is proficient in French, Spanish, Italian and German, to the point of translation.

MARRIED: Howard F. Goldsmith, twenty-two, and Miss Virginia Marian King, eighteen. This happy couple were married April 1 after an elopement to New York, where they spent a week of blissful honeymoon. We wish them much joy and continued happiness. The culmination of the romance was a surprise to us, but Howard says he knew it several months ago, and in fact suspected it for the past year or more. "Alas, poor Goldie, we knew him well, Horatio!"

And romance continues: Each Saturday afternoon our Milton Chambers hurries to the 1.30 train to Philadelphia, where, we understand, lives a lady who owns an automobile and enjoys most of the following day in rides through rural Pennsylvania with good company. Also, Miss Simpson, of the Architectural Department, has localized some of her psychological studies at Jessup, and we wish George would "say who."

Miss Delahay, assistant file clerk, in assuming the additional duty of keeping data on the file clerk's famous mustache, has been obliged to secure stronger eye glasses. This mustache, by the way, is the original of Charlie Chaplin's, and on it, it is said, Mr. Chaplin pays a substantial royalty.

Lumber Agent's Office

Correspondent, S. I. O'NEILL

Miss Edna Marion Kelly, formerly of the Western Maryland, now secretary to the chief special agent, is one of the most congenial

girls in the office of the Lumber Agent. She is as busy as a bee and no matter how much mail she has, there is always room left for another letter. She is a good stenographer and the secret of this is, that she never gets ruffled, for she wears the smile that won't come off. Miss Kelly is very proficient on the violin, her favorite piece being "How you Goin' to Keep 'Em Down on the Farm." She is a descendant of the early founders of Sykesville, her grandfather having been the first mayor of that thriving village.

Earl Otto, whose picture is here shown, entered the service as clerk in the Stationer's Department, Camden Station, May 7, 1917, and was transferred to the Purchasing Department, September 26, 1918. As general clerk, Earl is a very industrious young fellow, always on the job, and you can note by his pleasing countenance what sort of a disposition he has. In the next issue of the MAGAZINE we may be able to give Earl's friends a little surprise.

Chapman Laupus, chief clerk to the lumber agent, entered our service December 13, 1902, at Mt. Clare, in the office of the master mechanic, and was later transferred to the office of General Superintendent Motive Power, in the Baltimore and Ohio Building. After working in that department he was transferred to the Purchasing Department, and by his strict attention to his work gained the confidence of



Chapman Laupus

his superiors, who promoted him to his present position.

His many friends in the building fully agree with his office associates that Chapman is one of the most obliging clerks in the employ of the Company. No matter how busy he may be, you can call on him for advice, for he gladly puts everything aside, and you can be assured that you will handle the matter straight after his explanation.

General Superintendent Maintenance of Equipment

Correspondent, J. M. CRACROFT

Motto—"Where there is a will, there are a dozen ways."

M. K. Barnum, formerly assistant to general superintendent maintenance of equipment, has been appointed mechanical engineer for the Corporation, reporting to President Willard. The entire office force extends to Mr. Barnum their best wishes for his success.

Henry Gardner has been appointed supervisor of apprentices and shop schedules, with headquarters in this office.

E. A. Lannon, formerly assistant statistical clerk in this office, has been transferred to Keyser as assistant shop clerk.

H. F. Fitzpatrick, safety appliance inspector, working out of this office, recently "put one over on us" by taking unto himself a wife.

Lieutenant H. B. Gaither, former general piece work inspector, and Lieutenant J. T. Talbot, special apprentice at Mt. Clare, recently returning from "Over There," dropped in on us a few days ago and both had some very interesting experiences to relate.



Earl Otto

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

And now, all aboard for the Victory Loan. We hope that our office will maintain the high mark established during previous campaigns, and unless we are very much mistaken, 100 per cent. will again be the result.

Charles Spedden is considering the idea of taking a party of clerks from this office on a little fishing trip to Van Bibber. The only question that seems to be worrying the promoters of this scheme is the one of bait. However, we hope this will all be straightened out by the time the fish are ready, and that the party may be a great success. Anyone wishing to be included should make application to Mr. Spedden, who will explain the details and requirements.

The result of the first month's (March) campaign between the Victory Boys and Victory Girls shows that the Girls are ahead by a count of \$101.00 against \$96.75. Come on, Boys, up an' at 'em.

In connection with the "Hawk Story" that appeared in the April issue of the MAGAZINE among the notes from this office, and particularly the latter part, to which was added something the correspondent had not written (which, by the way, seems to be a direct violation of a ruling made by our former editor in connection with the Glenwood Shop notes of February), this "Handsome John" person tells me he knew all about the nationality of the bird and that is the very reason he was so very anxious to take charge of him. He also states that there were several other fellows in the office who seemed very anxious about the welfare of that bird, but this "John" fellow "beat them to it." We don't know who wrote the anonymous article, which savors of Bolshevik tactics, but, as correspondent of this department, we feel that our reputation is somewhat at stake, and our suspicion is directed to a certain head clerk of the Settlement Bureau, who has been receiving quite a few flowers, particularly red roses, grapes, etc., lately.

Some people are naturally lucky. Just imagine a lady's hat being caught in a gust of wind, blown about on the pavements of Lexington Street during the busy noon hour, then out into the street among the cars and autos, and recovered without somebody putting a foot in it or at least one wheel of an auto passing over it. Luck, that's what I call luck, Kate. We are also informed that this same "lid" was blown over the high stone wall of a hospital, lodged in a tree, where it roosted until recovered the next morning, looking O. K. after even being out all night.

"Ain't nature wonderful!" It's funny how some people are affected. Take, for instance, William Brauer of the Foreign Settlement Bureau, better known as Francis X. Here we have a young "feller" whose generosity is

like second nature. This chap brings a box of cigars to the office, opens box, offers you one, insists that you take two more, and the following day tries to collect two bits. Again, we might mention when in the dead of winter, while attending a social gathering of the Burlesque Boys, some poor fellow borrowed Willie's coat and forgot to bring it back. Will "didn't say nothin'." Oh, no! Generosity all over!

One of the best bits of news received by the clerks of this office for a long while was a notice dated April 1, stating that, effective that date, all overtime would be dispensed with. After working overtime almost continually for over two years, this notice was received with genuine joy.

The chief clerk has cut out his lunch period and many guesses have been made as to the cause. Some say he is trying to reduce, others "it's the high cost of living," and others, "boils on the neck," etc., etc. However, the explanation that seems to have the largest following is that he is on diet and in training for the big game at Westport, Good Friday. Now let's see who is right.

A. W. T. Moore, one of our boys, was mustered out of service March 10 and is now back on his job. Welcome to the office, "Al," and may the others follow shortly.

A little bird just whispered to us that a certain young lady at this office (M. C. Y.) will shortly join the happy throng of married folks. We understand the lucky chap is employed at Mt. Clare and that his first name is "Willie." If the report is true (and it no doubt is, as this young lady has been "sporting" a mighty fine-looking ring lately), Willie must be given credit for picking out a good one.

Auditor Disbursements

Correspondent, JOHN C. SVEC

We have recently heard from George W. Mettle, G. C. Schluderberg, Thomas Campbell and Herbert Hufnagel, who are all much pleased at the idea of their return to the good old U. S. A. in the near future. We are also glad to note that Schluderberg has been promoted to sergeant-major of his regiment.

We are making great preparations for the Victory Loan notes and hope that, with the favorable conditions under which they can be purchased, we will have a large increase in subscribers.

The employes of this department extend their sincere sympathy to Clifford C. Barnes in the recent loss of his wife; also to Miss M. Bergman and Edward W. Cockey, in the recent loss of their fathers.

Our friend "Bill" Stephens is again wearing the smile of a newly married man. On March 31 the stork visited his home and left a package.

It's a girl. Several days later his oldest daughter fell and broke her arm in several places, and his fellow employes hope that "Bill's" troubles will soon straighten themselves out.

The Auditor Disbursements Office Welfare Association is still keeping up its pace and as soon as the boys return from overseas there is going to be a big time. Hearing of the work of the organization and being personally acquainted with the boys who are in service, John Skilling, former special accountant, now located in Washington doing special work, applied through J. F. Donovan to become a member, and he was gladly accepted.

The Auditor Disbursements baseball team has been challenged by the Federal Auditor's office and at the first practice, held on April 4, there were twenty members out for the nine. These men are looking forward to Good Friday morning, when they expect to clean up their opponents.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

The accompanying is a good likeness of our general chief clerk, Harry S. Maccubbin, who has served the Company's interests since September 15, 1881, and undoubtedly will admit to being over fifty years young. He is ever attentive to duties and you'll find him at his post day in and day out with punctuality. Thorough, keen, exacting and conscientious! Well! I should say, and as fine a boy as ever



Harry S. Maccubbin,
General Chief Clerk, Auditor Merchandise
Receipts' Office

came down the pike, is Mr. "Mac." Is he gallant? Well, just ask some of the ladies in this department and you'll get an affirmative reply. The writer has known the one whom he is biographing for a long time and has yet to hear the first person berating our mutual friend. That's saying something. Mr. Maccubbin is a born organizer and his orders invariably receive prompt and efficient attention. He has a splendid voice and quite frequently volunteers to sing for some of our societies. Yes, Mr. "Mac" is also happily married.

Procrastination being the thief of time, and in order that our organization (though always on the job) may enjoy a little more of the latter commodity, the head clerks and assistant head clerks in the Interline Division recently gave R. E. Mitchell, chief clerk, a pretty little mahogany desk clock, the witty presentation speech being made by Charles Marion McNinch, head clerk. I am prompted to add that we are to be at our tasks when we get there and the time to be there is 8.15 a. m.

N. F. Davis, our assistant auditor, much to our surprise, also had time on his hands recently when he was presented with a larger clock than the above described by a fraternal organization in appreciation of his eighteen years' service on the degree team. It is said that he had endeavored to make it twenty years, but that fate decided otherwise. That surely represents time and self-sacrifice in the interests of others.

Springtime is here and thoughts of youth turn tenderly to love—Miss Edith Watts of the Agents' Settlement Bureau to Mr. Burton Bye. Best wishes.

The stork recently struck the roof of the home of William J. Finn, Agents' Settlement Bureau. It's a ten pound girl. Best wishes, "Bill."

C. C. Davis, of the Revision Department, who recently suffered a nervous attack, is reported improving at a nearby sanatorium, where he is under treatment.

Frederick Bauernfeind, of the Revision Department, is back in the fold after an extended trip to Jacksonville and other points South. So is Louis E. Kemp, our milling-in-transit clerk, who went down Key Westward.

Our distinguished friend, "Doc" Hess, also had tropical fever and had contemplated making a trip to Bermuda, but it was called off.

"Shad" Gilley is the proud possessor of a pair of fine kids. Congratulations! No, gentle reader, not children—they happen to be baby goats. This, however, did not exempt him from the income tax.

"Pansy," one of our romantic young ladies, attempted writing a movie scenario, but the initial attempt was frustrated.

Holden Anderson, of the Agent's Settlement Bureau, who hails from Hanover, recently took some of our office force to his little M. E. Church in the wildwood for an old-fashioned country supper and bazaar. From appearances everybody had a good time.

Norman Gore, of the Accounting Department of the Pennsylvania Railroad, recently visited us to note some of our changes in systems and went away with the thought that he had acquired something worth the while.

Corporal Thomas A. Curry, who resigned to be a soldier and who went "over the top" with the 29th and 33rd Divisions, has returned in good shape and has accepted a position in the office.

With reference to the notice in a recent issue of the American Passion Play, the writer inadvertently omitted to name Felix K. Baker, clerk to accountant, Mt. Clare, as "Caiphaz," and Joseph Hess, machinist, Mt. Clare, as a Roman guard. To these gentlemen I extend my apologies.

A hundred cents for every dollar expended is our sentiment here. Or, to put it in modern style, "fifty-fifty" is the way we're doing it.

From time to time we have advocated the purchase of Thrift Stamps, Liberty Bonds and subscriptions to other humanitarian funds. We have before us now the greatest yet, Victory Bonds. This, like its predecessors, should go "over the top." Let's see what Canada has done with her Victory Bonds, as they are termed (*National Geographic*, October, 1918, page 302), viz.:

	ASKED	OFFERED
September, 1916....	100 million dollars.....	201 million.
March, 1917.....	150 million dollars.....	254 million.
November, 1917....	150 million dollars.....	419 million

This is an average of \$100.00 for every man, woman and child in the Dominion. So it's up to every loyal citizen of the country to buy all he can afford and not let our northern neighbors excel us. Everybody knows that United States Government Bonds are the safest and best. You are not *giving* your money to your country—you are *lending* it at good interest.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

Mrs. Marie P. Miller has left a position in the Bureau of Government Accounts in this office and accepted a position with the Goldsmith-Stern Company as a cashier, effective, April 1. I am sure that we wish Mrs. Miller all the success possible and that we will miss her sunny countenance. We take great pleasure in announcing that Miss Mary Valora Everitt will be Mrs. Miller's successor. It seems that bright faces are constantly hovering over this desk.

Glen Forest Anderson, who has been in the Baltimore and Ohio ward of the University

Hospital for the last three weeks, had an operation performed on his limb on account of an abscess on the thigh. He was discharged from the hospital on March 30 and we hope will be back soon.

Charles Burgess has undergone a slight operation which was very successful, having reported back for work in a week's time in much better health.

One of our stenographers, Miss Minnie Schlick, is sporting a Tiffany setting DIAMOND. It is on her left hand, but we cannot offer any exact data. Perhaps we will find out in June. Kindly remember the correspondent's previous boast that June would bring forth a GOOD CROP.

One of our popular stenographers, Miss Mary E. Pearrell, has received cards from Messrs. Smith and Orwig, two of our boys "Over-There." Both seem to be in the very best of health and anxious to return to us.

Mr. Addison was seen pushing a baby carriage the other day. From all appearances he makes a *very proud* daddy.

Auditor Passenger Receipts

Correspondent, FREDERICK S. JOHNSON

The rapid demobilization of the military forces of the Government has already brought back six of our twenty-four "Service Stars": Lieutenant Edward D. Boylan, from Camp Sevier, S. C.; George Germershausen, Joseph McGrain and George Schmidt from Fort Benjamin Harrison, Ind.; Frank Lyons, from the U. S. N. Aeronautic Station, Pensacola, Fla.; and Frank L. Snyder, U. S. N., from Norfolk, Va.



George H. Schmidt
"Back from the Army"

The volume of work in our office has increased to such an extent that an additional force became necessary, and we were compelled to seek new quarters for our mileage and Government Bureau, their location now being on the fifth floor of the Lexington Building.

It grieves us to announce that two of our boys have made the supreme sacrifice. Charles L. Meyers was killed while going "over the top" with the 115th Infantry, and Thomas L. Jefferies, of the 146th Infantry, died of pneumonia.

O. R. Lainhart has been transferred to the Administration Ticket Office in the Baltimore and Ohio Building. "Lainey," by which cognomen we all knew him, is missed. We feel sure that he will prove efficient in his new position.

Miss Helen Foulke, of this office, was the star in a play given by the Eastern Branch of the Young Women's Christian Association, called "Frances the Suffragette," in which Miss Foulke acted the part of Frances. From the success of her first effort, we would not be at all surprised to see her a "star" on Broadway some day.

The many expressions of sincere regret and sympathy on the death on February 7 of our fellow clerk, Charles H. Webb, were well-earned tributes to him and some consolation for those he left behind. Mr. Webb entered the service on February 16, 1875, and was the oldest employe in this office in the point of service, standing first on our seniority roster. He was seventy-seven years old. The office force sent two beautiful floral designs to his late residence at 1413 John Street.

New York Terminals

Correspondent, PATRICK LUCEY

Introducing Our New Correspondent

Some call it modesty, others call it pride, but it is usually only a fear of ridicule that prevents most good men from blowing their own horns. As the saying is "it makes bad music" for the listeners and causes uncharitable comment; therefore it behooves the rest of us to recognize, appreciate and advertise merit when found.

Now permit us to introduce our new MAGAZINE correspondent, whose picture is herewith shown. Patrick Lucey, chief claim investigator in the terminal claim agent's office, after recently shedding the "O. D." and returning to "Blue Serge," accepted the task of chronicler for the MAGAZINE. "P. L." is a live wire with a head at one end, and the sketch shows that he also resembles an ordinary wire in that he is akin to the first dimension as defined by Euclid. The other two dimensions, not entirely lacking, are comparatively nothing, plus.

We beg the Editor to reserve at least one page of the MAGAZINE for this division, being sure that material will not be lacking.



The undersized figure facing "P. L.," our new correspondent, is an ordinary specimen of the *genus homo* introduced for the sake of effect.

Wishing Mr. Lucey the same pleasure in providing as we will have in devouring his paragraphs, we congratulate ourselves and thank him in advance. Good boy, Pat! Go to it!

As his friends expected and as his "first number" following proves, Mr. Lucey responds with the same enthusiasm which "little old N. Y." showed when welcoming back the 27th. Incidentally you fellows stationed along the Hudson might have a heart when writing about your gala homecoming times to "an expatriate Ed."

Our heroes are returning one by one. They went away our "boys" without assumption, and without assumption they are coming back "Heroes." Some of them are loath to tell us of their experiences, but we are giving below the tales we have elicited or overheard.

There is Carl Reiman from our accounting department. "That fife and drum when the fellows come," called Carl all the way to Fort Hancock, Ga. He showed his ability, like so many other Baltimore and Ohio men, and within a few weeks was assigned to Company B, Central Machine Gun School, as an instruc-



J. Hickey and Pal

tor, and rated as sergeant. Carl was getting along so well that were it not for the Armistice, he would now be in France hunting the "Hun," and would be commissioned. But fate was against him and held him here and we are glad he is back with us.

We got a first class jolly tar in John Hickey. John was mighty anxious to get "Over There" and he thought the quickest and safest way was to sail over. We all agree with him that it was mighty bad walking, so John joined the Navy. He is not willing to say anything about the "Freedom of the Sea" just now, but he is sure that the fellow that wrote "The Sailor's Home is on the Main" was not just right. Here is his picture.

Harry Morrell and Joseph Lamberson, of Mr. Murphy's department, are back on their jobs. John Honan and P. McKaigney are also back, but we can't get them to talk; maybe they think they are under censorship and would be court-martialed.

The 27th Division, on board the Leviathan, went past our pier on March 5. There was "some" excitement at the pier among the fair sex, and it is rumored that our forces are going to be sadly riddled by "defection." J. J. Bayer is worrying, and a certain gentleman in the westbound department is humming to himself, "Everybody has a Lassie—have I?"

We have not seen A. L. Michelson since he went to St. George. We know he is busy but for old times' sake we expect a visit once in a while. "Where there's a will there's a way."

A man can talk all he wants provided his wife lets him.—H. M. B.

Don't go up in the air unless you have a machine to bring you down.—M. A. B.

Don't tell a man to mind his own business, that is paying him a compliment—having a mind and a business.—V. R. C.

Harry A. Schiff, our claim investigator, did not lose any of his railroad experience in the Army. There he was digging trenches, here he is digging up claims, so his army experience just fits nicely.

R. A. Burke, chief clerk to S. D. Riddle, C. F. A., is at his desk again. "Bobby" served Uncle Sam faithfully in a clerical capacity.

William Honan, of Mr. Allen's forces, has also been mustered out. "Willie" learned only one song while he was away, but he got the air of that quite well, and it is the consensus of opinion that it was "Home Sweet Home."

It is with regret that we announce the death of our fellow worker, Joseph Fulham, on March 6. His easy going spirit, his quiet manner and his gentle disposition made him a quite likable chap. The esteem in which he was held was proved by the way the office force paid their last respects to him in the shape of a floral tribute. "Joe" was with us for twelve years and served in various clerical capacities.

Now that winter is over, the lovers of the "diamond" are beginning to organize. In the absence of our former captain, A. J. Tolley, who, by the way, is in the Army, the brothers Maxwell and T. F. Duffy are trying to get together a team. We have some very promising material and there is no dearth of coaches, Mr. "Hal" Chase, famous first baseman of the Giants, having already paid us a visit. We do not wish to crow in the hearing of our St. George colleagues, but we might say that we are "right there" this year, and will use all our efforts to bear off the palm.

"Joe" Griffiths, our jocular stenographer and the first to hear and heed the call of Uncle Sam, is with us again. Rumor has it that "Joe" is going to write his reminiscences in the Army and dedicate it to the boys who cleared Camp Upton. As a preface he is going to write the prayers before reveille. Don't attempt it, "Joe," they were always said in Greek, and that we don't understand. "Joe" knows a lot about the war, having been assigned to clerical work in General Pershing's Headquarters.



Sergeant J. F. Griffiths

Wear the Rose of Democracy—a
Victory Bond Button

—P. L., Pier 22, N. Y.

Apropos of the fighting spirit that has been rampant of late: one of our young hopefuls, who aspired to pugilistic honors, and who believed that the fundamental principle of battle was the use of the gloves, has had his ambition "nipped in the bud." "Willie" said that it was this way. He had been going to a gymnasium to prepare for a non-com. job when Uncle Sam called him. One night, more for fun than pugilism, he and another youngster were matched. That is, he thought he was matched until his opponent hit him, and he hit the floor. That prospect of easy money and starring in the movies is completely obliterated from his memory, the only thing left being a slight abrasion of the olfactory organs.

We used to celebrate April 1 by a little social, but this year we left the consolations of that day to one Herr Hohenzollern and let him call it by any name he wished. We gave it the good old name.

The thought has struck some of us that we can throw a little new life into our May day party by the coronation of one of our fair force as "Queen of the May," and thus help make that day "the maddest and merriest of all the glad year." The consensus of opinion is that the honors will be pretty evenly divided between the two ladies in the photographs on this page, and by popular vote among the office force will the selection be arrived at between Miss E. McDermott and Miss B. Loughlin. We wish all the candidates the best of luck, and hope the lady who carries the honors will be suitably repaid for all the trouble that her regal state affords.

March 25 will live long in the hearts and memories of New York. On that day the gallant 27th Division, fresh from victory on the battlefields of France, marched up our "Avenue of the Allies." Knowing the anxiety that prevailed among our workers to see the parade,



Miss B. Loughlin

terminal agent Biggs had the piers closed and operations suspended, so an opportunity was afforded to see the greatest and most impressive spectacle ever witnessed, even in New York.

One of the boys at Pier 22 has given us the following lines:

When aviators rig their barques
 And steer for distant moons,
 When Sig. Marconi's wireless
 From other planes brings tunes,
 With weeping and with laughter
 Still will the tale be told,
 Of how O'Ryan's lions won
 In the glorious days of old.

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*

W. J. SCOTT, *Shop Clerk, East Side*

W. M. Devlin, who has been in the military service for the past year, has returned to Philadelphia and resumed his position as secretary to superintendent White.

E. F. Kenna, who has been working in the superintendent's office for the past several years, has accepted a position with the supervisor of terminals.

George Snider, agent at Cowenton, Maryland, for the past several years, has resigned to go into business for himself.



Miss E. McDermott

**Don't Speculate, invest your money,
 buy Victory Bonds**

—P. L., Pier 22, N. Y.



Rose Carlin
Elevator Operator, Philadelphia Passenger Station

Baltimore Division

Correspondent

W. H. TARR, *Superintendent's Office, Camden Station*

Miss Anna Abramson, dictaphone operator, has been on the cripples' list for a couple of weeks because of a sore finger, which prevented her from performing her duties. Miss Ruppert has been substituting for her.

The genial face of assistant chief clerk Maltery, who recently returned from several sojourns, can again be seen in the office. He has been soliloquizing as to seniority and "What shall Miss Abramson do; write passes?"

Miss Margaret Sullivan, who says she is eighteen, more or less, has a very nice hat which she turns upside-down on the clothes locker when not in use. It is expected to be seen among the airplanes some day with its two black wings.

J. R. Wilson, hostler at Gaithersburg, has been mustered out and has returned to service in his former position. Mr. Wilson volunteered and was among the first thirty-three thousand to go across.

E. G. Shipley, fireman out of Riverside, visited the office of the superintendent the

other day and expects to be mustered out soon. He just arrived from overseas. Mr. Shipley was gassed in the Argonne drive but has fully recovered and expects to resume his former occupation shortly.

L. C. Bowers, former supervisor on the Baltimore Division, died at his late residence, 2010 Huntington Avenue, on Friday, April 4. Mr. Bowers had been in the service twenty years, and was very well thought of by his fellow employes and the officers under whom he worked. He leaves a widow and three children, who have the sympathy of the employes on the division.

Our veteran trainmaster C. A. Mewshaw, and his clerk, Miss Bessie Rebecca Goldman, have been busily engaged for the past few weeks figuring out a new time-table and which train would have superior right if they were to pass between Barnesville and Dickerson.

The genial face of trainmaster C. E. Owen is now and then seen in the corridors at Camden Station. Anyhow, Mr. Owen knows where he started to railroad.

Trainmaster J. J. McCabe, in charge of the Valley Sub-division, states it is not the H. C. L. that bothers him. It is the L. C. L.

Agent's Office

On March 1, P. J. Treuschler was appointed assistant agent over such stations as Camden Station has jurisdiction. Mr. Treuschler began his railroad career with the Pennsylvania local freight office, Canton, January, 1906, resigning in September, 1911, to accept service with us in the office of the auditor of merchandise receipts as rate revision clerk. He resigned in March, 1913, to become rate clerk and statistician in the Traffic Bureau, Baltimore Chamber of Commerce, from which position he resigned in September, 1916, to re-enter our service as chief rate clerk at Camden. He has our best wishes for success.

We extend our congratulations to W. F. Braden upon his appointment as welfare agent, and express our thanks for his service in furnishing this office with multigraphed copies of the many forms which we have requested of him.

Tonnage Department

On April 5, Miss Pauline V. Sauerhammer, fuel clerk, Tonnage Department, Camden Station, visited her parents at Littlestown, Pa., and made such a hit in that quaint Quaker town that we cannot fail to mention it in the MAGAZINE. These visits occur every two weeks, which makes us wonder "Why?" The last trip was especially important as the Littlestown Cornet Band was at the station in full force; and from what we can learn, the mayor of the town declared a general holiday from 6.00 p. m. until midnight in honor of the guest. All had a great time as the festivities were in full force until the "wee hours" of the morning.

Mt. Clare Yard

Without saying a word as to his intentions, general yardmaster E. A. Lilly slipped off to Grafton on February 26 and was quietly married on the following day. The fortunate young lady was Miss Ruth Davis, daughter of yardmaster Davis of Clarksburg. We all know that the bride's parents will miss their girl, as much as "Buck" appreciates her. He put one over on us all, but has our heartiest congratulations. Mrs. Lilly says she likes Baltimore, her adopted home.

Falling over a switch stand one dark night recently, assistant yardmaster C. M. Gray was confined to his home with an attack of rheumatism. As we, and his friends elsewhere know, "Buck" (we have several "Bucks" at Mt. Clare) is a pretty lively fellow, and being laid up helpless placed him in an awful predicament. What do you think he did to pass the time? HE CROCHETED A YOKE—handles the needle like an expert, according to his own confession. He also started a center piece. Buck is back at work now and says he can't finish the center piece until he gets the rheumatism again.

Harry Sherry, formerly of the general superintendent's office, is again one of the family at Mt. Clare.

Anyone approaching the Mt. Clare Yard office with anything but the best of intentions must beware, for the general yardmaster's new private office has a commanding view in all directions, and, by the way, a beautiful view too, to those who appreciate nature. Gwynn's Falls' Valley may be seen, for instance, with a glimpse of Carroll Park in the distance.

Locust Point

Correspondent, J. A. CLARKSON

Seeing so many steamers and sailing ships at the various piers looks like old times. Two steamers are at Pier 9; three, at Pier 8; two, at Pier 6; three sailing ships are discharging ore at Pier 5; one is at Elevator B and two at Elevator C. One is at Pier 3 and five small schooners are discharging cross ties at the Crane Wharf.

Conductor Ireland, of No. 9 job, while getting ready to take a drag to Curtis Bay, fell into the cinder pit in water up to his chin and yardmaster J. Harry Meyers had to throw him a life line and haul him out, and then borrow dry clothes for him. We hope nothing serious will come from his cold bath.

Washington, D. C., Freight Station

Apologies are due from us because no notes were forthcoming for the April issue. It was on account of the sickness of the correspondent, and we hope it will not occur again for a long time.

It is always a pleasure to read the reminiscent articles that appear in the MAGAZINE. In the February issue, on page twenty-two, there was an article that was read with unusual interest by every one in this office. Under the heading "Some Brave Enginemen," the first mentioned, engineman Hugh Fisher, is the father of our good freight agent, D. M. Fisher, and the third one mentioned was our agent's uncle. There are many old employes who knew engineman Hugh Fisher who will undoubtedly recall other incidents in his life that are well worth repeating. Mr. Fisher ran the engine George Washington, as stated in the article referred to, until it turned over with him at Sykesville, Md., in 1864. He was under the engine for over twelve hours, and would probably have expired at the time had not engineer Charles Koontz held his head out of the water, and thus saved him from drowning. As it was, he was a cripple for life, after being laid up for about four years. Mr. Fisher afterwards ran a stationary engine at Frederick Junction until the time of his death in June, 1894. He was in the service of the Company for fifty-three consecutive years.

The accompanying photograph shows Private H. J. Miller, a younger brother of G. M. Miller, chief clerk to the general yardmaster at this station. This soldier boy did not wait for the draft, nor for the great war either, but enlisted in the service of Uncle Sam in the year 1916. He is still in France, not having been listed so far for the home trip.



H. J. Miller

**Don't talk about but Prove your
Patriotism by buying
Victory Bonds**

—P. L., Pier 22, N. Y.

We are glad to welcome back from "Over There" the first of our boys to return from the front, Private Edgar Miller, Company D, 29th Platoon, A. M. P. O., 56th Engineers, who arrived recently, and has resumed his old occupation of tallyman. Private Miller did not have an opportunity to get across the Rhine, because he was in the hospital with the "flu" part of the time he was overseas. He speaks in the most enthusiastic way of the Red Cross nurses, under whose care he was when in the hospital.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

Wilber Hardy, the section foreman, who has been on the sick list a long time, is back on the job looking bully. His many friends are glad to have him back again.

Frank Schultz, after an injury, is also back on the job. Frank is a genial fellow and a long and faithful employe of the Railroad. He has a host of friends who are glad to welcome him.

"Bob" Robinson says that while he doesn't exactly understand the Monroe Doctrine, he thinks it doesn't differ much from the Baptist.

Plans for the resumption early this season of baseball by our Division Athletic Association are in charge of M. J. Doyle, chief clerk to M. H. Cahill, general superintendent; J. T. Broderick, superintendent of welfare, Baltimore, and Griffin A. McGinn, chief clerk to John W. Dencen, this city. Final arrangements for a big season of league games will be made by Mr. Broderick at Baltimore.

The greater number of players of the Cumberland team are still in military service. The players include: Dale Kirby, Louis Pike, D. A. Gruber, J. R. Beck, J. J. Spearman, B. A. Weber and J. Montgomery. On account of the war, practically no league games were played last year. The athletic field diamond in the old rolling mill yards will be used for matches.

Our car repairers have organized a ball team, composed as follows: Reynolds, catcher; Buskey and Griffin, pitchers; Fields, short stop; Bittner, first base; Cook, second base; Robertson, third base; Thomas, left field; Gentry, right field; Gray, center field, Crosby, substitute.

Keyser Division

Correspondent, H. B. KIGHT, *Ticket Clerk,*
Keyser, W. Va.

Sponseller's carpenter gang have just finished renewing the wheels on the turntable at the roundhouse. The wheels alone cost \$1,180. She ought to go 'round and 'round and 'round several times on such costly wheels.

E. C. Drawbaugh, chief division operator, has had an attractive clock placed in the general waiting room at Keyser station.

"Dad" Cornell, who keeps our lawn and the grounds around the station in order, has returned to duty after having been off on account of illness.

The Victory Loan campaign starts April 21. Keyser Division has gone "over the top" in all other campaigns, and we know that we will do it again in this one.

Some of the fellows complain that they do not receive copies of the MAGAZINE. We receive enough to go around and we want every fellow to get a copy. If you will call at the ticket office, you can obtain yours. We always place a few in the waiting rooms, for our passengers always seem anxious to get them.

Mrs. Harry Kerchival, wife of assistant yardmaster, who underwent an operation at a hospital in Cumberland, is getting along nicely.

Conductor E. M. Pancake, who has been ill, is able to be out again.

Nearly a million brook trout were received at Oakland from government hatcheries and placed in that vicinity on March 25 and 26.

Does it pay to load cars to capacity! A receiver of fertilizer at Oakland recently got one car of fertilizer which had in the past been put into three cars. Some saving in equipment and hauling expense.

From November 20, 1918, to March 28, 1919, Oakland shipped fifty-two cars of hay. It was only a few years ago that this commodity was shipped in for consumption.

Misses Eulah and Edith McMakin, Margaret Miler and Ethel Powell spent a couple of days recently in Baltimore, Washington and Philadelphia, and they had a fine time. These young ladies all work in the superintendent's office.

Crossing gates have been installed at Main Street crossing, Keyser, with Mrs. F. W. Boehnes in charge.

Charles C. Cridler, one of Piedmont's oldest and highly respected citizens, has been placed on the retired list. Mr. Cridler has been in the service for forty-five years. For many years he was the faithful watchman at the crossing in this city.

Frank N. Branum and Virginia M. Whissen, both of Harrisonburg, Va., were united in marriage at the United Brethren parsonage recently.

Mr. Branum is our ticket agent at Harrisonburg and is one of the most popular young men of that little city. His bride is an attractive and accomplished young woman and is held in high esteem by all who know her. Both are members of the Harrisonburg United Brethren Church.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

A young engineer makes his initial bow to the railroad fraternity from the home of engineer and Mrs. E. L. Shade. Long live the young engineer!

Thomas William McDonald, a young employe, and Miss Eva Virginia Way were married in this city. The bride is a daughter of the late Samuel Ways, a Company engineer.

Donald S. Dodd, an employe of the bridge shop, quietly put one over on his fellow employes when he and Miss Monta Grove, attractive daughter of Mr. and Mrs. Carsin Grove, embarked upon the sea of matrimony. The joyous wedding party hied away to Winchester, Va., the wedding ceremony taking place in Braddock Street Methodist Episcopal Church, after which the good old Baltimore and Ohio became Hymen's transport into the fairy land of Arcady: first port of call, Washington, D. C., with Baltimore and Philadelphia in the itinerary. Dodd was just a little nervous about a beautiful and useful present the boys were thinking of sending him, but they considered his youth and he survives. May he and his sweet bride sail the seas of life for many a day.

Roland Heck, one of our carmen, died at his home in the country after a long illness, at the age of thirty-eight. A widow and six children survive. He was a member of the Presbyterian Church and the Brotherhood of Railroad Carmen. Funeral services were held at the Presbyterian Church, with interment in Green Hill Cemetery.

Ernest Sylvester Myers, an employe of the frog shop, died at his home in the country, age thirty-two. Mr. Myers had been in the employ of the Company but a short while. He had served in the Army and after his discharge came home and secured employment with us. He was ill but a few days, pneumonia causing his death. A widow and three daughters survive. The funeral services were held at the home and the body taken to Shepherdstown, W. Va., for interment.

It is with great pleasure that we write of the improvement of the eyes of our veteran storekeeper, W. G. Edwards. A cataract had formed and it was removed at a Baltimore

hospital with splendid results. Mr. Edwards entered the service of the Company when a very young man and has given it practically his entire life. May he enjoy for many years the eyesight restored by the wonderful service of surgery.

Emory Beale Duvall, a retired engineer, died at his home in this city after an illness of several weeks. Mr. Duvall, who was in his sixty-ninth year, entered the employ of the Company when a young man and spent quite a long period in its service. During this time he had the respect and esteem of his fellow employes and stood high in the estimation of his supervisors. He was a member of Trinity Methodist Church, of the Brotherhood of Locomotive Engineers and the local Veterans' Association. A widow and four children survive. The funeral services were held at the Trinity Methodist Episcopal Church and the members of the two railroad organizations attended in a body.

Frisby T. Brantner died at his home, 515 North Queen Street, this city, after an illness of only a few days, aged seventy-two. Mr. Brantner entered the employ of the Railroad in 1863 and became an engineer in 1870, in which position he served until 1911, when he was retired. Having spent forty-eight years in continuous service, he was with the Company during some of its most critical periods and helped its development into the great organization of today. An engineer with such a record would naturally become known over a large part of the System. Three children, one daughter and two sons, survive. Mr. Brantner was a member of the First United Brethren Church, Brotherhood of Locomotive Engineers and our Veterans' Association. The funeral was held in the First United Brethren Church with interment in Green Hill Cemetery.

Connellsville Division

Correspondents

J. J. RYLAND, *Office of Superintendent*, Connellsville, Pa.

M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.

J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.

The picture on next page shows correspondent J. J. Ryland and a Civil War veteran at Camp Joseph E. Johnston. "Jimmie" enlisted on June 10, 1918, and after three months' service with an army transport unit, was transferred to permanent duty at Langley Field and was promoted to be a quartermaster's sergeant. He was dis-

Put the Coping Stone on the Tower
of Democracy—buy Victory Bonds

—P. L., Pier 22, N. Y.



Correspondent J. J. Ryland with Civil War Veteran

charged on January 11. "Jimmy" learned some military tactics from this "vet" that would have made Kaiser Bill forget the hardest day he had with "Doc" Davis in old Berlin.

On March 26 and 27 a minstrel for the benefit of the Fayette County homecoming soldiers, sailors and marines was given in the Connellsville High School auditorium. Two of our employes, Ray McClintock, as a soloist, and S. M. DeHuff, as an end man, distinguished themselves and won unstinted praise. Indeed, many of the critics expressed the opinion that had "De's" early footsteps led to a booking office instead of a telegraph tower, Frank Tinney would not be today the acknowledged king of the American blackface comedians.

A branch of the Y. M. C. A. has been opened in the Maccabee Building in Connellsville under the auspices of the Company. It was formally opened and dedicated on March 16. Reverend G. W. Buckner, pastor of the local Christian Church, delivered the dedicatory address and secretary W. F. Underwood presided. Now that the "Y" has gotten away to a good start in this city and shows every indication of being permanent, its many wellwishers, particularly the employes of the Company, are really enthusiastic, as they, having felt the lack of a good, vigorous body of this kind, are in every way ideally situated to thoroughly appreciate and enjoy the many educational and recreational features this great organization can make possible for them. We will look forward with delight to the day when the many features will be in full swing, and are a unit in wishing secretary Underwood a long and successful career as officer in charge.

The West Crawford Avenue crossing of the Pennsylvania Railroad was the scene of a most distressing tragedy on Thursday evening, March 13, when an automobile in which M. C.

O'Conner, hostler foreman, and his brother, Peter J. O'Conner, machinist, were riding, was struck by a special carrying the general superintendent of the Pittsburgh Division of the Pennsylvania. Peter O'Connor was so badly injured that he died an hour after the accident in the Cottage State hospital and the car was totally destroyed. Michael O'Conner, who was driving, escaped injury in a most miraculous manner.

In the death of Mr. O'Conner this community has suffered a loss well-nigh irreparable, for young men of his sterling qualities are rare indeed. Endowed with a strong and rugged physique, the possessor of a character full of the homely virtues we all admire so much, honest and upright, he never stinted of his powers and strength in giving to the common lot the full measure of his duty and devotion. Those of us who were privileged to know him intimately will ever miss his amiable personality, his sound reasoning and constructive thinking and planning for the improvement of every group or society with which he was associated, and these included every organization having the common welfare for its objects.

Few men, young or old, enjoyed so wide a circle of friends, and all were eager to pay the last measure of homage to the departed, the O'Conner home on the West Side being thronged from the time of the accident until the funeral cortege departed for the Immaculate Conception Church, where a large assemblage had gathered for the impressive funeral services. The unusually large number of handsome floral tributes also bore eloquent testimony of the love and esteem in which the deceased had been held.

Solemn requiem high mass was celebrated by the Reverend Father J. T. Burns, assisted by Reverend Fathers H. DeVivo and L. P. McNamany. The Knights of Columbus, the International Association of Machinists and the Central Trades and Labor Council of Connellsville, in all of which bodies the deceased had been an active member, attended the funeral and escorted the remains to their last resting place in St. Joseph's Cemetery.

The man who gets his time-slips in at the end of the day or trip is the man who is never short.

Help your correspondents gather the news of the division—you'll like the MAGAZINE better as a result.

There was a nice banquet given at the Hotel Arlington, Connellsville, Sunday evening, March 30, at 8.30, in honor of H. R. Hanlin, our superintendent, who has been transferred to the Staten Island Lines, with headquarters at New York. It was a turkey dinner, and was served in the customary fine style for which the Arlington proprietor, Mr. Joseph Bensinger, is so justly famous.

Following the serving of the dinner, Mr. Hanlin was presented with a very handsome gold watch and chain, the watch being the finest obtainable in the county. The presentation was made by chief clerk W. O. Schoonover,

who made an appropriate address in which he expressed the deep regret all felt in having the very cordial relations which Mr. Hanlin had established between himself and the entire staff broken at this time. But he assured Mr. Hanlin that the host of friends he had made in Connellsville wished him the same full measure of success in his new position that he had enjoyed in Connellsville. Mr. Schoonover also presented Mrs. Hanlin, the wife of the retiring superintendent, with a handsome traveling bag.

Each member of the staff was then called upon by trainmaster T. J. Ward, who acted as toastmaster, and all expressed deep regret over the departure of Mr. Hanlin and wished him success in his new field.

Mr. Hanlin then responded and in a few well-chosen words expressed his grateful appreciation of the sentiments expressed by the various men, and stated that he was more than surprised at being presented with the token, as he had not anticipated anything of the kind. He also thanked all for the splendid cooperation that had enabled him to pull the Connellsville Division from eighth place in the efficiency list in September to second place in February, and expressed his earnest desire that they give the same support to his successor, T. J. Brady, predicting that if they did, it would soon be the means of placing our division in first place.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributer*, Office of General Superintendent.

E. N. Fairgrieve, car distributor in the office of the general superintendent, has been appointed correspondent of the MAGAZINE, vice C. J. Kessler. In thanking Mr. Kessler for his past help we want to welcome Mr. Fairgrieve and wish him success. Being the correspondent is a tough job only if you have to "go it alone." In that respect it is like all other jobs. It takes cooperation, that oft-mentioned dynamic, to make every job go right. But we understand that Mr. Fairgrieve has a large acquaintance on the division and we are going to let him speak for himself in future issues to his fellow employes. Here's hoping!—Ed.

R. M. Bell, dispatcher; James Crogan, passenger clerk in the transportation office; Bernard Kessler, clerk in the superintendent's office and W. J. Leasure, formerly of the division engineer's office, who were in training with "Uncle Sam," have returned to duty.

Earl Tovey, of the Division Accountant's office, who is now with the Maines, paid us a visit the other day while home on a furlough. Earl looks "fit as a fiddle" and says he enjoys the life.

W. A. Gardner, former chief clerk to Mr. Petri, when the latter was located at Pittsburgh, and who has also been sojourning with "Uncle Sam," called to say "Hello" to the folks the

other day. He tells us that he has accepted a position with the Company in Baltimore.

Miss Gertrude Clay, who until recently was employed as a stenographer in the superintendent's office, has been transferred to the general superintendent's office. Miss Clay fills the position made vacant by the resignation of Albert Hillebrecht, who has accepted service with a law firm. We wish them both success in their new fields.

We were grieved to learn of the death of the mother of brakeman G. S. Deitz, of Glenwood yard, and wish to extend to Mr. Deitz our most sincere sympathy.

At this writing terminal agent Deneke is confined to his bed with pneumonia. We wish him a speedy return to health.

V. V. Bailey, the congenial first trick dispatcher on the "River" has gone to Phoenix, Ariz. "Vic," who is on his vacation, has gone to visit his family and to enjoy a much needed rest.

With the return of C. B. Gorsuch as superintendent, Mr. Beltz has been appointed assistant superintendent. T. W. Barrett, until recently supervisor of accidents on Pennsylvania District, has been made terminal day trainmaster, and C. V. Lear returns to his former position as terminal night trainmaster. C. P. Angell has been transferred to the New Castle Division, and H. B. Graffius has been made relief dispatcher.

Mr. Gorsuch startled our staff by announcing a staff meeting for 7.30 p. m. April 7. As there had not been any staff meetings at night for some time, some of the boys naturally thought things were beginning to boom. However, the real reason for calling the meeting was that a few of them had requested the superintendent to take this means of getting the bunch together in order to pay their respects to former acting superintendent Beltz, now assistant superintendent. After a dinner at the Hotel Henry, the staff returned to the superintendent's office, where Mr. Gorsuch gave a nice talk on the good record made while the reins were in the hands of Mr. Beltz. Several other talks were given by members of the staff, and a good time enjoyed by all present.

J. S. Brennan has come back to Pittsburgh on his old job as chief clerk to the assistant superintendent of transportation.

E. C. Ringer, who was promoted to assistant trainmaster at Glenwood, has been made chief clerk to the assistant superintendent at Pittsburgh.

W. P. Peters has been appointed agent at Braddock.

Born to Mrs. Earl Fairgrieve, a bouncing boy; both mother and son are doing well.

J. W. Imler has been made baggage agent at Pittsburgh.

Put it Over, Over the Top, "Over Here," is the Slogan

—P. L., Pier 22, N. Y.

G. L. Fisher has purchased a mandolin and joined the Jazz band of McKeesport. George has signed a contract to play for James Sweeney's dancing studio.

J. J. O'Donnell has gone back to work a night turn. The day force at Demmler yard miss him very much.

The friends of Norman Stone, former agent's clerk at Glenwood, were grieved to hear of his death on March 15. Norman was one of the best clerks that the agent ever had, and was liked very well by every one that knew him.

Monongah Division

Correspondents

MISS E. S. JENKINS, *File Clerk*, Grafton, W. Va.

C. N. MAYS, *Chief Clerk to Division Accountant*, Grafton, W. Va.

C. F. SCHRODER, *Operator*, Grafton, W. Va.

J. LYNCH, *Car Inspector*, Fairmont, W. Va.

H. F. FARLOW, *Operator*, WD Tower, Fairmont, W. Va.



Pearl Manning



Seated, F. L. Jarrett; standing, A. F. Vorholt.
(See Charleston Division Notes)

The accompanying photograph is of Pearl Manning, daughter of J. C. Manning, the youngster being quite talented as a dancer, a violinist and entertainer in other respects. She is seen here singing one of her songs at a Red Cross benefit performance. In all the work for the good of the soldier boys, especially the engineering regiments, the dainty little miss has volunteered her services and several of them have complimented her on her work. She is anxiously awaiting the return of the engineers, some of whom she knew before Uncle Sam called them into his service.

Charleston Division

Correspondent, C. L. West, *Dispatcher*

Effective March 1, B. W. Straw was appointed track supervisor and assigned to territory, Gassaway to Adrian Junction and Sutton Branch, vice A. J. Heater, resigned.

Superintendent Trapnell is back at his desk again after an attack of the "flu," which kept him at home two weeks.

The picture a'top this page is of conductor F. L. Jarrett and engineer A. F. Vorholt. Conductor Jarrett runs passenger trains Nos. 37 and 38 between Gassaway and Charleston, also making two round-trips daily, except Sunday,

between Gassaway and Sutton, a total of 210 miles per day. He will average approximately 450 passengers daily. He and his engineer, A. Tierney, take a personal interest in handling these runs on time. It is said that people living along the railroad between Gassaway and Charleston keep their watches and clocks adjusted to standard time by these runs. Engineer Vorholt has a mixed run out of Elkins.

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.

J. F. ALREED, *Agent*, Folsom, W. Va.

JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

Cincinnati Terminals

Correspondent, W. E. COCHRANE, *Chief Clerk to Supervisor of Terminals*

Several weeks ago the editor of the MAGAZINE received a communication from Cincinnati, dated February 12, taking issue with the facts as stated in the last item under the Cincinnati Terminal notes as given in the February issue. The fact that the communication was unsigned makes it impracticable further to investigate this item, which dealt with the fire that occurred at the Storrs roundhouse on December

**This is the last rollcall—Answer it
by buying Victory Bonds**
—P. L., Pier 22, N. Y.

29, 1918. Unsigned communications dealing with facts such as this cannot be published.

In the latter part of April, M. M. Driscoll, machinist at Storrs, and Miss Olive Hannen, stenographer in the Car Record office, were married at Louisville, Ky., the home of the bride. They spent their honeymoon in New York City and other eastern points. Both the bride and groom have been in the service of this Company for the past several years, and have the best wishes of every Cincinnati Terminal employe for their future happiness.

C. W. Roth, yard switchman, has received his discharge from the U. S. Marines and is back on the job again.

Yardmaster C. H. Wiehe has the reputation of being one of Cincinnati Terminals most distinguished poet humorists.

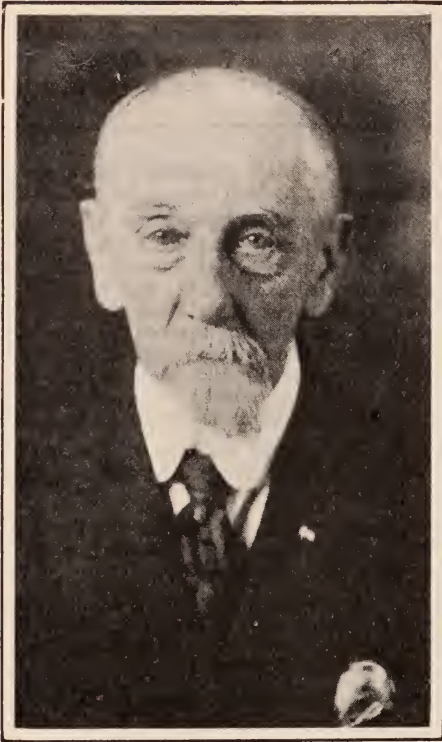
J. J. O'Donnell, chief clerk to G. R. Littell, has been numbered among the unfortunate victims of the "flu," but is now back again, looking hale and hearty.

L. M. Burke, baggage agent, Fifth and Baymiller Depot, recently tendered his resignation and has been succeeded by W. D. Nicholson, who has been discharged from military service.



Office Force of Master Mechanic J. A. Anderson at Benwood, Wheeling Division

Left to right—bottom row: O. L. Kinsey, Francis Sigler, John Cusack. Second row: James Mitchell, Miss Luella McCombs, Miss Bernadine Cooper, Miss Rhea Horan, Miss Della Wells, Miss Grace Zimmerman, Miss Minnie Davis. Back row: Emil Seth, Martin Conners, Miss Rosella Doyle, T. W. Keffer, Jr., Miss Angela Appelgate, Miss Della Davis



Frank W. Wilson

With this issue we present to our readers one of the real veterans of this country, Frank W. Wilson, now employed at Smith Street freight office. Mr. Wilson is not only a veteran of railroad service, but is a Civil War and Spanish-American War veteran. He was connected with the Southern Railroad in 1898, which was during the time of the Spanish-American War. He was furloughed from railroad service to accept the office of assistant paymaster in the regular army with rank of lieutenant, which position he held until all special troops at that time were mustered out of service. During the Civil War he was a member of the 137th Ohio Volunteer Infantry. Mr. Wilson has been with the Baltimore and Ohio, Southwestern Lines, since 1906, when he entered the service under the management of W. M. Green, then vice-president and general manager. During his time with this Company, in addition to rendering most efficient and faithful service, he has added to his innumerable friends made while employed elsewhere, many staunch well-wishers.

Clarence Reichers, formerly a clerk in the Car Record office, having returned from a vacation spent in Chicago, has accepted a position as yard clerk at Stock Yards, having been bumped by Raymond Nieman, who was furloughed for military service.

Arthur Folks is back from duty overseas and has taken the position as cashier at Norwood Station, relieving H. Gandenberg, who has been assigned to work in H. R. Gabriel's private office. We are glad to see him back. His new work will keep him on the jump.

Arthur Hilgemeier has also returned to work at Norwood Station and has been assigned to the position of revision clerk, relieving Miss Buella Bissell, who is handling the correspondence. Miss Alfretta Bromley, our bill clerk, and "Al" certainly make a fine pair to work together and the results are very promising. Some new changes have taken effect to make room for the returning boys and we congratulate Mr. Gabriel for the manner in which he has handled the situation. The Norwood office force is planning to have a ball team this season and hopes to make a good showing.

Mis Kathryn Eicher, one of the most promising young ladies of the Smith Street office, will leave the service of the Company on May 1. "Dan" Cupid has been busy again and plucked another flower from our midst. Congratulations!

C. G. Pollock, auditor of miscellaneous accounts, spent several days in the Terminals, combining business with pleasure. His old friends were more than pleased to see him.

Corporal L. R. Bettis, late of the 309th Trench Mortar Battery, 84th Division, after four months' service overseas in England, Scotland and France, returned to his desk as chief clerk in our warehouse. The boys gave him a royal welcome.

The ladies of our Welfare Association gave a St. Patrick's social in the welfare rooms on March 17, under the direction of Miss Marie McMorrow. After indulging in a few fancy dances, dainty refreshments were served. The affair was a decided success.

The following employes of Storrs roundhouse, who were furloughed for military service, recently returned to the service at Storrs: A. C. Babb, machinist; J. M. Conners, boilermaker helper; Edwin Stahley, blacksmith; William Donohue, boilermaker helper; Benjamin Sears, machinist.

Miss Helene Herron has just recovered from a second attack of the "flu," and was welcomed back by all the employes of the superintendent's office.

Albert Eisman, popular machinist at Storrs roundhouse, recently purchased a home on Hillside Avenue. "Al" expects to have a house warming as soon as he can get properly settled in his new home and we are all looking forward to an enjoyable evening.

Our friend "Hop" Russell, recently purchased a "flivver." He has not had much success driving it. He tried to run it without gas, but without results. If "Hop" ever gets started and we meet him on some road we will get in the clear and give him the entire pike.

In the first of three series of games held at Good's Alleys, the Storrs Tigers Bowling Five, defeated the Smith Street Freight House Clerks in two of three closely contested games. Both managers Hallinan of the Tigers, and Houtz of the Clerks, state that their men bowled below their standard, being capable of much higher scores. Both teams are practicing hard for the next two series and some good games are expected. The results of the first series are as follows:

THE TIGERS

Hogan.....	100	110	152
Haar.....	160	123	129
Hallinan.....	123	174	135
Walker.....	121	133	158
Maschmeyer.....	155	128	137
	659	668	711

THE CLERKS

Houtz.....	167	97	137
Sturn.....	111	125	106
Hahlenkamp.....	120	160	109
Brinkman.....	112	154	163
Sterner.....	156	107	151
	666	643	666

The accompanying picture is of the employes at Gest Street Freight station, Toledo District. First row, seated, left to right, are William Hampton, truckman; Alexander Frank, truckman; second row, seated, left to right, Walter Neubauer, truckman; Charles Feldman, truckman; third row, standing, left to right, "Charley" Bell, chief clerk to assistant agent; Elmer Feldman, receiving clerk; George Baumgartner, tallyman; Joseph Huth, utility clerk; George Rethman, cashier; Harry Burbrink, foreman; W. C. Owen, assistant agent; fourth row, left to right, John Hornhorst, truckman; Christopher Sterling, truckman; Luther Pennick, truckman.



Employees at the Gest Street Freight Station



This little booklet will keep track of your investments and simplify your next year's Income Tax problems.

We will send you a copy free of charge. Drop us a postal to-day. Dept. 4.

IRVING K. FARRINGTON
AND COMPANY
30 BROAD ST., NEW YORK

New Castle Division

Correspondents

- A. C. HARRIS, Assistant Chief Clerk to Superintendent, New Castle, Pa.
- P. W. ADAMS, Telegraph Operator
- O. C. BEDELL, Telegraph Operator

The news of the death of Burl J. Daugherty came as a decided shock to his many friends. Mr. Daugherty had held a number of official positions on different divisions, as master mechanic and road foreman of engines, but his failing health had gradually forced him to relinquish the more strenuous positions and he had recently been acting as rules examiner on our division. Mr. Daugherty was widely known

Please mention our magazine when writing advertisers



The late Burl J. Daugherty

on the System and his kindly disposition and unflinching courtesy attracted a host of friends among the men with whom he came in contact. Their heartfelt sympathy is extended to the wife and children in their bereavement.

William F. Wilson, promoted New Castle Division engineer, now with the A. E. F., and located at Engers, Germany, writes a very interesting letter to his old friends. Mr. Wilson enlisted about June, 1917, and is with the Second Division as ambulance driver. Throughout the desperate work in the Argonne, at Chateau Thierry, St. Mihiel, Soissons, and Champagne, the Second Division suffered many casualties, and the ambulance drivers were forced to the limit of their endurance. In his letter, Mr. Wilson sends his best wishes to his many friends.

J. C. Bahl, clerk in Agent's office at Wooster, Ohio, was recently called to New York by a representative of the Italian Government. A son of Mr. Bahl had been killed on the Italian front while driving a bombing plane and in recognition of the services rendered through his skilful and courageous work, a fine medal was presented to the father by one of the Italian generals.

Claude O. Brown assumed the duties of division operator on March 20. Mr. Brown had been train dispatcher on first trick for a number of years and is very well known on the division. His long experience and wide acquaint-

anceship should assure complete success in the new position.

A. D. Griffith, formerly agent at Warren, Ohio, has been appointed division agent and will immediately take up the freight claim prevention work to which he is assigned. During Mr. Griffiths term of office as agent at Warren he witnessed the phenomenal growth of the steel industry in the Mahoning Valley, affecting the territory from Youngstown to Warren, and during this strenuous period he consistently kept step with the progress of the business with resultant benefit to the Company. The new work to which he has been assigned will no doubt be handled in the same capable manner.

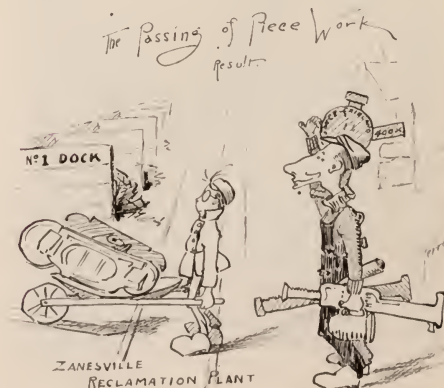
James Burnett has been transferred from position as night chief clerk in yard at New Castle Junction to trace clerk in superintendent's office. "Jim" is one of the star ball players and will prove a valuable addition to the office team.

Eight hours GOOD work and eight hours GOOD pay make an excellent combination and our employes are trying to hold up their share of the combination.

The FIFTH LIBERTY LOAN is now before us and our employes expect to continue the good work on bond subscriptions. Each loan showed an increase in subscriptions over previous loan, and we are determined that there must be no exceptions to the rule.

Announcement was made recently of the marriage of Curtis ("Red") Crill and Miss Elizabeth Sankey, both of New Castle. Miss Sankey is employed as stenographer in the Car Record office, while Mr. Crill was employed for many years as timekeeper in the C. T. Department. They will reside for the present with the parents of Mr. Crill at New Castle.

Master mechanic J. A. Tschuor and other committees are busily engaged in lining up plans for welfare work, etc. The baseball teams, lawn tennis, trap shooting teams and other athletic activities will receive attention in order to interest as many of the employes as possible.



Newark Division

Correspondents

W. E. SACHS, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark (Ohio) Shops

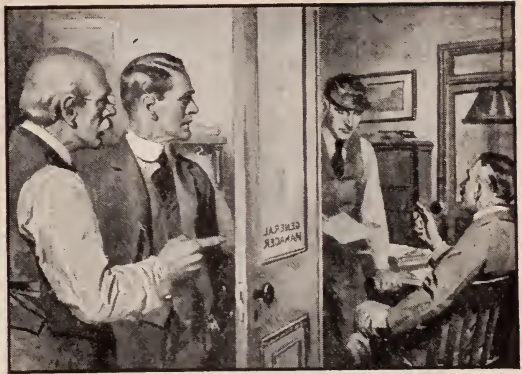
It is with regret that we report the death of Mrs. W. T. Giblon, wife of our storekeeper at Columbus, Ohio, on March 17, after a week's illness. Mr. Giblon is also sick at the present time and we wish him a speedy recovery.

The prospects for our baseball team are bright this year. We have some of the old stars and several good prospects back from the Army and Navy. It looks like a walkaway with the System Championship. Baltimore will please take notice and get ready.

Who are the "Champion Bowlers" of the Baltimore and Ohio System! The Glenwood boys will tell you "Newark," for bowling is our specialty. This refers to the shop team, which to date has sent all comers away with their heads down. Our good friend, general yardmaster Grimm, attempted with his team to wrest the honors away sometime ago, but the shop team made them take to cover. They opened the contest with a "barrage of poison gas" that for the moment staggered our boys, but they donned their gas masks, plugged their ears with cotton and set sail. They were forced several times to bring up reserves and finally to use "Bo" Hughes. "Bo" usually rolls about 300 minus (!).

The Glenwood boys evidently came prepared, as their delegation was quite large. Upon their arrival they were escorted to the alleys and upon viewing the splendid condition they were in, got cold feet. A few of them said that they had come to roll "duck pins" and were not prepared to handle the large balls. We had a number of raw recruits on hand, and after an armistice was called, we agreed on a compromise by playing two games of "duck pins" and two of "ten pins." The Glenwood boys "hanging one on us" in duck pins by a small margin, but we sure did "go to them" on ten pins. The agreement was that in the event of a draw a coin should be tossed to decide as to what the "rub" game should be. After our brilliant victory in ten pins, the Glenwood boys got cold feet on tossing the coin, thereby dodging a complete beating. We did, however, agree to go to Glenwood on some future date and beat them on their own alleys.

There is little doubt as to our claim for the championship, but if some point on the System has nerve enough to put in their claim for the same championship, or dispute our claim, they have got to show us. We are looking for something "hard to beat" and dates for games can be secured by communicating with E. V. Westfall, Chairman Welfare Association, care of Superintendent of Shops, Newark, Ohio.



"Look At Him Today!"

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Cleveland Division

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

W. E. SHELTON, *Operator*, Cleveland, Ohio.

Dr. E. M. Parlett, of the Relief Department, Baltimore, made an inspection of Sanitary and First Aid conditions at Cleveland roundhouse, March 10, and reported that he found them in splendid condition. He congratulated the forces at this point for their interest in this important subject.

On Wednesday, April 2, four sections of troop trains arrived at Cleveland from Newport News, Va., the first section, the 134th Field Artillery, consisting of fourteen coaches, Batteries A and B, headquarters, supply and medical detachment, in charge of Colonel H. M. Bush and Colonel H. B. Abernathy. Behind this section were three other trains of thirty-four cars, bringing back to Cleveland the entire 135th Field Artillery Regiment, commanded by Colonel Dudley Hard. The 134th, on the first train in, was parked in Columbus Street yard, and the three trains of the 135th were delivered to the New York Central and were parked at the foot of West Third Street and Union Depot. Approximately 4,000 relatives and friends packed every inch of platform and track space and cheered themselves hoarse. On Thursday morning at 10.30, 1,600 Yanks participated in a parade, and after the parade a chicken dinner was awaiting them at Central Armory. They passed under a floral arch 400 feet in length on Euclid Avenue, erected by the friends and relatives of the returning men.

These troop trains arrived in Cleveland twelve hours ahead of schedule, which is due, of course, to their traveling over our rails. There was not a complaint heard about the handling of the boys, and superintendent Green was commended by Captain H. P. Shupe of the City War Board and the colonels in charge on the splendid accommodations provided by the Company.

We regret to announce the death of former night yardmaster A. L. Ruth, of Akron Junction, from pneumonia, and we join in extending to his wife and one year old child our sincerest sympathy.

F. B. Dickison, instructor passenger train and station employes, attended the Divisional Safety meeting, held at Cleveland, March 17, and gave an interesting talk, explaining just what his duties are.

Lineman Harry Bowers, who sprained his ankle badly a couple of weeks ago, is getting along nicely and expects to be back at work within the next few days.

Toyo Ono, computer in the office of pilot engineer J. H. Bowditch, has been obliged to

resign his position on account of failing health. His physician has recommended a complete rest and mountain air.

The Valuation Department has placed on its roll four returning soldiers: Private Charles Roger Hannum, as assistant pilot engineer; Captain J. Camden Brady and Private Bryan F. Brice, as topographers; and Private Harley Phillips as chainman.

W. H. Pratt, rodman in Robert Digges' party, working at Youngstown, Ohio, recently asked for "a day off" and it was granted. Mr. Pratt took a flying trip to Cleveland and returned to Youngstown with his bride. The congratulations of the party were as hearty as the surprise was great.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Miss Alice May Ford, stenographer to chief clerk to master mechanic at East Chicago, on April 10 resigned her position to engage in the great old game of matrimony. Miss Ford has been in the employ of the Company for eighteen months and in that time has become very popular with her associates, who wish her a very happy married life. Miss Mary English, distribution clerk, will succeed Miss Ford, and Miss Frances Wall, who has been clerk to roundhouse foreman, will be promoted to the distribution desk.

Handling of locomotives in and out of the roundhouse at East Chicago has been greatly facilitated by the electrifying of the turntable. This is greatly appreciated when compared with the old method of hand turning.

Enginehouse work at East Chicago has been helped to a large extent by the improvements that have been recently completed.

During February, Lieutenants Martin McDonough and F. L. Vine and Patrolman A. D. McDonald rounded up several thieves in and about Chicago Heights. They recovered approximately \$500 worth of car material, including car knuckles, etc., about \$500 worth of new rail braces and angle bars belonging to this Company, \$1,250 worth of new copper wire stolen from the Steger Piano Co., and \$1,000 in miscellaneous copper and brass stolen from various parties. Sufficient evidence was secured to bring some of the thieves before the Federal Court, other cases pending in Justice Courts at Chicago Heights.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

The accompanying picture is of Mrs. Herman Newman and her late husband, who died at his home on South Cowen Street. Garrett, on March



Herman Newman, deceased, and Mrs. Newman

7. Mr. Newman started work for the Company at Garrett in 1884, was made shop foreman a short time later, and continued in this position for twenty years when, on account of his poor health, he was transferred to erecting shop, to work on injectors, lubricators and steam gauges, continuing in that capacity until his death.

W. C. France, former agent at Tiffin, Ohio, has been appointed supervising agent, Chicago Division, with headquarters at Garrett.

South Chicago

Correspondent, Mrs. BERTHA A. PHELPS,
Wheelage Clerk

In subscribing to the Victory Loan we are helping to restore order to a disheartened world and helping ourselves financially at the same time. There should be no question about our duty to subscribe. We are not giving anything, but are simply depositing our money with the safest bank in the world, and this may be our last chance to secure Government bonds in this way. Why not have a clear conscience in this matter by being Royal Blue Americans and make our district 100 per cent. in subscriptions.

William Rosenthal, who has been in the hospital most of the time for the past year suffering from a broken leg, is again able to resume his duties in the Agent's office. A hearty welcome is extended to "Rosy" by his fellow employes.

Joseph Mazurowski, section foreman in this district, has returned to his work after a severe illness at the South Chicago hospital, having undergone an operation for appendicitis.



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EDITOR,

BALTIMORE & OHIO EMPLOYEES MAGAZINE

Mt. Royal Station, Baltimore, Md.

Corporal L. Randall, Company K, 131st Infantry, formerly one of our employees, who entered the Government service two days after war was declared, has returned home after ten months in France.

The marriage of Henry Bergstrom, chief first aid man on this division, to Miss Jennie Bearlund, of Calumet Heights, took place on March 22. After their return from a trip to California Mr. and Mrs. Bergstrom will be at home in Avalon Park.

All employees at this station with a twenty-years' service record, about fifteen all told, have become members of the Veteran Employees' Association. The one objection in a twenty-years' service record is that it reflects slightly on the age of the veteran, particularly if she be a lady "vet."

The excellent work at our Wolf Lake office, in the way of reports, billing, etc., which those along the line doing business with that office have undoubtedly noticed, is partially due to a new billing machine having been installed at that station and a desire on the part of the boys to see who can send out the best work.

Frank Schutte, for a number of years employed in the yard here, passed away on March 24. He had been ill for some time and his suffering was intense. The burial was at Jackson, Mich., where he leaves Mrs. Schutte and two little boys.

Michael Jakubezak passed away on March 21. He was employed in the department known as the "Level" and had been in the service for nineteen years, during which time he was a faithful employee.

Michael Bertrand, stationary engineer and for thirteen years a loyal employe at South Chicago, prior to which time he was employed at Garrett for a term of years, passed away on March 30.

John Toney, who has been in continuous service of the Company for thirty-five years, was recently retired on pension. Mr. Toney entered the service at Garrett, Ind., in October, 1884, as porter in the office of superintendent Britton, came to Chicago two years later, and was with us until his retirement. He has always been held in high regard by his employers, who, with the employees here, unite in wishing him the best of everything.

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

General yardmaster O. E. West recently made a trip to Parkersburg, Dayton and Cincinnati, visiting the various yard offices, and reports himself pleased with the manner business was conducted, but he is still under the impression that the Chillicothe yards are "RIGHT UP TO THE STANDARD."



C. M. Orihood and his section gang at work on track at Washington Court House Depot

Ralph Caulley, of Portsmouth, has accepted the position as clerk in yardmaster's office at Chillicothe.

The car department has just completed a flanging machine for steel car men's use, which is quite an improvement.

Thomas Tull, work checker in the car department, had a bad case of "blues." We are at a loss to know the cause, though it may be because upon awakening one morning recently, he found the ground all frozen, just after having prepared his garden.

Master mechanic William F. Hayes has been promoted from Chillicothe to Washington shops in a similar capacity. We wish Mr. Hayes the best of success in his new position. E. J. McSweeney, formerly general foreman at Garrett, has succeeded Mr. Hayes. We welcome Mr. McSweeney!

We announce the marriage of Leslie Trego, pipefitter helper. Congratulations, "Leo," the boys all sympathize with you.

The old transfer table between the paint and passenger shops is being rebuilt, making the situation more convenient.

T. G. Evans, formerly night roundhouse foreman at Chillicothe, has been transferred to Gest Street, Cincinnati, as general foreman, assistant night roundhouse foreman H. Imhoff being promoted to Mr. Evans' former position, and J. Kreig taking Mr. Imhoff's place.

Operators T. Stephenson and O. E. Marsh have been elected as delegates to the biennial convention of the O. R. T. to be held at St. Louis in May.

W. L. Allison, operator at "DO" office, Chillicothe, has been elected local chairman for the first district of the O. R. T., a sign that he is held in high esteem by his brother workmen.

We regret to report the death of James Carson, who was employed as carpenter in Chillicothe shop. For some time he had been suffering from gall stones and finally submitted to an operation for that trouble, which resulted in his death. Mr. Carson was born August 11, 1865, and had been employed for many years in the Chillicothe shop. He possessed a kindly disposition and had acquired the friendship of many who will feel his absence.

Charles Dewey, third trick operator at Grove City, recently purchased a registered bull dog, and was figuring on entering him at all the dog shows, but we understand that he eats so much that Charles had to pay a farmer to take him to the country and lose him. This accounts for the former owner's being so down-hearted of late.

Captain John Doyle, the popular passenger conductor on the Midland District, has been off recently, recuperating at the Springs.

Agent Grassley, at Broad Street, has been off duty a few days because of sickness in his family. He was relieved by Mr. Selby.

Agent Heasley, at Sabina, had a slight operation performed a short time ago, and we are glad to learn he is getting along nicely and will be back on the job in a few days.

We are glad to announce that engineer C. W. Cravens, who has been seriously ill with pneumonia, is greatly improved at this time.

Division operator G. W. Plumley recently enjoyed a two weeks' vacation, visiting with his daughters in Youngstown, Ohio, and Pittsburgh, Pa. During his absence J. E. Gibson, clerk to chief dispatcher, looked after his work.

Extra gang foreman McKelvey has completed laying the first ninety pound rail on the Portsmouth Sub-division.

Fireman L. W. Schaffer, who has been off duty because of an attack of "flu," is somewhat improved at this time.

Corporal Lewis Hollingshead, son of section foreman Thomas Hollingshead of Mt. Sterling, was the man who carried the demand of the Germans to the "Lost Battalion." He is at Camp Sherman awaiting discharge.

It is with regret that we heard of the death of Mrs. James Long, wife of section foreman James Long, at Cozaddale. He has the heart-felt sympathy of all.

Engineer Frank Brock, has deserted the Bachelors' Circle. The bride was Miss Ocie A. Nolan, the ceremony being performed at Chillicothe, Ohio. Congratulations and good luck to you, Frank.

The entire staff of division engineer Chamberlain attended the A. R. E. A. Convention and exhibit of railway appliances at Chicago.

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EDITOR,

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We regret to report the death of the wife of carpenter foreman John S. Riley, and all join in extending greatest sympathy.

Hugh Wharf, trackman at Stewart, Ohio, after many years' faithful service with the Baltimore and Ohio, was recently retired on a pension.

We extend to D. D. Thompson, brakeman, our sympathy in the loss of his wife.

At the last fuel meeting held at Chillicothe, Ohio, engineer R. Polen prepared and read a very interesting paper on the subject of "Conservation of Fuel." A vote of thanks was given Mr. Polen and he was also highly commended by road foreman Graf.

Brakeman E. Baxter was recently presented with a baby boy, and is wearing the smile that won't come off.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

We are very glad to announce that the following men, who nobly served their country, have returned physically fit and have resumed duty in former capacities as indicated: H. H. Allen, conductor; Edward Hercamp, brakeman; George H. King, brakeman; E. H. Amick, brakeman; George Prall, brakeman; O. Hill, brakeman; W. O. Poole, brakeman; W. Whitson, brakeman; firemen C. R. Harding, N. A. Neal, Barney Spillman, J. C. Loenig and S. G. Anderson.

E. C. Harrington, file clerk, who for the past several months has been in naval service at Great Lakes, has been discharged and resumed duty in the superintendent's office. He is the last clerk furloughed for military service in the superintendent's office to return, and we are glad to see them all on duty again.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*, Dayton, Ohio

Chief clerk F. L. Freck, of the assistant agent's office, Rossford, has returned to duty after being away for two weeks because of sickness.

Mrs. Nellie M. Kopp, wife of our assistant superintendent, recently lost her life while in bathing at St. Petersburg, Florida. Her mother was near her in the water and heard her scream but could not reach her in time to save her. The funeral service was held in Dayton, Ohio, the home of Mrs. Kopp before her marriage. The floral offerings were many and beautiful, many of the employe friends of the deceased and her husband sending pieces. The entire divisional force offers its sincere sympathy to Mr. Kopp in his great bereavement.

James Matthews, of the assistant superintendent's office, Rossford, is a very aggressive fellow. The present manner of handling carloads, when accompanied by revenue bills only, is going to help a good deal in the future and we know that "Jim" will always be ready to go after the situation when it arises.

Our second Freight Claim Prevention Committee meeting was held at Dayton in the office of the superintendent on March 18. The attendance was encouraging, all members being present but two. The visiting members were J. P. Henson and J. P. Barnd, of Baltimore, and J. T. Sills, of Cincinnati. Many matters were discussed with the view to the prevention of claims. This subject has become so interesting that, if proper arrangements can be made, all supervisory agents will be asked to be present at future meetings. The place of meeting will be in rotation, so as to give our agents the full benefit of them over the entire Toledo line.

H. F. Greenwood and wife have returned from a very pleasant vacation, which was spent at St. Petersburg, Florida. Mr. Greenwood is the efficient and suave chief clerk to division engineer E. J. Correll.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*, Flora, Ill.

The accompanying photograph is of yardmaster F. T. Reel and yard clerk S. C. Madigan, Vincennes, Indiana. The big fellow is Mr. Reel. Both are hustlers.



F. T. Reel and S. C. Madigan

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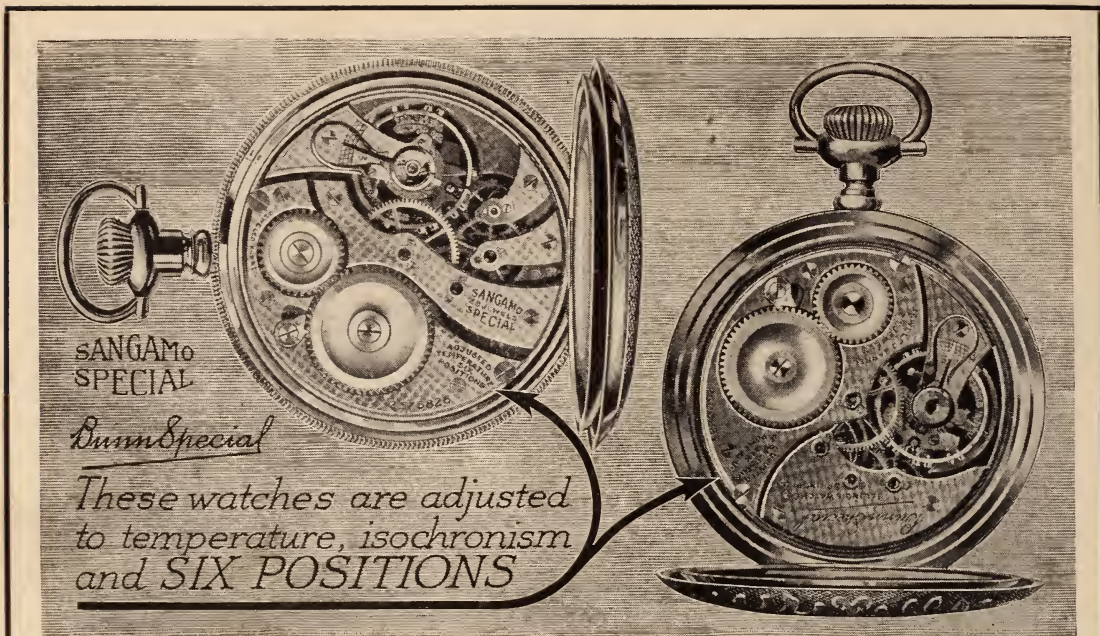
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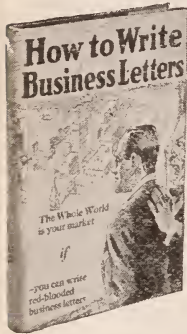
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ROBERT M. VAN SANT, Editor,
Baltimore and Ohio Employees Magazine,
Mount Royal Station, Baltimore, Md.

Please send me, all charges prepaid, the book or books checked below, for which find payment enclosed.

- How to Write Business Letters.
- Handling Men.
- The Knack of Selling (3 volumes).
- Personality in Business.

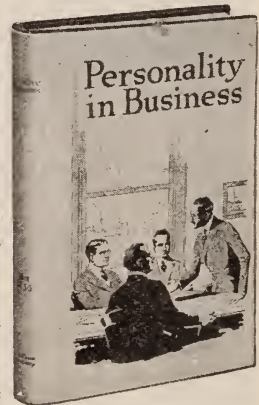
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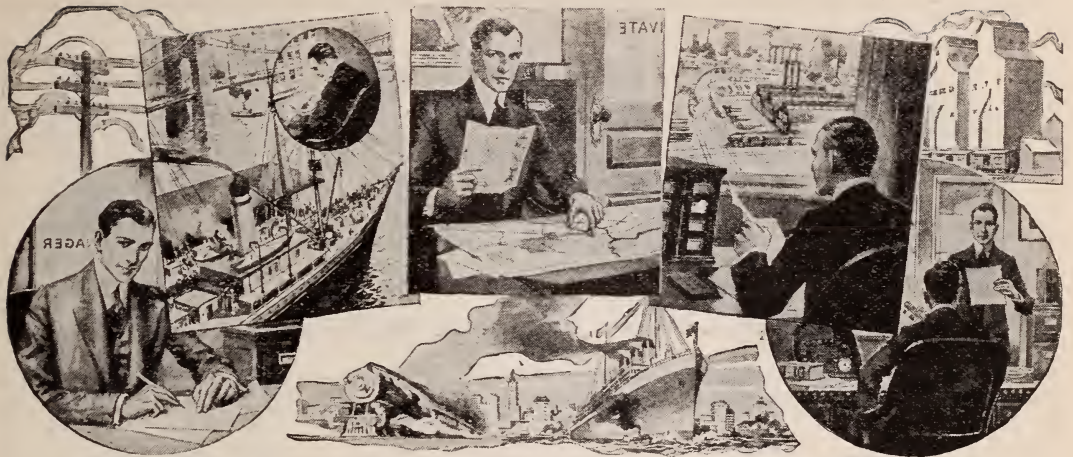
No one disputes the fact that a winning personality is a powerful factor in achieving success. Invariably the successful man has a personality that attracts. He finds it invaluable in winning confidence, in influencing men and women to his way of thinking, in handling employes, in securing additional capital when it is needed. Every word that is uttered, every letter that is written, every move that is made reveals a personality that almost instantly repels or attracts. But just what is personality? To what extent can it be developed? Some of America's most successful business men are ready to answer these questions for you—such men as John North Willys, James Logan, Samuel Miles Hastings. In Personality in Business they tell in their own words what personality has meant to them, how it can be developed, what a dollar-making asset it is when used to the fullest possible extent. Use their methods for developing a winning personality, carry out the suggestions they make, and you are almost certain to come into full possession of a power that will help you, regardless of the position you occupy.



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EDITOR,
BALTIMORE AND OHIO EMPLOYEES MAGAZINE
Mount Royal Station Baltimore, Md.



A Bigger Job Yours—If You Master Traffic Management

Reconstruction work to be done in Europe and expansion of our foreign trade means a greater demand than ever before for men trained as traffic experts. Great plants working overtime—raw materials shipped in—finished products shipped out—carloads, trainloads, shiploads, going North, East, South, West—contracts placed not on price basis, but for quick delivery—that is the condition we are facing.

"We must have efficient traffic men" say manufacturers, jobbers, railroads, ship owners. Hundreds are needed where one is available. This is the chance for ambitious men to rise to higher positions—to get into an uncrowded calling—to have the specialized knowledge which commands big salaries.

Train by Mail Under LaSalle Experts

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They will explain every point concerning Freight Rates Classifications, Tariffs, Bills of Lading, Routing, Claims, Demurrage, Express Rates, Ocean Traffic, R. R. Organization, Regulation and Management, Laws of Carriers, Interstate Commerce Rulings, etc. etc.

How many men are expert on even one of these subjects? You will be made proficient in all.

And here is something more—your enrollment gives you free the privileges of our Business Consulting Service. This means advice from our staff whenever you need help on any special business problem.

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on the road that leads directly to advancement. Get the complete, combined experience of many authorities, all given in easily understood form.

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The total cost is small. Your increase in earnings will soon pay it (see in next column what McMullen, Wright and other members say). Then also you can pay on easy terms—a little each month if you wish. No hardship in getting this training. Any man can afford it. And the time is now—when the great movement in business is beginning. Give a few hours weekly of your spare time for a few months—and get a larger salary.

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Your request will bring complete information. We will tell you just what the course offers in every detail; all about the opportunities open to trained traffic men. We will also send you our book, "Ten Years Promotion in One" which has shown thousands of men the short road to promotion. If you are ambitious to rise—if you want to enter a paying and uncrowded field of business, get these facts. Sending the coupon implies no obligation upon you. Mail it today.

B. S. McMullen was a freight checker on the docks at Seattle.

Two years after beginning the LaSalle Course in Interstate Commerce and Traffic Management he was appointed General Freight and Passenger Agent.

He said that it would probably have taken him 8 or 10 years to make this advance if he had depended merely upon work and experience.

LaSalle experts helped him to reach the top in the space of months.

T. J. Wright, an Illinois member, reports three promotions since taking the course.

H. S. Watson, of Michigan, figures his increased earning capacity at 400 per cent.

Fred Hoffman, an Ohio member, reports 500 per cent profit on his investment in one year.

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Wm. Ritchie, Vice-President and Traffic Manager, Philadelphia Lawn Mower Co.

F. E. Combs, Traffic Director, Twin City Traffic League, Benton Harbor, Michigan.

F. E. Hamilton, Traffic Manager, Retail Merchants Association of Canada.

Mr. Hamilton says: "I cannot speak too highly of this institution. The course is up-to-date, authentic, and easily understood. My only regret is that I did not take it up five years ago."

The success these men have made can be paralleled by any other ambitious man who will do as they did—train!

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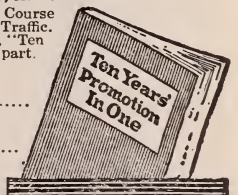
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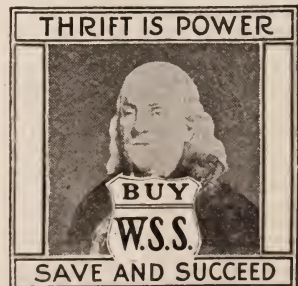
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Individuals and Banks**

Now that we've put the Victory Loan be-a-U-tifully "over the top," take a tip for your own sake from a wise old patriot. Here it is:



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 7

BALTIMORE, JUNE, 1919

Number 2

CONTENTS

Contents Page Decoration.....	Henry Raymond	5
Both Our Federal Managers Subscribe Unequivocally to the Supreme Importance of Safety.....		6
We Finished the Job		7
Pictures of the Great War.....		14
Page the Doughnut Girl.....		16
Soldiers, Sailors and Marines! Hold on to Your Govern- ment Insurance		19
Old Mount Royal Welcomes Boys of 117th Trench Mortar Battery.....		23
The Duplex Stoker.....		27
Found in the Noise.....	John Newman	35
William F. Ottman, Representative Employee of the Ohio Division.....	A. E. Erich	37
Editorial.....		38
As Seen by the Cartoonists.....		40
Our Own Hall of Fame.....		42
Aunt Mary Sees the Baseball Game... Margaret Talbott Stevens		47
United States Railroad Administration News from Washington...		52
News from Our Boys in the Army.....		55
Social Activities.....		60
Woman's Department.....		63
Safety Roll of Honor.....		67
Among Ourselves.....		71

Published monthly at Baltimore, Maryland, by the employees of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employees. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only



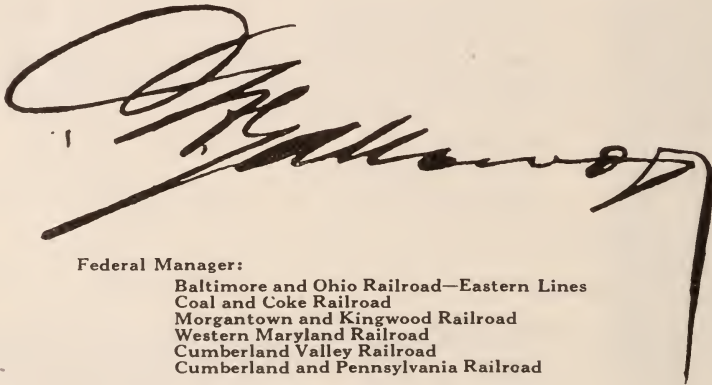
Both Our Federal Managers Subscribe Unequivocally to the Supreme Importance of SAFETY

QUESTION:

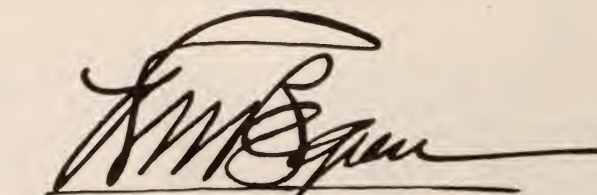
What is the most important and desirable result the railroads under your control can accomplish this year?

ANSWER:

Reduction in preventable accidents and injuries to employes and other persons.



Federal Manager:
Baltimore and Ohio Railroad—Eastern Lines
Coal and Coke Railroad
Morgantown and Kingwood Railroad
Western Maryland Railroad
Cumberland Valley Railroad
Cumberland and Pennsylvania Railroad



Federal Manager:
Baltimore and Ohio Railroad—Western Lines
Dayton and Union Railroad
Dayton Union Railroad

We Finished the Job

Splendid Campaigning of W. W. Wood a Big Factor—Federal
Manager Galloway Opened Drive in Baltimore—
United Effort Won



BY THE time this article appears in print the Victory Loan will be a bright page in American history. A few days before the campaign started we would not have made so unqualified a statement, for we, too, had heard the croakers croak on why they would not subscribe. But a visit to our Mount Clare shops on the second day of the drive, April 22, restored our confidence, when we saw the temper of America expressed in the faces of our employes, and we knew that the money of our men would back up the poster proclamation, "Sure, we'll finish the job."

The day, you will remember, was an auspicious one. Even Mount Clare yard seemed to have softened its noise of whirring wheels and busy hammers, its usual smoky atmosphere to have given way to the fresh breath of Springtime, as it stopped for a few moments from wonted tasks to start the Loan victoriously among our employes. At least so it seemed at the end of the Storehouse platform, where the Mount Clare employes' band was sounding the call to the meeting, and an impromptu rostrum was indicated by the gay colors of American and Allied flags.

Superintendent of shops Finegan and other officers were on the platform with federal manager Galloway and W. W. Wood, the speakers, when a large number of employes had gathered at the time

for the changing of shifts at three o'clock. The opening number by the band was well received and Harry A. Beaumont, general car foreman, presented Mr. Wood as a speaker who was well known to the Mount Clare contingent by reason of other similar visits.

It is a great privilege to hear Mr. Wood speak, and although the Victory Loan will be a thing of the past when his remarks are read here, we are giving them at length because they contain so much of permanent worth.

He opened his talk with the thought that one of the most worth while results of the war had been to make the people of our country know each other better, through association in a common effort for a high ideal.

"Ignorance," he said "is almost always the cause of great disaster, and the war has brought us so closely together that henceforth we will be able to reason with each other to a common understanding. Without such a wholesome turn in affairs the great accomplishments of the war, such as the previous Liberty Loans, would have been impossible.

"When I passed your subscription booth this afternoon and saw that your quota for the Victory Loan was less than the amount you raised for the Fourth Loan, I was disappointed. It seems to me that our effort should be a greater one than even before, because we are now paying for great results achieved, because

we should not want to do less than did our boys at Chateau Thierry, St. Mihiel and the Argonne.

"Do you know the details of that first great fight our men were in at Chateau Thierry? It was near the culmination of those terrific German drives, and the French, badly disorganized, were being forced back at an appalling rate. A wounded nurse who had been working day and night in a little field hospital near the front was sitting in an automobile along the side of the road, her clothes blood soaked from her wound and her labors, watching the tide of retreating French. To her all seemed lost, for the receding allied line was getting the full effect of the fast moving German artillery. But, even as she despaired, she heard the suggestion of a song coming up the road toward the Germans, and as it increased in volume she caught the refrain, stronger and stronger, "And we won't go back 'til it's over, over *here*.' The Doughboys and Marines of that immortal Second Division were coming!

"The rest is history. How the French officers asked the American colonel in command just to hold the Boches until the allied line had been reformed and then to retreat to prepared positions. And how the American flung back, 'Retreat! Hell, man, we've just got here. It's the Germans who will have to retreat.' And you men before me know how those boys in khaki not only backed up the boast of their commanding officer, but after a day or two recaptured Chateau Thierry and registered the first severe check to the German advance, the check that began their downfall.

"So it seems to me that as our soldiers always went beyond their objective, that as each of their succeeding efforts seemed greater than its predecessor, so should our efforts be, and, notwithstanding our reduced quota, as individuals we should make our goals greater than our previous ones and determine to reach them. Our boys in France never retreated—it was one part of military tactics they never had to learn. Should we do less than they?"

Mr. Wood then told of a visit he had recently made to the Government gas

manufacturing plant at Edgewood Arsenal, Md., of the gases there made, many times more dangerous than any in use by Germans or Allies; and of the fact that at the time the Armistice was declared we were making twice the quantity of gas produced by all the rest of the world. He also said that German spies had purposely been permitted (unknown to them, of course) to go through this plant and report to the Kaiser the overwhelming results being accomplished there. This was but one of many of the achievements of American enterprise, he explained, which broke the German morale and caused the end of the war before anybody expected it.

"We are paying for those industrial triumphs now," he said, "but how cheap they are as compared with the thousands of men we would have lost in killed and wounded had the war continued until now. How cheap to pay the price by loaning our money as compared with the cost which would have been exacted in precious blood had we not made the large material investments our loans must honor.

"Had it taken more blood we would have been willing to give it, for real Americans would choose sacrifice for a thousand years to slavery for a day. The boys who lie in France, over seventy thousand of them, gave all they had that we might continue free; they won for us our right to liberty. And as they bestowed on us that right so they have charged us with the precious duty of finishing the work they nobly began. There is no right without a corresponding duty, and surely our rights as free men, newly confirmed, will not find us lacking in meeting squarely our duty to sustain those rights by lending freely to finish the job which faces us."

The applause which greeted the close of Mr. Wood's splendid appeal was a good augury for the success of the loan. Fortunately he will speak not alone to Mount Clare men during the campaign, for his itinerary, which covers the full three weeks of the drive, will reach practically all the important points on the System. We are fortunate, indeed, in having a man of his type as our Victory Loan

missionary. His splendid intellectual attainments, his gift as an orator, and, best of all, his own enthusiasm and conviction for his subject, will not only help secure the success for the Victory Loan that has crowned the labors of other campaigns, but will leave a vital and permanent message with those who hear him.

It is gratifying to see federal manager Galloway present at so many employe meetings which have the common good for their purpose. Recent issues of the MAGAZINE have told of his leadership at our big SAFETY rallies, and here at the Mount Clare loan rally as well as at similar rallies at Locust Point and Curtis Bay in the opening days of the campaign, he stood up for the vital truths being expounded, lending the weight of his own presence and persuasion.

Mr. Beaumont, who presented him, hit the nail on the head when he said that it was quite unnecessary for him to introduce an old friend to Mount Clare men. And the federal manager, after acknowledging with a smile the fine greeting given him, deftly passed along the compliment by recalling the magnetic and strong appeal of Mr. Wood.

"His desire that we show progress in this Loan as we did in the last," said Mr. Galloway, "reminds me of a war story that is somewhat *apropos*. Two doughboys had become lost from their command in the confusion following an engagement. They heard where their regiment was and, though tired, started out to find it, first getting directions and learning from a Frenchman that the post was ten kilometers distant. They tramped stolidly for an hour and, by way of encouragement, again asked a native the remaining distance. 'Ten kilometers,' was the reply. Somewhat discouraged they hoofed it again for an hour, and, while resting, again put the question to a knowing looking son of the soil. Again came the disheartening answer, 'ten kilometers.' Whereupon the optimist member of the party said to the other, 'well we may not have made any progress, but we haven't gone back any.'

"Seriously," he continued, "we should make progress in our individual subscriptions to this Victory Loan. We

should do it in gratitude for the way we as individuals and as a nation have been blessed during these terrible war years. I hardly see how a man financially able to subscribe can refuse to do so. Remember that it is not a gift you are making, but a loan, secured by the strongest power on earth and returning a good interest rate. Loan for prosperity, loan for the faith you have in America, loan as a thanksgiving for the Victory that has been granted us.

"There need be little sacrifice in this final effort for the honor of our country," he continued, "and even if there is, think how small it is compared to that which our soldiers have made. I have recently had visiting me an artilleryman who was in practically all the campaigns of the American forces—at Chateau Thierry, St. Mihiel and the Argonne. I have heard the privations and sufferings which he and his comrades went through and I tell you that nothing we can do in upholding our part of the contract compares for a minute with the nobility of the sacrifice our own boys have made.

"Can we do less than subscribe to this Loan as our Thanksgiving?" he asked. "You men here made a record of about 100 per cent. in the last campaign. The demands of the war on your energy, your generosity, your patriotism, have brought forth your sacrifice for the common cause and I know that your pride in your part will not be satisfied until you have finished the job."

The applause following this stirring appeal had scarcely subsided when Mr. Beaumont was again at the front of the platform explaining to the hundreds of shopmen before him the "way of the Victory Loan." "The subscription booth is right here," he said, "and you can buy for cash or buy on time."

Evidently he was taken unawares by the first employe subscriber, who came from the rear. It was Mr. Galloway, who started the ball rolling with, "You can put me down for five one hundred dollar bonds to be credited to Mount Clare's record." And thus, amid cheers and applause, this important construction center on the Railroad began its part to "finish the job."

Final Results—Victory Liberty Loan

	EASTERN LINES			WESTERN LINES	
	NUMBER	PER CENT.	AMOUNT	NUMBER	AMOUNT
Officers and General Office Employes....	3,909	95.5	\$440,400	1,407	\$299,000
Agents and Station Employes.....	2,000	57.7	176,200	3,190	292,300
Engineers and Firemen.....	1,356	43.7	123,950	1,269	131,750
Conductors.....	700	66.0	73,300	638	74,650
Other Trainmen.....	1,108	40.9	75,050	1,098	90,000
Mechanical Department Employes.....	8,376	60.0	617,800	7,118	589,450
Roadway Employes.....	4,555	70.0	311,300	4,243	319,650
Miscellaneous Employes.....	3,139	70.7	309,250	1,541	133,400
Total Amount of Subscriptions.....			\$2,131,250		\$1,930,200
Total Number of Employes on Roll.	39,204			26,572	
Total Number Subscribing.....	25,143			20,504	
Percentage of Employes Subscribing	64.1			77.2	

Eastern Lines—Divisional Comparison

VICTORY LIBERTY LOAN				FOURTH LIBERTY LOAN			
DIVISIONS	SUBSCRIPTIONS	AMOUNT	PER CENT. SUBSCRIB'G	DIVISIONS	SUBSCRIPTIONS	AMOUNT	PER CENT. SUBSCRIB'G
Philadelphia.....	783	\$ 54,350	35.5	Philadelphia.....	1,972	\$124,000	93.1
Baltimore.....	3,424	239,600	56.4	Baltimore.....	6,051	358,000	86.1
Cumberland.....	2,599	200,350	44.3	Cumberland.....	3,238	225,850	78.0
Monongah.....	1,969	182,750	66.6	Monongah.....	3,284	322,000	98.0
*Wheeling.....	1,833	155,250	73.2	Wheeling.....	3,771	316,100	100.0
*Ohio River.....	1,347	131,700	94.8	Ohio River.....	2,010	159,500	100.0
Connellsville.....	2,009	183,400	64.3	Connellsville.....	3,232	281,900	84.4
Pittsburgh.....	3,231	242,300	64.9	Pittsburgh.....	4,051	380,800	77.3
*Charleston.....	921	84,850	75.4	Charleston.....	1,467	124,700	96.8
Total.....	18,106	\$1,474,550	59.7	Total.....	29,076	\$2,292,850	88.0
Gen'l Office Bldg.	3,271	\$344,000	91.0	Gen'l Office Bldg..	3,136	\$383,650	100.0
Mount Clare.....	2,258	144,250	75.7	Mount Clare.....	2,573	211,750	98.5
§Miscellaneous....	1,508	168,450	65.7	Miscellaneous.....	1,840	209,800	88.4
Total B. & O....	25,143	\$2,131,250	64.1	Total B. & O....	36,625	\$3,098,050	89.7
Total W. M.	5,622	\$427,600	85.8	Total W. M.	7,509	\$499,650	97.5
Total C. & P....	236	22,100	55.4	Total C. & P....	822	65,750	100.0
Total C. V.	2,103	205,200	100.0	Total C. V.	2,160	206,550	100.0
Total M. & K....	93	7,850	48.6	Total M. & K....	.....	.....	.....
Grand Total..	33,197	\$2,794,000	68.5	Grand Total..	47,116	\$3,870,000	91.3

* Awarded German Helmet.

§ Departments Included Under Head of "Miscellaneous"

DEPARTMENT	SUBSCRIPTIONS	AMOUNT	PER CENT. SUBSCRIBING
General Superintendent, Maryland District.....	27	\$ 3,150	100.0
General Superintendent, West Virginia District.....	22	4,700	84.6
General Superintendent, Pittsburgh District.....	28	5,500	100.0
Superintendent of Transportation, Pittsburgh, Pa.....	18	1,250	100.0
Timber Preservation, Green Spring.....	89	6,500	89.0
Warehouses, Baltimore, Md.....	86	6,350	33.2
Freight and Passenger Traffic (other than General Office).	253	33,050	55.5
Engineering Department (other than General Office)....	106	15,450	100.0
Valuation Department (other than General Office)....	59	7,400	100.0
Printing Shop—Mount Clare.....	28	2,000	35.0
Telegraph Department.....	127	13,400	77.4
Electrical Engineer (other than General Office).....	167	15,150	100.0
Police Department.....	255	22,100	100.0
Martinsburg Shop and Tunnel Forces.....	136	19,850	43.8
Signal Engineer (other than General Office).....	48	3,600	64.0

First Departments "Over the Top"

AT the start of the Victory Loan Campaign, the editor of the *MAGAZINE* requested all correspondents to send in brief paragraphs describing how the various divisions and departments reached their quota; or, if 100 per cent. was not reached, to report in bulletin form whatever noteworthy progress was made.

The following is a summary of all information received at date of going to press. There are undoubtedly other office and road organizations whose good records should appear and do not because the facts are not at hand. Such organizations will be properly credited in the next issue if the news is sent to the *MAGAZINE* office by June 5.

Pilot Engineer, Cleveland, Beats Gong But Wins the Race

On April 25 subscription blanks were received in the office of J. H. Bowditch, pilot engineer at Cleveland, Ohio. In less than an hour every one in the office wore a blue button with a white "V" and in less than a week every one on the payroll had subscribed. Then they began to subscribe over again.

How did we do it? Well, we just got a going and couldn't stop. We fixed a goal and reached it, then fixed another and reached it. We suppose it was only natural for the single men to far outdo the married men, and presume they are looking forward to the time when, the "Victory Bonds" matured, they will enjoy the money loaned to Uncle Sam.—*Amy A. Ford, Clerk to Pilot Engineer.*

April 28

On this day, the first of the Victory Loan Campaign, the following departments went "over the top" with 100 per cent. of their forces signed up as subscribers:

Road Force of H. A. Lane, chief engineer, Baltimore.

Force of C. W. Gorsuch, superintendent of transportation, Pittsburgh.

Force of L. C. Curtis, corporate chief engineer, Baltimore.

Force of M. K. Barnum, corporate mechanical engineer, Baltimore.

And be it said with due modesty, but emphasis enough to make it known that we try to practice what we preach, the large editorial staff of the *MAGAZINE* in Baltimore, consisting of six persons and comprising Multigraph, Library and *MAGAZINE* (proper) departments, also got in their signed subscriptions on the first day. We thank you for your congratulations.

April 30

Office force of J. H. Davis, electrical engineer, Baltimore.

May 1

Force of S. Ennes, general manager, Baltimore.

May 3

Force of E. A. Foos, coal agent, Baltimore.

May 5

The Police Department, Eastern Lines, went "over the top" with 100 per cent. in the Victory Liberty Loan on May 5. Two hundred and fifty-five employes on our payroll subscribed \$21,400, or a little more than \$82.35 per man.

S. M. Leonberger, patrolman, Baltimore Division, bought \$1,150 worth of bonds, \$700 cash and \$450 partial payment. H. A. Custer, watchman, Monongah Division, located at Grafton, bought a \$1,000 cash bond. These two men are contending for the highest subscription in the Police Department of the Eastern Lines, and it is possible we may have further subscriptions from them.

G. W. Hanway, captain of Police Department, Monongah Division, located at Grafton, bought a \$500 bond, partial payment, and C. F. Frum roadman, working out of Pittsburgh, a \$300 bond.

The above mentioned are the highest subscriptions in this department.—*H. L. Denton, General Superintendent Police.*

VICTORY LOAN

ENGINEERING DEPARTMENT

TO MAY 1, 1919

	Total Number Employees	Number of Sub- scriptions	Per Cent. Sub- scribing	Average Sub- scription	Total Sub- scription
Staff and Miscellaneous	12	12	100	237	2,850
General Office—Clerical	27	27	100	80	2,150
General Office—Drafting	27	27	100	111	3,000
Survey Department	34	34	100	211	7,200
Architect Department	17	17	100	214	3,650
Bridge Department	11	11	100	182	2,000
Cost Engineer	9	9	100	100	900
Real Estate Department	17	17	100	111	1,900
Signal Department	15	15	100	106	1,600
District Engineer, Baltimore	45	45	100	119	5,350
District Engineer, Pittsburgh	57	57	100	149	8,500
Total Departments	271	271	100	144	39,100

Engineering—the First Large Department to Go Over

May 6

Office force of H. A. Lane, chief engineer, as shown on the accompanying chart.

May 8

Roadmen of H. B. Dick, acting valuation engineer, Baltimore.

Office of C. W. Galloway, federal manager, Baltimore.

Office of J. J. Ekin, federal auditor, Baltimore.

May 9

Force of General Superintendent Keegan, Pittsburgh.

May 10

Forces of:

General Superintendent, Maintenance of Equipment, Baltimore.

General Storekeeper, Baltimore.

General Claim Agent, Baltimore.
Auditor Freight Claims, Baltimore.
Auditor Passenger Receipts, Baltimore.
Auditor of Revenue, Baltimore.
Traveling Auditor, Baltimore.
General Superintendent, Baltimore.
Division Accountant, Baltimore.
Coal Traffic Manager, Baltimore.
General Master Mechanic, Camden.

Auditor Coal and Coke Receipts Force Hurdled the Barrier this Way, May 10

We are allowed but a few words to explain how the Victory Loan was "put over." If necessary, four would be enough for this office, and they, *one hundred per cent.*

There never was a doubt in our mind as to the view members of this office would take. None seem to fit the situa-

tion so well as the poster of the man in overalls, with a smile on his face, saying, "Sure we'll finish the job."

There was nothing spectacular about the campaign, for the simple reason that, with few exceptions, everybody considered it his or her patriotic duty to subscribe. This made the work of the committee easy.

It might be mentioned, however, that the ladies were the first over the top with one hundred per cent. on April 30.

At this writing, several days before the close of the campaign, with the likelihood of substantially increasing our amount, we report—

One hundred and twenty-five subscribers—\$9,650—one hundred per cent.

Messrs. Lutz, Williams, McHale and Limpert composed the office committee. —*John Limpert, Correspondent.*

May 10

How New York Terminals Did It

Hip! Hip! Hurrah!! over the top we went,
Hip! Hip! Hurrah!! that money is well lent,
Eight and Forty States have pledged security,
But Uncle Sam will refund in 1923.

As usual, we did not let George do it. We delegated that job to ourselves. We have received one hundred per cent. subscription from our working forces at Pier 22, North River, Pier 21, East River, 26th Street Station and the Wallabout Agency.

Now for the doubling up. Watch us go to it. Detailed statements are not available, they are immaterial. We got the subscriptions.

"I can't do it," "I got one too many now," have given away to "Sure I can do it."

"What! let the Germans think that we are not in sympathy with the Govern-

ment." So that is the way our drive has materialized.—*P. Lucey, Correspondent, Pier 22, North River.*

This Poem Helped the Campaign

A Voice From "Over There"

By Roy Schooley, Pittsburgh, Pa.

I am the voice of your soldier boys,
Who have left their homes and other joys,
And taken up arms to make your fight,
And free the world from the Kaiser's might;
But when we come home we are going to say,
"What were you doing while we were away?"

We have given up jobs and what's best in life,
A *Mother*, a *Sweetheart*, a *Sister* or *Wife*;
And life itself, if so it must be,
We'll give that too, to bring victory;
But if we come home we are going to say:
"What were you doing while we were away?"

If death be our fate in the hell that we face,
We'll meet it like men because of our Race,
But our spirits and those who have died for the right
Will crowd 'round your bed in the dead of the night,
And harrow your sleep and unceasingly say,
"What were you doing while we were away?"

And if you escape us in spirit or clay,
We'll be waiting for slackers on God's Judgment Day,
And before His bright throne the record will read,
As they're writing it now in letters of greed,
"When Humanity called," to the Great King
we'll say:
"These slackers did nothing while we were away."

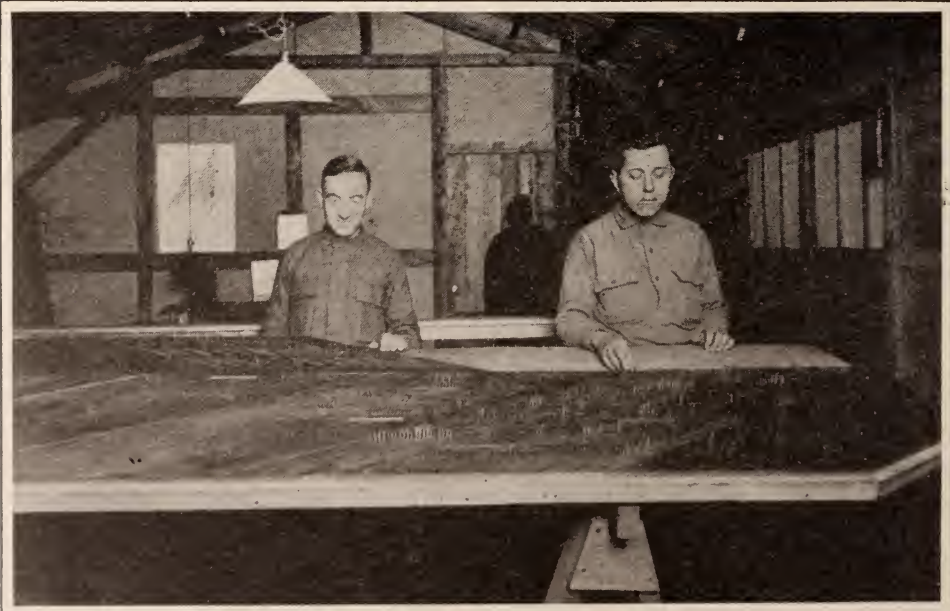
For the sake of Old Glory we all love so well,
Whose bright stars are pointing the despot's death-knell,
You must fight for our rights though you stand
in the rear,
As we battle for yours at the front over here.
Then when we come home we will greet you and
say;
"Thank God, you kept faith with us through
the long day."

Self Confidence

Self confidence is the fuel under the boiler of business. When you have the conviction in your own heart that you can, you will.—*Contributed.*



With the American Army of Occupation in Germany. An Indian Head inside a star—such as appears stenciled upon the door of the limousine at the right—is the identification mark of the American Second Division in the Army of Occupation in Germany. This choice of emblem is highly gratifying to Miss Tsiania of Oklahoma who appears in this snapshot from Neuwied, Germany, with Mrs. Hunting of the Y. M. C. A., and Major General John A. Lejeune, commander of the division. Miss Tsiania is a singer and entertainer.



How the game of handling freight is going is recorded hour by hour upon the "cribbage board" used by the American Army Service of Supplies in Gievres, France. At a glance the men in charge can tell the number and kind of car at each warehouse, whether or not the car is loaded and how many men are working in each detail.



With the American Army of Occupation in Germany. The old castle on the hill of Cochem, Germany, is seen from across the waters of the Moselle. The castle's latest use is as headquarters for an American General in the Army of Occupation.



A throng of Spartacans in the Wilhelmstrasse, Berlin, in front of the Chancellory, gathers to cheer fervid speakers who urge the overthrow of the Ebert Government. In the midst of the uproar a photographer of the U. S. Signal Corps snapped this study of facial expressions.



Page the Doughnut Girl—

And Do Your Bit Toward Her Campaign for Twelve Millions
During Week May 19-26

THE SALVATION ARMY back from the war is building new trenches against poverty and misery along the shadow lands which edge the tenement districts of the big cities. If you want to know the real tales of the city streets, it is the Girl with the Tambourine who can tell them to you.

“Real People,” the doughboy just back from France calls the Salvation Army. He knows how this little band of mercy somehow accomplished the biggest thing in France and every time he sees a Salvation Army uniform he grins. It

looks good to him to know that the Salvation Army is back on the job.

In the simple direct way this organization has carried on its work in the past—cooking, mending, caring for children, housing the homeless and befriending the friendless, it is out working now under a barrage of mercy salvaging the human wastage and misery of a big city.

The Girl with the Tambourine knows the city. She has fought in the trenches of France and in the crooked wider ones that outline the streets of the tenement districts. She will tell you that the longest, bitterest, soul-consuming fight



Salvation Army Officer Decorating Graves of American Heroes in France



Little French children were not neglected by the Salvation Army Lassies who went to the front with our boys, and how they loved doughnuts!

is the one she has to make for broken men and women and for friendless girls and little babes.

"It is no use, your talking to me. I have made up my mind to sit here until I starve to death."

The Girl with the Tambourine reached over and grasped a pair of rigidly tautened hands. A girl just about her own age drew away from her and shrank back in a corner of a weather-beaten green bench in a park in New York City. Her hair, tangled and matted, hung forlornly over a bloodless face from which stared eyes dead with that peculiar dullness of long continued nerve strain which borders on insanity.

An officer stepped up to the bench.

"That girl has been sitting here for several days," he said. "I could not make her move. I don't believe she has left that bench in all this time. I have watched her in the early morning and late at night. She must be in some terrible trouble."

The Girl with the Tambourine talked with the other girl and tried vainly to get

her away from the bench, but it was all of no avail. Half-crazed, she hung on the iron handle at the end of the seat and refused to move. She had decided she was going to starve to death and nothing else mattered. The adjutant finally threatened that she would be carried away by force if she did not come and at last the two of them went very slowly out along the path to the door of the Salvation Army Woman's Home and Hospital which faced the little park.

It took weeks of kindness to win this girl's confidence and to uncover the tragic cause of her despondency.

Commander Evangeline Booth knows what this kind of trench warfare means to the big city. "Now that you have it, what are you going to do with it—this wonderful success of yours?" The question is asked her every day and the answer is just as simple and direct as the service she represents. This is her own statement:

"The Salvation Army did an old thing in an old way, that is all. We are going to continue to do for the world

the thing we did while working in the red glare of a war which riveted the attention of men upon one field of endeavor.

"In the past, the dank, unwholesome alleys of the slums and tenement districts of our big cities were our battle fronts, where poverty, hunger, temptation and despair were the field marshals of the enemy. We faced then the far-flung line of danger personified by rum, want, despair and suffering. Recently in France we fought a different enemy on a picked field, but we carried on actually as we have been used to carrying on for a half century against a still more deadly and insidious enemy in communities where poor and despairing people are driven to tragic extremes."

Commander Booth, with far seeing vision, is looking ahead to days of peace as a continuance of this age old warfare. Won't you help her by doing your bit in the big campaign for the twelve million?

The writer, and he is an employe of the railroad, knows the Salvation Army. He knows it by its work, before the War and during it; by its workers, an army of God-fearing, sincere and unselfish folk whose calling is, perhaps, the noblest in the world. He knows that their religion is the Golden Rule, without creed or cant, their purpose the salvation of bodies and souls by going down into the muck, finding them and lifting them back into the sunshine.

He has a letter on his desk from the most unselfish woman he knows, a Salvation Army "girl" in France. You

have to read between the lines to discover what sacrifices she and her companions have made for the boys "Over There." All she speaks of is the pleasure of her work, ministering to others, and of how fine the Army boys were when, one night recently, she and her little group of workers were burned out of home and household effects. She told of the Colonel of Engineers on his way to the front for reconstruction work, and how he halted his regiment and, as she said, "as if by magic, built us a new home so that our work could go on unabated." She knew the reason he did it, but she didn't tell me. She didn't have to tell me—I knew. He did it because he and every other fellow who has been with the Army fairly worships the Girls of the Doughnuts with their other unpretentious but invaluable work.

Knowing all these things, do you wonder that we dare to make this special plea to the generous readers of the MAGAZINE to remember the Salvation Army in their campaign for twelve millions during the week of May 19-26. The passing of the Tambourine on the street corner will no longer be seen. That method of getting support has been abolished and the Army workers will try to get their budget in this big drive. Your community will be represented and you will have your chance. Surely we are with the workers of this splendid Army whose fight against all that is wrong never knows armistice. In no other way can our offerings get closer to suffering humanity nor nearer the feet of the Master.

'Nuff Said

P. G. Bopp, steel car builder, was the happiest man in Chillicothe shops one day during late January. A rivet he was cutting flew off and struck his goggles, shattering the left glass, but without any injury to his eye. "Phillip" believes in "SAFETY" and always wears goggles when doing work of this nature.



Soldiers, Sailors and Marines!



Hold on to Your Government Insurance— It's Your One Best Bet

By Benjamin M. Price
Late Captain, Infantry, U. S. A.

The one substantial material benefit which those who served in the Great War got from the Government was the privilege of taking out Government Insurance. For such persons of all classes (and that inclusive phrase is used advisedly) it is the most valuable investment available today. The writer is carrying as much of this insurance as he can possibly afford and, because of his belief in it and his desire to persuade all Baltimore and Ohio Veterans of the War, old and young, to invest in it to the limit of their ability, he takes the liberty of adding this personal foreword to the article which follows.—ED.

OFFICIAL announcement has now been made of the six permanent forms of life insurance policies to be issued by the Government, viz.: Ordinary Life, Twenty-payment Life, Thirty-payment Life, Twenty-year Endowment, Thirty-year Endowment, and Endowment maturing at age sixty-two. No directions as to converting the present term policies into the permanent forms, however, have yet been issued. It is, therefore, not so important at the present time to discuss and compare these six policies as to consider the advantages of life insurance in general and of the Government insurance in particular. Sample rates at varying ages are, however, given at the bottom of the next page for the benefit of those who have not seen them.

Life insurance is, of course, desirable. It is not a "gamble," but is a method of providing against the certain loss and expense that come with death and old age. Statistics show that of every one hundred healthy men twenty-five years old, thirty-six die before reaching the age of sixty-five, fifty-three become dependent upon relatives or charity before reaching sixty-five, six are still self-supporting, and only five are well off. In other words, practically nine out of ten people either die or become dependent on

relatives or charity before reaching age sixty-five. Life insurance, therefore, removes the gambling element from life; it is the man who does not insure who is the gambler.

The life insurance offered by the Government is the best available. In safety it cannot be surpassed. The forms are varied enough to meet all essential needs. The cost is considerably lower than the rates at which private companies are able to offer similar policies, as the Government bears all administration costs and the whole disability cost, both of which have to be charged to the policyholders by private insurance companies. Persons prominent in the life insurance world are enthusiastic about this Government insurance. For example, the secretary of one of the largest life insurance companies says: "Of course, a life insurance company cannot grant insurance at less than cost, but the Government offers insurance to soldiers and sailors at less than it will cost the Government to grant that insurance. It is able to do this because all deficiencies can be made up out of the funds in the Treasury of the United States, and the Government is justified in this liberality in consideration of the fact that these soldiers and sailors have risked their lives, or have been wil-

ling to risk their lives for the benefit of the nation. All this being so, it is obviously expedient for soldiers and sailors to take all the insurance offered by the Government at the low rate charged before seeking insurance in any private corporation."

It is advisable that every soldier and sailor should retain the largest possible amount of the insurance which he has taken out with the Government. The full \$10,000 allowed provides an income to the beneficiary of only \$57.50 per month. This is not a large income considering the level of prices that seems likely to prevail in the future. The less expensive forms of Government policies should be used, instead of sacrificing a part of insurance protection in order to obtain the more expensive forms in smaller amount. After a reduction has been made it is not possible to increase the amount of insurance. The less expensive policies, however, may be changed to the more expensive kinds.

A savings account cannot take the place of insurance, because death may intervene shortly after the account is started, or the money deposited may be withdrawn and wasted.

The lesson of the terrible epidemic of influenza, with its sudden attacks and with a mortality record not exceeded by battle losses, should not be forgotten. Nor are we yet beyond the danger—indeed we are warned by medical authorities of recurrent waves of equal and perhaps greater intensity for some years to come. Those who intend to insure later may not be able to do so, but may be suddenly overtaken by death in the midst of most hopeful activity.

It is impossible to discuss in this short article the various new policies offered by the Government. We can only say that the largest possible amount of insurance should be taken. If a man's income is not limited, he might take a \$10,000 Endowment policy maturing when he reaches old age, but if his income does not permit his taking such a policy, then he should take \$10,000 of less expensive insurance rather than a smaller amount of the more expensive kind. If a man cannot afford a \$10,000 Ordinary Life at present, he should take as much as possible at once, keeping the balance of the \$10,000 in the form of term insurance, with the idea of later, at some time during the five-year period, converting the balance of his term insurance. The Ordinary Life policy has no real disadvantages—a man is not compelled to pay premiums all his life, because this policy has cash and paid-up surrender values of considerable value at old age, particularly if the dividends on the policy are allowed to accumulate. In taking this policy a man gets the full worth of his money in savings and protection; he accumulates less in savings than under an endowment policy merely because he is paying less in premiums. To one who has dependents, or may have dependents at some future time, protection is much more important than savings, and the maximum amount of protection is desirable.

Amount of Insurance Which a Man Should Carry

The man who carries as much life insurance as he can pay for, in addition to the other necessities of life, will not be

\$1,000 Insurance

AGE	ORDINARY LIFE		20-PAYMENT LIFE		20-YEAR ENDOWMENT		30-YEAR ENDOWMENT	
	Monthly	Annual	Monthly	Annual	Monthly	Annual	Monthly	Annual
20 years.....	\$1.15	\$13.58	\$1.76	\$20.79	\$3.31	\$39.10	\$2.06	\$24.33
25 years.....	1.29	15.24	1.91	22.56	3.33	39.34	2.09	24.69
30 years.....	1.47	17.36	2.10	24.81	3.36	39.69	2.15	25.40
35 years.....	1.70	20.08	2.33	27.52	3.41	40.28	2.24	26.46
40 years.....	2.01	23.74	2.62	30.95	3.51	41.46	2.41	28.47
45 years.....	2.43	28.71	2.99	35.32	3.68	43.47	2.68	31.66
50 years.....	3.01	35.36	3.50	41.34	3.98	47.01	3.14	37.09

carrying too much life insurance. Most men are not adequately insured. One reason for this is that they fail to recognize the fact that the proceeds of the policy should be regarded as capital to be invested so that the family may be permanently supported by the income which it can be made to produce. For example, if the family will need after deceased's death \$57.50 or more each month for its living expenses, then \$10,000, the maximum amount of insurance, should be continued by the man under one of the new forms. If between \$40.00 and \$45.00 per month will be needed, he should keep at least \$7,500 insurance; if between \$25.00 and \$30.00 per month is needed, he should keep at least \$5,000 insurance. Having decided upon the amount of insurance actually needed for the family's protection, the kind of policy can best be determined by checking up the family budget and seeing how much money can be spared for the monthly insurance premium.

In deciding what amount of insurance to take, it is not necessary to be confident of being able to carry the entire amount for an indefinite time. The amount of Government life insurance can be reduced at any time, and if the policyholder can carry the larger amount for a few years and then is compelled to retrench, any \$500 or multiple thereof may be discontinued, its cash or paid-up or extended insurance value taken, and the rest continued. On the contrary, if too little insurance is now taken, it cannot be increased at all in the case of Government insurance, and cannot be purchased in private companies unless the soldier is in good health, and even then, only at a higher cost because of age and the higher cost of private insurance.

Why Monthly Instalments to Beneficiary

In all of the Endowment policies, if the insured is living at the date when the policy matures, he may draw the entire amount of insurance in one sum. In case of death, however, under any form of policy, the payments to the beneficiaries will be made in monthly instalments and not in one sum. In this way the beneficiary

will not only receive more money, but will receive it in the safest and most business-like way. Thousands of widows, children, and aged parents have lost large sums of insurance in past years because of unwise investments and because of unscrupulous brokers. There has, therefore, been a tendency in recent years toward providing for monthly payments to beneficiaries. Many business men have put their insurance on a monthly income basis so that their dependents might not have to worry about these matters in which they have had little or no business experience. It is the safest and most scientific plan.

It may be objected that the 240 instalments may not last throughout the life of the beneficiary; for example, if the beneficiary is fifty years old at the death of the insured, the instalments would cease at age seventy. To avoid this possibility the insured may request the substitution of an annuity for the 240 instalments. For example, in the supposed case, the beneficiary would receive \$50.70 per month from the death of the insured until her own death even though she lives until age 100, receiving 600 instalments. If the insured has not requested the annuity plan, the beneficiary may, on the death of the insured, elect this monthly annuity plan. Whichever plan is chosen, if the beneficiary should die before all the money due under the terms of the policy has been paid, the balance is payable to the estate of the insured.

Why a Man Without Dependents Should Insure

In view of the fact that our Army and Navy has been composed largely of young men, there will be many who will not see the need of continuing any Government insurance because they have no actual dependents at the present time. There are at least three reasons why these men should keep their insurance:

(1) They may some day have dependents whom they would want to protect by insurance. If they now drop the Government insurance they will not have the privilege of again securing it in future years. Moreover, they would in later years have to pay a higher premium at

their advanced age, if indeed they should be healthy enough to obtain insurance from a private company.

(2) All of the Government insurance policies provide for total and permanent disability benefits; this means that should the insured at any time, regardless of his age, become totally and permanently disabled, through either disease or accident, he will himself receive for the remainder of his life, no matter how long he lives, the same instalments as would have been payable to his beneficiary on death. For example, with a \$10,000 policy the policyholder, if totally and permanently disabled through accident or disease, will receive \$57.50 a month until his death. There is no additional charge made by the Government for these disability benefits. Moreover, these benefits hold throughout the lifetime of the insured and do not

cease at age sixty or age sixty-five as in most life insurance policies. If the insured becomes totally or permanently disabled and receives the benefits of this insurance for a certain period and then dies, his beneficiary will receive the balance of the payments which would be due under the policy.

(3) Under any of the new policies, he may save for his own use a considerable amount of money.

When the time for converting the present policies into the new permanent policies is announced by the Government, anyone desiring information or advice as to the new policies may go to the nearest Home Service Section of the Red Cross. In the meantime hold on to all the Government insurance you have. If it has lapsed, the Red Cross will advise you as to whether and how it can be reinstated.

Government Insurance Holders—Read This

Recent newspaper notices published on the authority of the Bureau of War Risk Insurance advise two important things. First: that applications for the conversion of term insurance policies issued during the War to the permanent forms outlined in the preceding article will be received on or about June 1. Second: that persons who have had the original policies and allowed them to lapse are not necessarily disbarred from the conversion privilege, but should, on the other hand, if they wish to have their insurance reinstated, make application to the Bureau for that purpose.

The news press will contain other notices relative to this conversion privilege. The advantage of applying for the new forms as soon as the Bureau authorizes the applications lies in the fact that the younger a person is when he gets one of the new form policies, the lower the rate. It will pay you to get your application in early.

Old Mount Royal Welcomes Boys of 117th Trench Mortar Battery

She Bade Them "Farewell" Over Nineteen Months Ago

ON SATURDAY afternoon, April 26, Mt. Royal Station packed more happiness within its spacious setting than ever before in its history. It was the occasion of Baltimore's welcome to its first returning soldiers, the 117th Trench Mortar Battery and the University of Maryland Hospital Unit. And what a welcome!

At one thirty o'clock, fully an hour before the train was due, the station itself, the vehicle plaza and the grass terraces were packed. A good looking crowd it was, bedecked in their finest to greet their veterans of nineteen months' fighting in France. It was orderly, too, and readily gave way to the sweep of the police ropes as they were squared off in front of the station entrance to make space for the parade formation, until—

The train was on time. The boys jumped off and were quickly formed, while frantic men, women and children pressed against the iron grating separating platform from tracks.

"Ach, Benny!" Thus sobbed a little gray bearded Hebrew as he gripped a lad's shoulders through the iron paling and pressed his lips to his own.

Then that dear mite of a mother, with precious baby in her arms. She was backed up in a corner, out of the way of the crowd, and crying as if her heart would break. "He's there, my darling. Daddy hasn't seen my precious baby, but he'll be here in a minute and then he'll never leave us again." And she buried her face in the snowy neck of the little one and tried to laugh through the tears.

"There's 'Eddie'! Hello-o-o, 'Eddie'!



• HOME"—After eighteen months in the trenches



When police lines gave way to stronger embraces

Oh, why doesn't he look? Can't he see me? Why don't they let us through?"

These and a thousand other similar greetings to two hundred "Eddies" and "Bills" and "Bobs" and "Joes," were flung through the grating at the smiling heroes. Then a way was cleared at the north end of the station and to the tune of "The Stars and Stripes Forever," the two contingents were marched out into the plaza. Meantime that fraction of the crowd which had rushed through the station to get the first peek at the detraining men, rushed back again. And still the police lines held.

"Platoons, Right Turn; March!"

The soldiers knew what the command was to be, for in the mad cheering they never could have heard it. They wheeled to the right, and the front rank men, with heads up and joy in their faces, began their short march past the throngs of spectators.

In a moment the complete column was formed and, at that instant and for just an instant, when practically every person in the crowd could for the first time see every bronzed face in the ranks, the frantic cheers were hushed by the wonder of it all. A trained ear could have caught the tramp of heavy shoes above the subdued murmur of thousands of souls feeling the same wonderful thing. It was

the crowd's perfect tribute of silence. And then it happened—

One mother saw *her* boy and, with a delighted cry, rushed through the lines, across the brick paved plaza and in a moment had locked him in her arms. She kindled the spark they all were waiting for, and it was one mad rush as the crowd surged down the terraces to embrace their loved ones. The khaki was lost in the riot of ribbons and banners and gay hats and cloaks. The parade had given way to family reunions, with laughter and crying, kissing and hugging. The pent up feelings of months of anxious watching and waiting and praying at last had found expression in the superabundant happiness of that wonderful hour.

It was hard enough for a mere spectator, with no kin among the boys, to keep that lump down in his throat. Little wonder then that father and son forgot to shake hands, but locked arms and kissed each other with all the abandon and wholeheartedness of women. That mothers cried hysterically as they looked into the glistening eyes of those boys who meant so much to them. That officers were so swept away with the magnificent spontaneity and tenseness of the thing that they were resigned to the upsetting of the formation which had been planned

for the address of Governor Harrington. He, by the way, rightly sensed the spirit of the occasion. He saw that it was no time for a formal address and his few words of welcome expressed the sentiment of every one when he concluded: "I would rather be one of you, back home from your glorious achievement for your country, than to hold my own high and honorable office. Boys, we welcome you with full hearts."

The splendid women of the Red Cross measured up to the occasion, as they always do. They had lunches fit for the heroes and the heroes ate like regular fellows—that is, whenever their worshipping circles of relatives and friends would let them.

There was one family party in particular. It occupied a double row of seats in the station, with a group three deep completely surrounding them. The soldier was in the middle seat, punishing sandwiches and cake and ice cream, but managing to give a spoonfull of the latter every now and then to each of six tots who stood as close to him as they possibly could and simply gazed in wonder. His mother was in the seat on his right with her arm about him. Her kisses were frequent and regular—she just couldn't help it. A sister, with tiny babe in arms, was in the seat on the other side and the

baby might just as well have been home for all the attention it got. The other seats on the row held more women with babies and the row behind was filled with other women whose respectful distance from the hero made us think they were his admiring neighbors. Well—"Johnny" must have been a model boy before he became a soldier!

And the girls! Six of them, right behind the little tots in front, smiled on "Johnny" and on each other and the world in general. Of course, one was *the* girl. She couldn't very well squeeze in between her hero and his sister or mother, so she stood right in front of him. And everytime he looked up, or to the right, or to the left, which he naturally did very often, she beamed on him and he on her.

When the whistle blew for the boys to entrain for Camp Meade we were still watching this fascinating group. "Johnny" seemed in no hurry to leave. Who would in his case? Such hero worship is not for long. Reluctantly, however, he finally got up. First the mother hugged and kissed him, then the sister. Then the babies were brought up for the great occasion and he honored them with whole hearted smacks—he seemed to enjoy it. The girls—well, he didn't kiss them, but he did kiss the neighbors and their children, and then

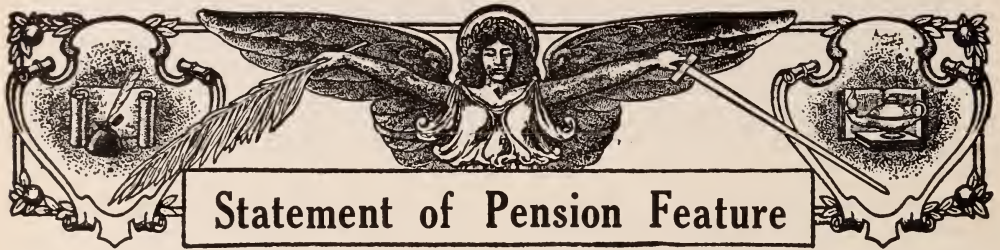


The riderless horses in the parade told their own story of the lads who were lost

he kissed the men. We forgot to mention the men, who formed the last rows, but finally got close enough to do their osculatory bit, too. Then this heart-breaker started all over again, kissing right and left, promiscuously and fervently, until the clang of the engine bell started him scurrying toward the door, his body guard following hard by. The mother was still on his right, but the little lady in blue had found his left arm where the

sister had been. Perhaps her baby was crying by that time, but if she was, it must have been tears of joy.

Yes, it was a great day for old Mt. Royal and the boys and girls and all the rest of that happy throng. It was the experience of a life time to be able to see it and when the boys come back to YOUR town, you will miss half your life if you don't get out to help and to enjoy that big welcome home.



Statement of Pension Feature

Statement of employes who have been honorably retired during the month of April, 1919, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Barbee, Hugh S.	Engineer	C. T.	Philadelphia	48
Fitzgerald, Patrick J.	Engineer	C. T.	Philadelphia	46
Fry, Frank	Conductor	C. T.	Illinois	40
Hooper, John H.	Train Baggage man	C. T.	Philadelphia	32
Kelly, John W.	Laborer	C. T.	Cumberland	49
Knorr, Joseph	Helper	M. P.	Wheeling	46
McKewin, Hugh W.	Ticket Agent	C. T.	Chicago	49
Page, Jeremiah	Crossing Watchman	C. T.	Cleveland	44
Shahan, Albert	Conductor	C. T.	Cumberland	46
Sullivan, Patrick M.	Passenger Agent	Passenger	Chicago	44
Toney, John F.	Sweeper	M. P.	Chicago	34

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

During the calendar year of 1918, \$322,188.20 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amount to \$3,670,363.50.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Regan, William	Crossing Watchman	C. T.	Toledo	Mar. 9, 1919 ..	50
Lantz, Reuben	Engineman	C. T.	Chicago	Apr. 3, 1919 ..	42
Hilleary, William A.	Engineman	C. T.	Main Line	Apr. 5, 1919 ..	48
Sheridan, John	Watchman	M. of W.	Baltimore	Apr. 20, 1919 ..	48

The Duplex Stoker

New Style Used on United States Standard Mikado Type Locomotives Has Important Changes in Construction and Operation

Introduction

THE United States Standard Mikado Type Locomotives received by the Baltimore and Ohio and numbered in the 4500 series, are equipped with a new style of mechanical stoker known as the Type "D" Duplex. This is so different in construction and operation from the stokers heretofore in use that a brief description will be of general interest to the readers of the EMPLOYEES MAGAZINE.

The operation of the Duplex Stoker and the travel of the coal, as illustrated by numbers in Figure 1 is about as follows:

The shovel sheet is provided with an opening 18 inches wide, extending from the coal gates to the slope sheet of the tank. The opening is covered by slides each measuring about 20 inches in length. After passing through this opening to the trough (1) beneath, the coal is conveyed by the helicoid conveyor screw (2) through the crushing zone (4)—where the coal forced against the crusher plate by the screw is broken to a suitable size—to the transfer hopper (9), where it is divided, equally or unequally, according to the position of the dividing rib (18), between the two elevators (10) and (19). In these elevator casings are elevator screws (11), which elevate the coal and drop it into tubes fitted into elbows (16) and (17), which tubes extend through holes in the back-head on each side of the firedoor. Constant steam jets in the elbows blow the coal through the tubes above mentioned, which are fitted with distributors (11 and 12), located on the

inside of the firebox. These distributors deflect and spread the coal over the entire surface of the fire.

The elevating screws are driven by gears which mesh with a rack reciprocated by the driving engine (5), and the conveyor screw is driven by a driving shaft (26), also meshed into this rack, secured along the side of the trough and geared at 32.

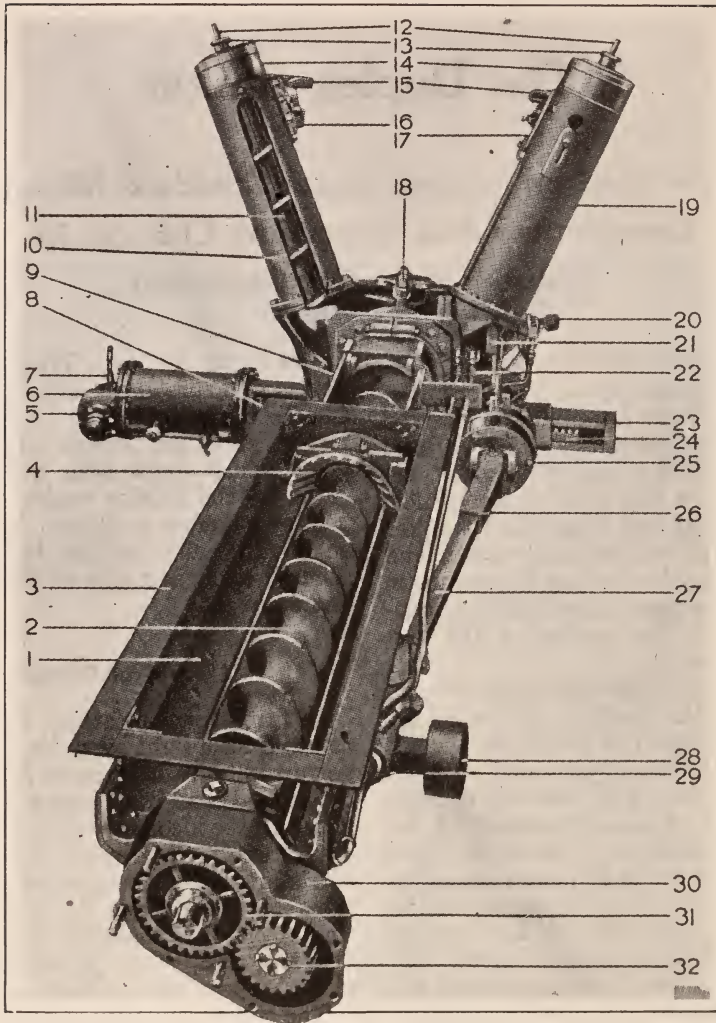
Method of Operation

In firing with the stoker the practice is to build up a light even fire by hand and get up full steam pressure before leaving a terminal, and not bring the stoker into use until the locomotive is working steam. The fireman then opens distributor jets and starts driving engine as per instructions given on page 31 of this article; then opens first coal slide plate over conveyor trough, which starts the delivery of the coal to the fire box.

The screw conveyor is designed to furnish the amount of coal required under average conditions with stoker engine running at or below medium speed.

As this stoker is of positive feed throughout, the physical condition of the coal is not changed except when too large, and it will take wet coal just as easily as dry. This moisture is desirable, especially when the percentage of slack is large, and an arrangement has been made for dampening the coal when necessary by a connection between the steam exhaust of the driving engine and the transfer hopper.

Duplex Stoker, Type "D"



- | | | | |
|----|--------------------------------|----|---|
| 1 | Conveyor Trough | 17 | Right Distributing Elbow |
| 2 | Conveyor Screw | 18 | Dividing Rib |
| 3 | Angle Ring | 19 | Right Elevator Casing |
| 4 | Crusher Plate | 20 | Oil Box |
| 5 | Driving Engine Reverse Head | 21 | Conveyor Drive and Reverse Lever |
| 6 | Driving Engine Cylinder | 22 | Conveyor Driving Shaft Bearing Oil Cups |
| 7 | Driving Engine Auxiliary Valve | 23 | Rack Housing |
| 8 | Piston Rod | 24 | Rack |
| 9 | Transfer Hopper | 25 | Conveyor Drive and Reverse |
| 10 | Left Elevator Casing | 26 | Conveyor Flexible Connection Sleeve |
| 11 | Elevator Screw | 27 | Conveyor Flexible Connection Shaft |
| 12 | End of Elevator Driving Shaft | 28 | Conveyor Slide Support Roller |
| 13 | Elevator Shifter | 29 | Conveyor Slide Support |
| 14 | Elevator Drive and Reverse | 30 | Conveyor Gear Casing |
| 15 | Distributor Tubes | 31 | Conveyor Screw Gear |
| 16 | Left Distributor Elbow | 32 | Conveyor Driving Shaft Gear |

When the first of the slide plates is pulled forward the coal, falling through to the conveyor beneath, is carried by the heavy cast steel conveyor screw through the crushing zone at the forward end of the trough. Through this zone the slack and coal of a size suitable for efficient firing passes in a loose and free state without being crushed, while the large coal is broken and reduced to the best size for efficient firing. After passing through this zone the coal is delivered to the transfer hopper beneath the cab deck, where it is divided, equally or unequally, according to the position of the dividing rib, between the right and left elevators and dropped into distributor elbows. Into these elbows are fitted distributor tubes which extend through the openings in the back-head on each side of the fire door, the distributor portion of each tube being located on the inside of the firebox over the grate area.

The distribution of coal over the grate area is accomplished by means of a low pressure constant steam jet located in the back and bottom portion of each distributor elbow. The pressure of the steam supplying the right and left jets is reduced from boiler pressure by throttling it through half inch globe valves, and this reduced pressure is indicated by a steam gage connected to each jet line between globe valve in that line and elbow jet nozzle. The pressure of steam at these jets under working conditions varies from ten to twenty-five pounds. Interposed between the jet valves and the main steam line is a three-quarter inch globe valve, by which the steam may be cut off from the jet main line without distributing the setting of the jet valves.

The distribution of coal over the grate area is regulated by varying the pressure of the elbow jets, as indicated by its individual pointer on steam gage fastened to the back-head in full view of the fireman. The distributors have deflecting ribs especially designed for their function of spreading the coal, and this variation of jet pressure effects sufficient flexibility in firing different areas of the grate. The distribution overlaps as between the two areas or zones fired from the two elbows, which overlapping insures ample coal

being supplied to center of firebox in heavier combustion area. By increasing the jet pressure on the right or left side more coal will be carried to the flues on that side, or by decreasing the jet pressure less coal will be carried to the flues and more to the middle and back portion of the grate area on that particular side.

The deflecting ribs on the distributors, place some of the slack coal in right and left back corners of firebox. The fireman can direct more or less coal to each side of the firebox by changing position of the dividing rib by moving regulating lever to either side.

By means of the elevator reverses and conveyor reverse, which as hereinafter described are an arrangement of ratchets and pawls, the two elevator screws and conveyor screw turn in one direction only, and coal is therefore conveyed and elevated only on the forward stroke of the engine.

The sliding plates at the bottom of the tank are located so that there will be a supply of coal at all times on top of the screw.

As coal is used from tender so that it no longer flows freely through first slide opening, then fireman opens next slide and so on until supply is again taken at coal chute, when slides are all pushed back and first slide opening used as in starting out.

With the distribution as described, a level, light fire can be carried by fireman and perfect combustion secured. This level thin fire usually results in the firebox temperature being four or five hundred degrees higher than with hand firing.

Driving Engine

The driving engine consists of a cylinder of eleven inch bore and a stroke of seventeen and three-quarter inches, with piston and reverse head, and is lubricated by tap on main lubricator. It is operated by steam taken from the locomotive turret reduced in pressure by throttling through a one-half inch globe valve. The pressure of the steam used by this engine varies from eight to eighty pounds, according to the work required by the quality and size of the coal, and its pressure is indicated by a special driving

engine steam gage on back-head of the locomotive connected in this line between globe valve and cylinder. In normal operation, the piston has a power stroke in one direction only, that is when the piston is traveling in toward the center line of the locomotive and the entire stoker mechanism is in normal operation, since on the return stroke of the piston the conveying mechanism is stationary; but when any one or all of the three screws—two elevator and one conveyor—are reversed by means of their individual reverse mechanisms, the return stroke of the piston becomes temporarily a power stroke. By this it can be seen that only a very small percentage of the full boiler pressure is required for the return stroke except when the reversing of any of the screws is necessary.

The operation of this cylinder is controlled by a reverse head—to which it is connected by proper ports and passages—almost identical with the reverse head used on the Westinghouse eleven-inch air pump, although not interchangeable. The piston rod in this cylinder is screwed into the rack, or stoker main drive, hereinafter described. The reverse head is bolted on the outer end of the driving engine cylinder and the ports leading from the end of the cylinder are so arranged that in case of a sudden stroke due to a clog the piston entraps a small percentage of the steam at either end and forms a cushion, preventing the breaking of the piston or knocking off the reverse head.

The reverse head is operated by means of a small reverse rod which operates in the hollow piston rod, in a manner identical with the rod used on Westinghouse air pumps.

In case the stoker becomes clogged on any foreign material, or it is desired to reverse it for any reason, the operating rod located on the back-head of the locomotive boiler, if the piston is making a power stroke, is moved to its lower position, and if the piston is making a return stroke, to its upper position. This moves a small valve in the auxiliary head bolted to the reverse head, so that the reverse head valve throws steam into the opposite end of cylinder and causes the piston

to change its direction. The return of the operating rod handle to a central position causes the driving engine to resume its normal operation.

It is always necessary to reverse the driving engine whenever a clog occurs and it is desired to reverse either of the elevator screws or the conveyor screw. The reason for this is that in case of a clog the pawls in the elevator or conveyor screw reverses are held so tightly against the ratchet wheels that it is impossible to lift them from the teeth unless the pressure is relieved by reversing the driving engine.

Unlike the ordinary high speed engine, there is in this driving engine an enormous reserve power, which is absolutely necessary for the work to be performed, *i. e.*, the crushing of coal with its varying physical properties. With the low steam pressure needed by this engine for normal operation, and the great difference between it and the main steam line pressure, it can be seen that when the task to be performed increases it is merely a question of the steam pressure building up in the cylinder to the point required for that task.

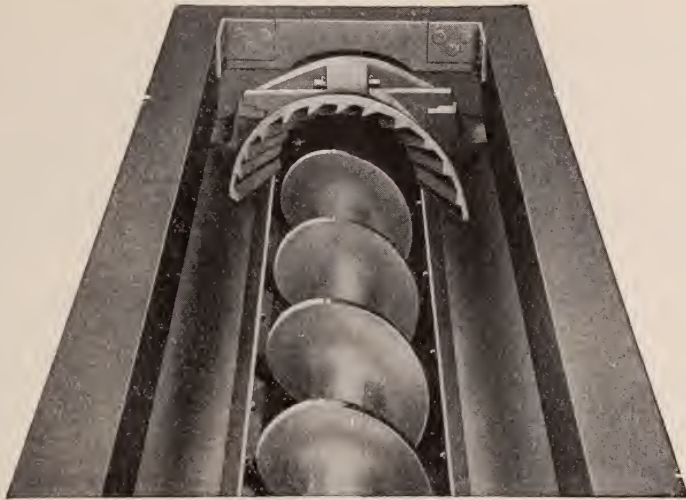
● Coal Distribution in Firebox

The distribution of coal is regulated by two separate attachments as follows:

1. Steam jets in elevator elbows.
2. Dividing rib in transfer hopper.

The steam jets fitted into the elevator elbows blow the coal over the grate area and are regulated according to the quality of coal. For coarse coal it requires about 18 pounds of steam, and for slack about 9 pounds of steam, on these jets to get an even distribution. The coarser the coal the more steam, and the finer the slack the less steam will be required. If, after running some distance, it is found that too much coal is going to the flues, the steam pressure on the elbow jets should be reduced, and if not enough is going to the flues, it should be increased.

The dividing rib in starting out should be in the center of the transfer hopper. If it is found that too much coal is feeding to the right side of the firebox, the dividing rib should be turned to the right, and if too much is feeding to the left, the dividing rib should be turned to the left.



View of Crushing Zone in Conveyor

The amount of coal distributed over the firebox is regulated by the speed of the driving engine and the plates over the trough in the tender. To vary the amount of coal, the steam pressure should be increased or decreased by regulating the controller. When it is seen that not enough coal is feeding into the trough another slide over the trough should be pulled back.

Instructions for Operation of Type "D" Duplex Stoker

Build up a light, even fire by hand and have full steam pressure before leaving terminal. Do not use the stoker to build up fire at terminal.

To Start and Operate Stoker

First, open main valve No. 1* at steam turret. Valve No. 2 is then opened (valve No. 2 is not used in stoker steam line on U. S. Standard locomotives). Next, open valve No. 3, which allows the steam to flow to the distributor jet line. Valves Nos. 4 and 5 which regulate the steam pressure on the jets should always be left set. Therefore, in starting stoker these valves are already open at about the right pressure (8 to 20 pounds).

ALWAYS SEE THAT STEAM IS BLOWING THROUGH THE JETS BEFORE STARTING STOKER ENGINE.

*All numbers refer to the chart shown on page 28.

To Start the Stoker Engine

Place the operating lever No. 10 in central or running position. Place conveyor reversing lever No. 12 in forward position. Open valve No. 6, which allows the steam to pass to the operating valve of the stoker engine and starts stoker running. Valve No. 7 should be kept closed except in case of a hard lump to crush; then it is opened to increase rapidly steam pressure in stoker cylinder. As soon as the heavy duty crushing is performed, valve No. 7 should again be closed and stoker operated with steam through valve No. 6.

In starting stoker see that valve No. 8 to the exhaust line is open. Valve No. 9 to the transfer hopper should be kept closed except when it is desired to moisten the coal with exhaust steam.

In starting stoker see that the lubricator to the stoker engine is feeding properly.

Open the first slide plate in the tank by pulling it ahead with a hook. This allows coal to feed into stoker conveyor. Slide plate should not be opened full length but just far enough to feed coal at the proper rate to conveyor. Using lump coal it is necessary to open slide plate wider than with slack coal. With slack slide plate opened about half way gives ample space for coal to feed through.

The stoker should be run slowly, at first, just feeding sufficient coal to supply fire for the work being done by the locomotive. On extra light runs the stoker will frequently have to be shut off part of the time.

Do not feed too much coal—carry a light fire. In firing with the stoker fire should be carried considerably lighter than in hand-firing.

To Reverse Conveyor Screw in Tank

Raise handle No. 10 on operating rod on boiler head to bottom position.

Move screw conveyor reverse lever No. 12 back to rear or reverse position.

Lower handle No. 10 on operating rod to center position.

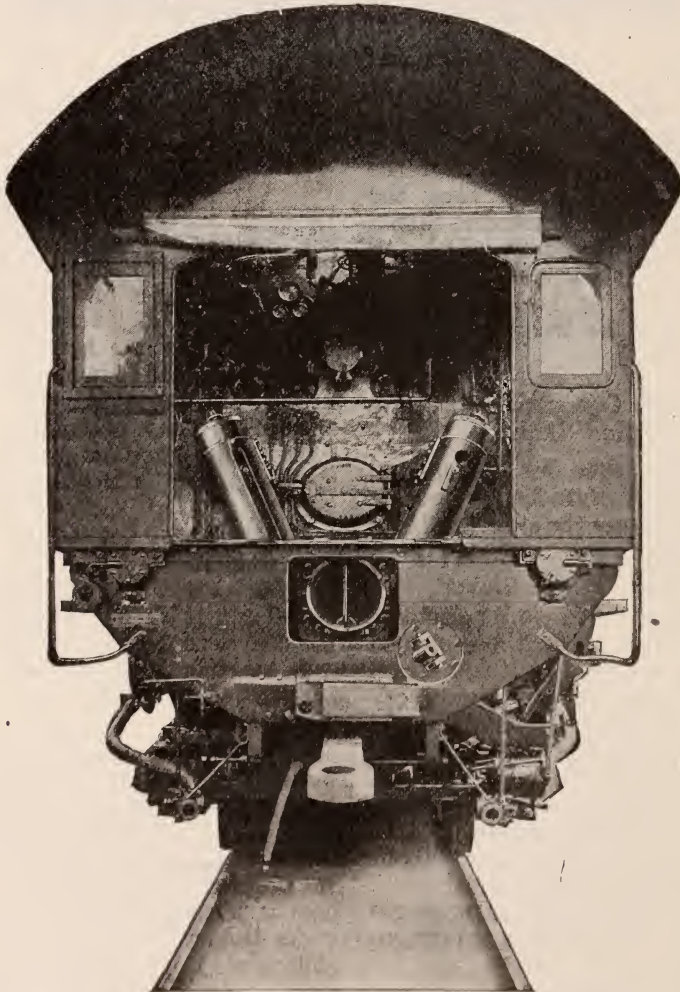
This reverses screw in the tank.

To Stop Conveyor Screw in Tank

Place conveyor reversing lever No. 12 in center position. (If reversing lever No. 12 does not move freely, proceed as in paragraph above before attempting to move lever.)

To Reverse Right or Left Elevator Screw

Raise elevator pawl shifter No. 26 on top of vertical shaft to upper position. (Stop conveyor screw before reversing elevator screws or stoker will be jammed with coal.)



Showing Duplex Stoker Installed on Locomotive and Position of Elevator Casings with Reference to Firedoo

To Stop Right or Left Elevator Screw

Raise elevator pawl shifter No. 26 on top of elevator to middle position. (Stop conveyor before stopping elevators or stoker will be jammed with coal.)

To Locate Clogs

In case stoker stalls due to iron, slate or other foreign matter getting into the stoker machinery:

First, shut off pressure to stoker engine cylinder by closing valve No. 6. Second, move operating valve lever No. 10 to its highest position. Third, place tender conveyor reverse lever No. 12 in center position. Fourth, place right elevator pawl shifter No. 26 in neutral position. Fifth, raise operating valve lever No. 10 to center position. Sixth, open stoker valve No. 6 sufficient to run left elevator to ascertain whether obstruction is in left elevator. If left elevator operates cut in right elevator by lowering pawl shifter No. 26, without increasing steam pressure. If stoker stops, obstruction is in right elevator; if it operates, obstruction is in tank conveyor.

To Remove Clogs

The clogs in the upright elevators usually occur at the bottom of the elevator casing doors, catching between the flight of the conveyor and the bottom of the door.

To remove these clogs, raise the door in the engine deck and the obstruction can usually be seen and removed. However, if it is in the elevator, reverse the elevator screw in the manner described above, forcing the obstruction back down into the transfer hopper. In case the obstruction is not located at this point, it may be a small mine spike which has gotten above this point; in that case, remove the nut at the top of the elevator casing door and remove the door when the obstruction can be located and removed.

The clog in the tank conveyor will usually be found in the crusher zone. To remove a clog at this point, reverse the tank conveyor screw in the manner described above, forcing the obstruction out of the crusher when it can be removed from the trough.

DO NOT RUN CONVEYOR SCREW BACKWARDS MORE THAN THREE REVOLUTIONS.

Oiling

1. Put one quarter pint of engine oil in cup No. 24 to right of fire door and oil at intervals.

2. Put one eighth pint of engine oil in right and left elevator casings Nos. 13 and 14. This can be done by lifting pawl shifter No. 26 on top of elevator head casings.

3. Oil small holes No. 27 in elevator drive and reverse casings where elevator drive and reverse rotates.

4. Fill oil box No. 15 under deck plate on right side of right elevator casing, and oil every two or three hours.

5. Slide support and gear casing bearings are oiled by cups Nos. 19 and 21 under door in cab deck.

6. Universal joints, Nos. 18 and 20, slip joints No. 28 and conveyor support rollers should be oiled once a day.

7. Stoker driving engine cylinder should be fed two or three drops of oil a minute from stoker lubricator in cab, through lubricator pipe No. 11.

General Suggestions

See that fire is clean and in good condition before leaving terminal.

Build up a good fire with shovel.

Do not feed iron, rock, slate, wood or waste through the conveyor.

When train is standing on siding shut stoker off.

In cold weather see that drain cocks on driving engine cylinder are open.

Close the tank slide openings before taking coal on tender.

Duties of Fireman on Arrival at Terminals

Before leaving stoker engine on fire track see that slides in tank are closed.

When nearing terminal, after closing slide plates, driving engine should be run long enough to remove all the coal from conveyor.

Before giving up engine, place conveyor reversing lever in center or neutral position and run vertical screws to empty elevator pipes.

Close throttle valve No. 6 and steam jet line valve No. 3 tight, leaving No. 4 and No. 5 set.

It is good practice to close valves No. 1 and No. 2.

Roundhouse Inspection

It should be the duty of the stoker inspector in the roundhouse or at the fire track, to start up the stoker engine and note the general condition of the machine, paying particular attention to the following:

See that conveyor trough and elevators are free from coal.

See that the distributors are not burned off or are not too low; if burned off, renew them; if too low, raise them.

See that steam jets are blowing freely. If not, disconnect pipe and remove nozzle from elbow, and run a wire through to see that the holes are cleaned.

See that driving engine will reverse properly by using the operating rod on the back-head of the locomotive boiler.

See that left and right elevator and conveyor drives and reverses will perform their function in neutral, drive and reverse positions. If there is a knock in

the reverse take off the cover and see if the springs and pawls are all in proper position.

If any of the pawl springs are worn out replace them.

Inspect the conveyor driving shaft and see that the gear casing at rear end of trough is filled with soft grease.

Taking Coal

Close the tank opening with the slide cover plates coaling the tender.

Don'ts

1. Don't leave the tank openings uncovered when coaling the tender.

2. Don't let coal stand in the conveyor trough between trips.

3. Don't allow coal to accumulate in the tank cutout and become packed around the outside of the conveyor trough. This will break the trough when the locomotive is rounding a curve.

4. *Never place a hand or foot in the trough while stoker is in motion.*

5. Don't run the stoker without distributors. The distributors are designed to spread and *save* coal. Leaving them off means unnecessary *waste* of coal.

Did Jack Frost Nip Your Victory Garden?

He did mine—all except the onions—which were strong enough to pull through! But if Jack Frost was inconsiderate, that extra hour of dusk before supper is going to more than make up for him.

The evening meal tastes so much better now after a session with the fork and rake, rooting out those poor blighted beets and carrots, beans and radishes, and putting new seed in their places. Looks as if my Spring vegetables won't arrive until Summer, but they'll be there just the same.

Do you know that this year we have to ship millions of tons more of food abroad to starving peoples than ever before? It's a fact, and Hoover says if they don't get food, the world will get Bolshevism.

It isn't hard for me to make my choice, especially with vegetables higher in price than ever before. Me for that pleasant hour before dusk in the garden, with a keener appetite and a good work-out for health's sake. Then what I do may help oil the wheels of the world's badly creaking machinery and keep a few kiddies from going hungry.

Are you with me?

AN EMPLOYEE.

Found in the Noise

By John Newman

Terminal Timekeeper, Pier 22, New York



TRAVELING my "daily tour of duty," as the Railroad Administration calls it, between home and office and *vice versa*, I occupy myself reading the papers. Ordinarily I am conscious only of an all pervading Noise, something droning, buzzing and sleep-inviting, punctuated now and then by a kick on my shins, a stab in the ribs or a knockdown to my derby, to all of which inconsiderations I pay only small attention, having become accustomed to them during the eighteen years that I have slept in Brooklyn.

Ordinarily so. But one day recently I forgot my newspapers, and out of the chaotic chorus certain sounds detached themselves, and like wireless messages, picked up haphazard by instruments attuned to the requisite pitch, I received them without listening. As they furnish a sort of comment on the times we live in, I wish to immortalize some of them in our EMPLOYEES MAGAZINE.

MESSAGE 1: "—and butter ninety cents der pfund and eyer seventy cents der dutzen, I should buy noch Liberty bonds. Oy! was I a millionear already? The misses wants a new hat and the children needs shoes. Have I got a new hat? Not in seven years—look at it. Zadio's piano lessons cost five dollars each. What to do, I ask you, Shimmel—"

MESSAGE 2: "—what do you mean—go thru you?"

"I mean that you'd better try to circumnavigate my person instead of tunnelling through it, if you want to keep your nose the same shade of red that it is now."

"Don't get peevish—my nose can't be red. I only drink white wine."

"And alcohol—"

"Alcohol, eh. That explains why you like to chew me—"

MESSAGE 3: "—Izzy, put that candy in your pocket and lick your fingers clean; don't you see that you are making marks on that gentleman's pants—"

MESSAGE 4: "—an you oughta see him now, Joe!—bigga, stronga, fina boy! Solamagun! He go soldier smalla fella—no weigh much,—arm lika that-a,—no mucha good. Madre she cry: 'Dio, Dio, they killa my boy; 'Seppe, 'Seppe, I no see you no more, my poora bambino.' Corpo di Bacco, Joe, you oughta see him now,—stronga lika bulla,—arm lika that-a—gotta fina job-a now, pull-a da truck-a on B. & O. Pier 22—"

MESSAGE 5: "—Did she say that? Her husband pays income tax! And she coming to me every once in a while to borrow a quarter or a dime, to get 'milk for the baby,' you know (with suds on it, I think). And she borrowed my aluminum riceboiler and brought it back with a dent in the handle, and—"

MESSAGE 6: "—cluck, cluck, cluck—he-ha-ha-ha—ishn't that just awful? And then he said, 'Mame', says he, 'something is droppin' off'n you.' Gee, it was my garter and I almost died—!" (Chorus) "Aint that fierce, cluck, cluck, cluck, &c."

MESSAGE 7: "—say mister, will you train that gun of yours down when you sneeze. I don't mind the back of my coat so much, but don't spray my ears and collar—"

MESSAGE 8: "—stop that, Harry, somebody might know us—"

Then the conductor called out: "All out for -teenth avenoo," which is my cue to exit.



WILLIAM F. OTTMAN
Painter Foreman, Chillicothe, Ohio

William F. Ottman

Representative Employe of the Ohio Division

In the issue of April, 1916, we started in the MAGAZINE the series of portraits, "Representative Employes of the Railroad," the picture of the employe being on the left page and the brief tribute to him, on the right. The following sketch is the second in a new series and will be followed by other similar sketches until each division has had its representative appear. The selection of one man to represent a division does not mean that he is the only employe worthy of the distinction—rather that he is a representative of the good character and fine record attained by other of his coworkers.

William F. Ottman was born at Schooley's Station, Ross County, Ohio, October 7, 1856. At the age of ten he moved with his parents to Zaleski, Ohio. He entered the service of the old Marietta and Cincinnati Railroad Company, February 25, 1869, as a messenger boy at fifty cents per day, under chief clerk Edward Gabe, superintendent of car shops Thomas Duncan, and general foreman C. Stocklin. In a year he was made upholsterer apprentice, at which trade he served about two and one-half years. Then ill health forced him into open air work and he accepted a position as freight car painter. Three months of this enabled him to regain his health and, as he was still but a boy, he accepted another apprenticeship, this time in the Paint Department.

After serving his time, he worked as a painter on passenger car work at Zaleski, Ohio, and with the consolidation of the car and locomotive works and their transfer to Chillicothe, he worked as car and locomotive painter until 1899, when he was made painter foreman. He still holds this position.

He has seen many changes in his fifty years of continuous service. The Railroad has grown from the old split rail to the present standard size; from the "old goose neck link and pin" to the self-coupler; from hand to air brake; candle to electric light, and wood to coal burner. He well recalls the brass jackets and cylinder casings of the old time engines, and the old time engineers, who kept them polished bright. He remembers the red painted locomotive wheels and the engines named after different places and men of note.

Mr. Ottman helped build the first officer's car on the Ohio Division. It was No. 1, built for W. W. Peabody, at that time general superintendent. He also put the words "Dining Car" on the first car of that kind owned by the Ohio Division.

Mr. Ottman bears well the honor of being the oldest employe at the Chillicothe shops. He has never been suspended from service for any cause, and has been off duty only one week on account of sickness. In his fifty years of service he has been late for work only twice. He has never missed a pay car and, therefore, his name has never been off the roll.

Some how or other we like men of his sort, men who keep things bright on the Railroad, not only by the nature of their work but also by their untarnished records.—A. E. Erich, Secretary to Superintendent.



Baltimore and Ohio Employees Magazine

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Office, Mount Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Three Things to Remember

IT IS just about five years ago that we first began to hear the insistent call of the "Plattsburgh Idea." Insistent it was, not because of the number behind it, for its advocates were as lonely as the prophet of old crying in the wilderness. The typical man on the street said:

"America is rich and powerful; America is three thousand miles away from the scene of the great world struggle; America is self sufficient."

Yet more insistent was the answer of those few men of practical patriotism and far-seeing vision, "America must prepare; America must prepare."

The magnitude of the European struggle gave strength to their cry for preparedness. Finally, America was forced in and their prevision on this very Plattsburgh idea, the creation of a body of well trained civilian officers as the nucleus of our army, was and is recognized as one of the most important, if not the most important, contribution in principle to our quick and decisive victory. All honor to the few leaders who saw the future clearly, who had the courage to plead an unpopular cause and the determination to express it in resultful action.

Of these leaders two are best remembered. The one is gone, the one whom his friends like to think of as *the* Colonel. The other is living, and giving of his best by

spoken and written word to the problems of our country. We refer to Major General Leonard Wood.

General Wood says that our one great present problem is the proper absorption into their former civilian status of our discharged soldiers. He knows the American soldier about as well as any other man—a personal experience with thousands of soldiers and a chance to compare the results of his leadership in training with that of other able officers of high rank, has convinced the writer of that. He knows the weakness and strength of the enlisted man—the fellow who taught most of Europe the charm of the dotted ivories, the while he was beating back the best trained armies in the world. And he has the greatest admiration for this same enlisted man and thinks that we can hardly do too much for him. That is the first thing he would have us remember. Our debt to the discharged soldier is a real one. As long as he has a problem—of employment, of assistance, of sympathy—let us make that our problem, too.

The second thing is the new brotherhood, first formed in the comradeship of Americans and British at Cambrai, when our engineers dropped picks and shovels to seize English Enfields and help save the day. That comradeship enlarged as the battles grew fiercer and the suffering more terrible until it embraced French and British, Belgians, Italians and others, amidst the awful sacrifices which finally broke the Hindenburg line. Surely that was a brotherhood baptized in holy blood. Let not the memory of the Argonne fail us! French, British, Belgians, Italians, Americans, brothers of common vision, ideal, sacrifice, victory—let not that brotherhood falter or fail, Americans, through any fault of ours.

The third thing is not inspiring except as duty inspires. It is not pleasant except as duty is pleasant. It does not even now seem to be popular, for it is human nature quickly to forget. It is that old call to Preparedness.

Who does not want to see a League of Nations that will bring about World comity and surcease from War? Nay—that is not the pertinent question, for we

would all wish to subscribe to such a league. The question is rather, "who will see to it that the League of Nations brings about World Peace?" "America," you answer. "Yes, America," we agree, "but only if she is prepared to do so."

Can we discount one iota the slumbering wrath of a Germany which not a single investigator has yet found penitent? A Germany with a nation of hundreds of millions at her eastern frontier, plastic to the touch of a leadership whose god is efficiency.

There is not yet anything to show that arbitration is a final settlement of international differences; it will take years to prove that. In the meantime, America must be prepared. As General Wood says:

"Arbitration is workable only when you are strong as well as talkative." And again:

"A one-armed soldier can walk through all the paper agreements in the world."

No, we don't like to think and talk about Preparedness. It brings too strongly to our senses the smell, the sight and the noise of the holocaust of the last few years. But it is for that very reason that we *must* think about it, to the end that the monster of war can never be loosed again.

Joe Tynan and Kipling



I MET in the Authors' Club recently one of the highbrow Socialists, what Roosevelt would have styled a "parlor Bolshevik," an effeminate person with an affected voice which he had dedicated to down-trodden labor. He waxed eloquent on the inequalities of the present system, and prophesied a coming day when here in America all men would be equal. He exclaimed, "What right has Joe Tynan got to half a million a year, when the great masses of the toilers in the shipyards earn only a living wage?"

"Never mind Joe Tynan," I answered; "he's in the shipbuilding line. You don't know anything about that business; neither do I. We do know the writing

business; so I say, 'What right has Rudyard Kipling got to a dollar a word?'"

My friend, being something of a critic, was a connoisseur of values in the literary market, and admitted that Kipling was worth almost any price on account of his wonderful genius.

"Well," I answered, "Joe Tynan does in ships what Kipling does in letters, and each, I believe, in his different line is worth all the recompense that we have given."

My highbrow friend would stand for no leveling up in the esthetic world. Kipling and Michael Angelo were peerless, but as soon as we descended into what he regarded as the lower world of business, his pipe-dreaming political economy was a matter of leveling up, forgetting that the creative ability which brings forth its Moses in marbles is but another form of that ability which brings forth our modern industries. That same touch of genius which makes for the vast inequalities in the realm of art makes no less for inequalities in industry.—*Arthur Hunt Chute in Leslie's.*

THE OTHER DAY WE SAW A WONDERFUL THOUGHT EXPRESSED IN A PIECE OF SCULPTURE.

IT WAS A MAN CARVING HIMSELF OUT OF A SOLID PIECE OF MARBLE, BEATING AWAY THE HANDICAPS, BREAKING DOWN THE BARRIERS, CHISELING OUT HIS OWN CAREER, MODELING HIMSELF WITH HIS OWN HANDS —

THIS THOUGHT COULD ONLY COME TO LIFE IN FREE AMERICA —

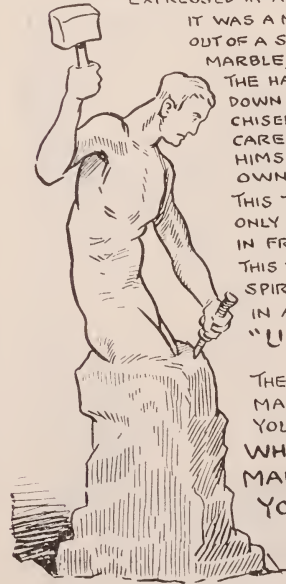
THIS THOUGHT IS THE SPIRIT OF AMERICA —

IN AMERICA IT IS

"UP TO YOU!"

THE CHISEL AND Mallet ARE IN YOUR HANDS —

WHAT ARE YOU MAKING OUT OF YOURSELF?



As Seen by

Cutting Down the Tree to Get the Fruit



It Makes It Easy Picking for a While



But What Will They Do Next Season?

—Copyright, 1919, New York Tribune, Inc. Reproduced by permission.



Gibraltar.

—From *The Commercial Appeal*, Memphis.

WHEN A FELLER NEEDS A FRIEND



BRIGGS '14

—Courtesy N. Y. Tribune.

"DER TAG!"



Allen Hilday
—From the *Brooklyn Eagle*.

the Cartoonists

How It Looks to the Dog



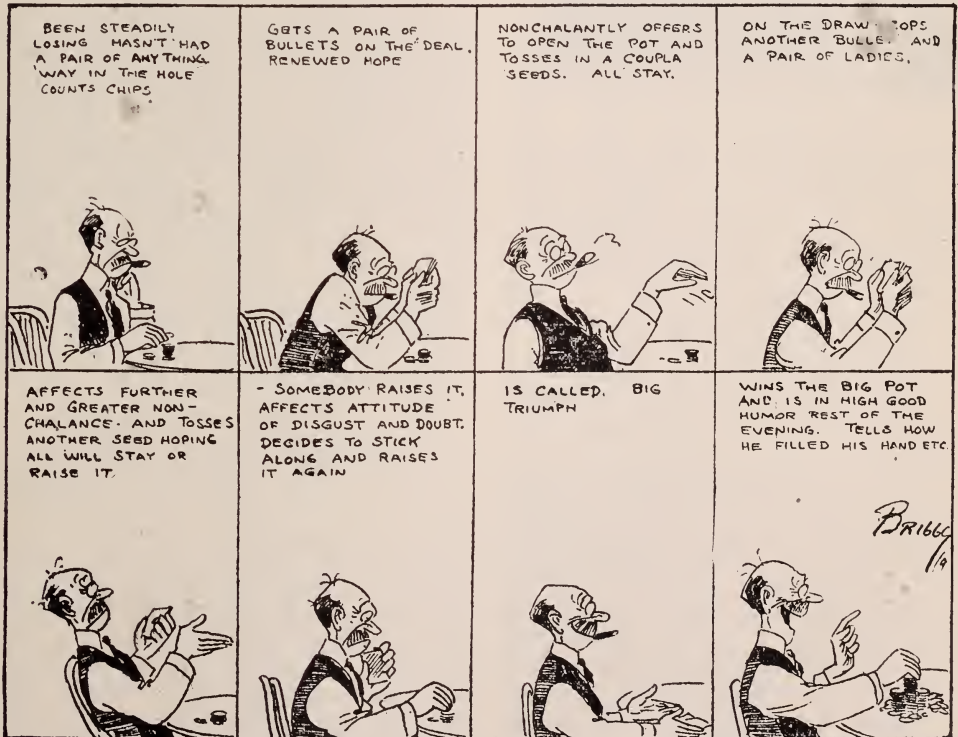
The Return of Gardener Wilson

"Have I deceived myself? I planted olives and I find snagdragons!"
—From *Le Rire, Paris*.



—from *The Grand Forks Herald*

MOVIE OF A MAN PLAYING A HAND OF POKER - By Briggs



—Courtesy Baltimore Evening Sun.



William Hamilton Ball, Relief Department, His Own Biographer

Barber's helper, sailor lad, office boy, surveyor,
Constable, then lawyer's clerk and manuscript purveyor,
Read how this philanderer the Fates would richly bribe
To end his wandering tendencies by making him a scribe.

MY NAME is William Hamilton Ball, and the old man insists that we can clearly trace descent from the family of George Washington's wife, Mary Custis Ball. This is mere empty family pride, and I don't take much stock in it because I know that if I carry the investigation far enough back, I will discover why my ears resemble those of an ass, and find my original progenitor to have been just a wriggling, crawling, squirming worm, or a grinning anthropoid ape. No, I don't claim any credit for having noble and distinguished ancestry, even though Alexander Hamilton contributed my middle name.

I was born in Baltimore, Md., 38 years ago, on November 14, 1881. Attended public schools as long as they tolerated my presence, and when the pursuit of knowledge did not interfere with the more congenial occupations of newsboy and score-carrier during the days when John L. Sullivan was battling his way into immortality as a heavy-weight, and the old Baltimore "Orioles" were record breaking pennant-winners.

Apprenticed to a conscienceless shyster tonsorial artist at the sophisticated age of eleven, I fled from that abject and vile servitude one year later, because I would hold no communion with undertakers in assisting at the shaving of a deceased customer. I attempted to ship as a cabin boy, in emulation and imitation of lads I had read about in the sea stories of W. Clark Russell, but was driven from the deck of the vessel by a pirate who had more whiskey under his belt than the poetry of the sea in his withered and atrophied soul.

The Lure of the Law

I established business relations with a famous lawyer of Baltimore, producing a guaranteed weekly stipend of \$1.25. The principal duties were sweeping and dusting three spacious consultation chambers reserved for the brethren who sought balm and solace for shattered contracts and wounded limbs; grooming a herd of refractory cuspidors; building and nursing three open fire places; and running errands up and down stairs in the days when telephones were mysterious de-

vices and expensive luxuries, and elevators were reserved for more costly articles than the common garden variety of boys.

He Takes His First "Drink"

Surrounded by books on every conceivable subject, it was here that I took my first real drink at the fountain of knowledge. In the periods between raking ashes out of the fire and the summons to go a thousand miles on an errand, I eagerly perused a battered copy of "Webster's Unabridged," which had been relegated to an ignominious berth in the sanctum where I presided as guardian of the outer portal.

I sat daily in Courts where such famous Maryland lawyers as Governor William Pinkney Whyte, Severn Teackle Wallis, John P. Poe, and Bernard Carter discussed abstruse problems and delivered orations rivalling those of Demosthenes. Ambition and aspiration are largely products of environment, and forthwith I decided to become an eminent jurist. Books and night schools absorbed every moment of my spare time. I studied shorthand at home. To acquire greater fluency in the use of the language, I contracted with the vice-principal of a night school to assist in teaching elementary arithmetic, spelling and penmanship in return for private instruction in rhetoric and what was then called Belles Lettres.

Books, as a means of conversing with the greatest minds of all ages, and education for its own sake, became a passion with me, and I steadily advanced in knowledge and experience until, at the age of eighteen years, I could have passed the oral examination for admission to the bar, but was not eligible because I had not attained majority.

And Loses His Health

Then something happened. My health, the most valuable asset I possessed, became much impaired, and the doctors advised work out of doors. I regretfully severed a long, pleasant and valuable connection with my employer, and after an interval of idleness, accepted a

position in 1901 upon the surveying staff of a coal mining company in Pennsylvania. This was going back to nature for me, and I "roughed it" in every sense of the word. The great coal strike of 1902 found me in good physical condition to "whip my weight in wild cats," and I confess now that we, as deputies of the State Constabulary, just "hankered after scraps" with the disaffected miners.



Never Mind the Ears—Watch the Smile!

The Relief Department Had to Have Him

In October, 1902, I came back to Baltimore to work in the general offices of the Coal Company, and accidentally met my intimate friend, Thomas A. Murphy, who was then secretary to Dr. S. R. Barr, the late superintendent of the Relief Department. Murphy and I were book-lovers and occasional contributors to such magazines as *Comfort*, *Youth's Companion* and similar papers. His health was bad, and he had planned to leave for a more salubrious climate. Dr. Barr instructed him to seek an understudy, and he offered the chance to me, which I accepted. Murphy subsequently decided to remain, and I was selected to serve as the pioneer clerk to medical examiners. In 1904 I was promoted to secretary to H. A. Bateman, then assistant superintendent of the department. During the years of this service I was in daily con-

tact with the men who had been instrumental in the organization of the Relief Department, and thus acquired personal knowledge of the traditions, practices and policies of the organization.

I also served intermittently as an aid to Major J. G. Pangborn, who was then special representative to the president, and assisted in the collection of statistics and the compilation of data concerning the evolution of various phases of the Company's activities. My association with these well-known pioneers in welfare movements had a definite educational value.

In 1909 Mr. Murphy died, and Dr. Barr selected me as his secretary, which position I occupied until his death in March, 1918. W. J. Dudley, upon appointment as Dr. Barr's successor, promoted me to assistant to the superintendent, which position I still retain. I have, likewise, been acting as chief clerk of the Relief and Pension Features ever since H. L. Harker, the former incumbent, entered military service in September, 1918.

An Awful Confession—Don't Read It, Girls!

I am a "mugwump" in politics, have no religious affiliations, chew tobacco, smoke a pipe, cuss when I get angry, don't care a tinker's damn for social distinction, hate to dress up, don't meddle in petty conspiracies for place, despise all sham and hypocrisy, like my job, believe our Relief Department is the most wonderful and helpful institution devised for railroad men, and I don't seek publicity.

I'd rather be a writer of renown than anything else under the sun, and when I can stop collecting the "goat-feathers" immortalized by Ellis Parker Butler, I plan to make the world read what is just bubbling and welling up in me for expression. The itch for scribbling and the love of good books are my hobbies, and I read everything—having no particular favorites among writers, with the exception of Macaulay and "Bobbie" Burns.

I am a widower with two children—a boy aged twelve years, and a girl aged eleven.

Yours truly,

WILLIAM H. BALL,
*Assistant to Superintendent
and Acting Chief Clerk.*

P. S.—I forgot to say that I studied telegraphy; enrolled as a student of law in the University of Maryland, but never completed the course; can read French and German; sail a boat; like aquatic sports, and don't know the difference between a clutch and an accelerator on an automobile.

"Heroes of Today"

DOUBTLESS you have spent part of your life telling stories to children. The tales at which they opened their eyes the widest were those in which you spoke of real men.

You always held their attention when you mentioned the Daniel Boones, the Anthony Waynes, and the Ethan Allens, or when you went back to the days of King Arthur and told of the Knights of the Round Table.

"S'pose there aint any real heroes in these days," says one. "Yes," you say, "there are men like Doctor Grenfell of Labrador, who sails through rocky channels and over uncharted seas to minister to his flock of fisher folk." If your hearers are Baltimore and Ohio children, or red-blooded Baltimore and Ohio employes, they will listen to the story of the life of one of the medical examiners, who gave his life to his work.

When the influenza epidemic broke out in the Connellsville District, Doctor Frank H. Weidemann was called upon to do his utmost to relieve the needs of the employes of the Railroad, all of whom were actually his neighbors and friends. They could not obtain proper medical attention owing to the lack of physicians. Though repeatedly urged to spare himself, he worked until the disease had weakened him beyond recovery.

He died on October 24, 1918, and was buried on October 26, in Mount Peace Cemetery, Philadelphia, Pa.

Here was a man who gave his life for others, dying that through his unselfish efforts others might live.

Was he not a real hero of today?

Frank Highley Weidemann was the son of Doctor Charles A. Weidemann, and was born in Philadelphia on January 14, 1878.

His earlier educational training was in the public schools of Philadelphia. At the conclusion of his schooling he entered the Medico-Chirurgical College at Philadelphia, from which he was graduated in 1899. After ten years of general medical

nized and appreciated in the cities in which he was located.

He was an efficient and untiring worker. Desiring to be well informed and up to date, he gave most of his spare time to the study of medical problems. It was universally recognized that he was thoroughly equipped and capable of handling any professional problem. He loved his home, where he had the helpful and sympathetic aid of the wife who believed in his ideals and who helped to make him a real friend to his fellow man.

He was married to Miss Laura M. Musselman on October 18, 1899.

Dr. Weidemann is survived by his wife; two children, Warren R. and Mary A. Weidemann; his father, Dr. C. A. Weidemann, and by two sisters and two brothers.

He was a member of the Masonic fraternity.

He leaves behind him the record of work well done, and duties conscientiously executed.—*H. Irving Martin, Statistician, Relief Department.*



The late Dr. F. H. Weidemann

practice he was appointed assistant medical examiner on November 1, 1909. After serving at Pittsburgh and New Castle he was transferred to Chillicothe, Ohio, on May 1, 1915, as medical examiner. On May 1, 1917 he was transferred to the Connellsville District. It generally takes a long time for a physician to get a foothold in a large city, but Doctor Weidemann's abilities were quickly recog-

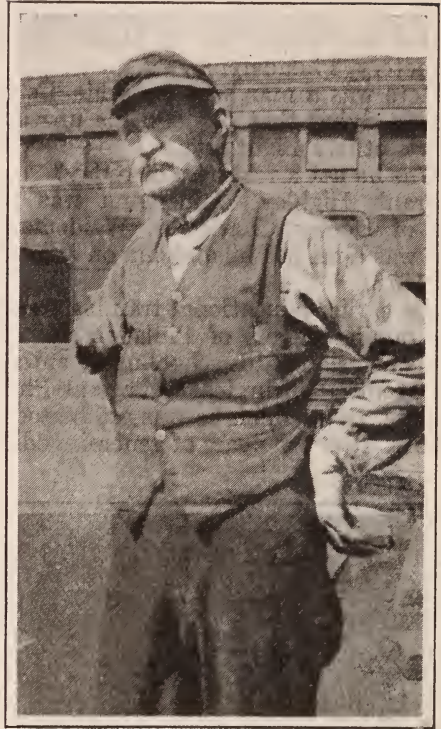
The Bride on the Cover

THE bride on the cover is Miss Evelyn Gosnell, the featured player in the Paramount-Flagg satirical comedy, "Welcome, Little Stranger," which was released May 18. Miss Gosnell is a very busy young lady; for in addition to appearing in Paramount-Flagg comedies, she also plays second lead in "Up in Mabel's Room," one of the pronounced stage hits of the New York season.

She was born in Stockholm twenty-three years ago; but not caring much for the old country, brought her parents to America when she was five and a half years old. After trying New York, Mexico City, and St. Louis as a place of residence, she paused in Sparta, Ills., long enough to allow her father to acquire a fortune. Then after completing her education in a fashionable finishing school in Chicago, she returned to New York and chose a career on the stage rather than the life of a society girl. For a year she

played in "stock," which is the kindergarten, grammar school and university of the stage all in one. From this she graduated on to Broadway, where her beauty and talent made an instantaneous hit, and, of course, quickly got into motion pictures, the ultimate destination of all really exceptional players.

The bridal costume complete is from J. M. Gidding & Co., of 564-8 Fifth Avenue, New York. It is a fact worth remembering that this house keeps ready-to-wear bridal outfits constantly on hand, thus doing away with the trouble and delay of making the trousseau. In such cases delays are dangerous; because the longer the interval between the betrothal and the wedding the more chances there are for the bride-elect to exercise woman's inalienable right to change her mind.



Thomas Callan

Over Half Century in the Service and on Duty Today

THOMAS CALLAN, of 2419 Jacob Street, Wheeling, W. Va., whose picture is here shown, has the honor of being the senior employe of the Wheeling Division.

He entered the service of the Railroad in 1866 as blacksmith helper at the old shops in Wheeling, was promoted to blacksmith in 1868, and has since been continuously on the job.

He came to Benwood shops when they were moved from Wheeling in 1893, and a glance at his picture will show you that he is hearty enough for many more years of service. The picture was taken when he was on duty on "the Firing Line" at the Benwood roundhouse and he looks anything but an old man. Mr. Callan's fifty-three years of faithful service is a sterling record, and he has the

additional honor of having worked for twenty-seven different master mechanics and foremen.

Winning Specimens from Telegraph Penmanship Contests Published

TELEGRAPH operators who followed the Telegraph Penmanship Contests conducted by the *Railroad Man's Magazine* during the years 1917 and 1918 will be interested to learn that all of the winning specimens have been published in book form. The book is handsomely gotten up in library binding and copies may be obtained from Donald McNicol, 253 Broadway, New York. The price is \$1.15 per copy.

Always EXPECT the UNEXPECTED. Ninety-nine times out of a hundred it is the UNEXPECTED which kills or maims. Your watchfulness for the UNEXPECTED robs it of its danger when it comes.—R. B. Fitzpatrick, Terminal Trainmaster, Cincinnati.



**“Aunt Mary”
Sees the**

**Baseball
Game**

And Loses on the Benedicts!

By Margaret Talbott Stevens

File Clerk, Transportation Department

BALTIMORE, May 1, 1919.

Dear Mister Editor:

Them fellers what works down in the Transportation Department is been pesterin' me about writin' to you about that great game they had on Good Friday out to Druid Hill Park. I'll say it wuz some game. Ezra sez 'twas equal to the World's Serious. Well, 'twas serious enough. If you'd a seed the way them 'ere players went after each other, you'd a thought that every one of them single fellers had done run off with every one of them married men's wives. But even at that, we surely done had a good time.

Me, I went along with a bunch of the liveliest girls what works in that office. They said they wanted me for a c-h-a-p-e-r-o-n. (I jus' fergit exactly what they call it, but Genevieve told me how to spell it, an' I reckon she knows if anybody does.) That means somebody to look after the girls so's they wouldn't make no eyes at the married men, what's got good, lovin' wives to home. An' I congratoolate myself on havin' done my dooty in spite of the han'someness of the menfolks. (I ain't includin' Ezra in them remarks.) You know how I made them girls keep quiet? Well, I got a kodak (they uster call 'em plain "camerys"; I reckon you know what I mean), an' I jus' naturally told them girls that if they got to makin' eyes at any feller on the grounds that I'd catch their pic-

tures with that kodak, an' SEND THAT PICTURE TO THEIR MA. That fixed 'em all right. An' I took a picture of the players, an' one of the spectaters, an' two or three more that I am sendin' you.

Well, when we first got to the grounds, who did the girls spy right away but Tom McCann's big soldier brother, Captain John of the Marines, an' I believe they'd a e't him up if it hadn't been that I turned the kodak on them. Then there wuz another big crowd of girls an' boys comin' over the hill. I'll declare to goodness if it didn't seem like the whole Railroad Company had done turned out to see the Married Men make the Single Men lick the mud off the home plate, as Ezra sez they wuz goin' to do. I know lots of 'em must a done it, too, as much mud as there wuz around that home plate, the rain havin' been rainin' steady for several days previ'us.

Way off in the crowd to the right there wuz Mister Clarke an' Mister Blair, an' Mister Kraft an' Mister Fellows, all enjoyin' the game, which wuz jus' startin' then, an' they wuz rootin' fer all they wuz worth fer the Married Men. An' right next to them wuz Lou, an' Becky, an' Esther, an' Elsie, an' Genevieve, an' Miriam, an'—well, I reckon there wuz more girls than I ever seen in any one place, leavin' out the time Ezra took me to see Barnum & Bailey's Greatest Show On Earth. Then, big as life an' twicet as natural wuz Mister Wider-



1—Single Men's Team. Standing, left to right: Cobb, Marley, Wood, Guerke, Burns, Fitzgibbons, Poole. Sitting: Scharnagle, Phillips, Hiller, Griffith in foreground. 2—Married Men's Team. Standing, left to right: Collins, Volk, Dienhart, Evans, J. C. Page (Umpire), McCann, Keller. Sitting: Siebert, Faustman, "Gus" Schweizer (Mascot), Sellman. 3—The Mascots: August Schweizer and George Barry. 4—Among those present: background, J. D. Clarke, J. B. Blair; foreground, W. A. Kraft, C. J. Fellows. 5—The Umpire: J. C. Page 6—Scharnagle at the bat. 7—Sellman after his two-base hit.

man, with a great big score card in his hand, an' people a-runnin' up to him every minute sayin', "What's the score? What's the score?"

There! I almost clean forgot the mascots, Barry an' Gus. They wuz walkin aroun' as if they wuzn't even scared to tell the cop where to head in, an' they wuz all dressed up like human baseballs, George Barry havin' a sign on him sayin' that he wist he wuz married, an' August Schweizer havin' one on him that said he wist he wuz single again. I reckon they done expressed the sentiments of more'n one man there, if you can judge from appear'nces.

Speakin' of appear'nces, Mister Editor, you ought to seed them uniforms. Nary a one wuz like another one. An' yet, as the sayin' goes, Solomon in all his glory wuz not arrayed like one of these. "Merk" Evans, or "Hank," as some call him, had on a cap that uster wuz a felt hat, all sewed around with a butcher knife, I reckon; "Mad" Siebert wuz all dolled up in what they called a "chest protector" an' a "mask," but (I wouldn't let him know I said so for the world) he looked to me like he wuz behind the bars. "Skinny" Sellman wuz done up in white, like as if he wuz ready for a game of croquet on the lawn. Several others, like Burns, Scharnagle, an' Guerke, wuz dressed up like REAL PLAYERS. "Ty" Cobb? Well, he had a something on that looked like what the "Chink" wears what Ezra takes his collars to. The rest of 'em looked fairly human.

The line-up as I give it to you in my other letter had to be changed a little on account of some crippled fingers an' black eyes. But as you can see from the copy of the score card what I attached, we had a fine bunch of players on both sides. An' if the Married Men did get licked, it wasn't my fault, as anybody who wuz there can tell you. Why, the way I jumped up an' down an' hurraed for 'em, nobody would never of thought that I wuz fifty-eight goin' on fifty-nine.

By the time I got there the game wuz fairly started, an' by the time I got my spees a'justed an' my false front on straight, which had come unpinned when I wuz tryin' to run down the hill below the Mansion House with the girls, they wuz startin' the second innin', as they called it. All of a sudden like, I seed "Hank" a runnin' crosst the field, an' down a little path like he wuz runnin' from bumble bees. "What's the matter? What's the matter?" says I.

"Oh, Aunt Mary," says Paul. "Don't you know? He's makin' a run!"

"A run!" sez I. "Sure I know he's runnin'. Where do you think my eyes is? But what's he runnin' from?"

An' then, afore anybody could answer, I seed it all. There wuz a feller named Woods that wuz runnin' after him like dear life, ketchin' a baseball in his hand. But "Hank" got to that mud hole what they called the Home Base before the baseball got there. An' then I seed it all to once. You knock the ball an' run, an' the feller with the ball runs or throws it to somebody else near you. An' then if you git there before the ball then you're a hero; but if the ball gits there first, then the umpire hollers "Out!" An' out you are.

An' them umpires! Mister Page wuz right there, an' so wuz "Jerry" Fitzgibbons. When they hollered "Safe!" there wuzn't nary one there what dared to dispute the fact. They said so, an' that's all there wuz to it. An' the third time one of 'em hollered "Out!" they all changed sides like they wuz playin' "Pussy Wants a Corner." An' them what went out in the field, as they called it, had faces on them a mile or two long, whilst them what come in wuz grinnin' grins a mile or so wide. Takin' it all in all, I reckon 'twuz broad as 'twuz long.

Right away, on the Single Men's second innin' they got three out. I believe 'twuz right about at this point in the game that "Skinny" Sellman made what they call a two-base hit. I heard 'he ball an' the bat hit each other with a powerful noise, an' I sez to myself that somethin' wuz goin' to happen. An' it did. You know there's three sand bags all spread out around the field what they calls bases, each one bein' at the end of a little path. Well, while they wuz runnin' after that ball, what does "Skinny" do but get past two of them sand bags an' right up to the third one, all but a couple of feet, without stoppin' to ketch his breath. My lands! The way he fell on that ground, we all thought 'twuz a earthquake. But the umpire then hollered "Out!" so of course he wuz out. An' a shame it wuz, too. If they'd only a give him another three or four seconds he would a-been there. Well, then the Single Men came in, three got out, an' twuz the Married Men's turn again. I forgot to say that Faustman an' Dienhart got a run apiece in the third innin', makin' the score now three to nothin' in favor of the Married Men. In the fourth innin' "Hank" Evans got another run. He is some runner. I'll bet he could run for Mayor of Baltimore if he tried hard enough. That made the score 4 to 0.

But right here's where the tide turned. The Single Men got mad at somethin' an' started to play sure enough by fixing up three runs, made by "Killem" Scharnagle, "Pill" Woods, an' "Slant-eye" Hiller. The fifth innin' went by a flyin', nobody gettin' any runs whatsoever. But in the sixth, "Hank" Evans' lowed ashow he wuz rested up enough to make another run, which he did, an' wuz follered accordingly by one each from "Mad" Siebert, "Swiftly" Faustman, an' "Hittem High" Dienhart. This made the score 8 to 3 at the end of the 6th, the Single Men not gettin' nothin' but three outs for their trouble. In the 7th the Married Men got three outs, but them Single fellers had done changed pitchers, which helped 'em considerable on account of the other one bein' sort of tired. Right here "Bobbie" Burns set 'em up by scorin' a run. An' "Whistlin'" Guerke, "Killem" Scharnagle, an' "Pill" Woods said they wuzn't goin' to let Luke get nothin' in on them, an' they got one apiece. The score wuz now 8 to 7. But what does "Home Run" Poole do but run home, follered by "Ty" Cobb, makin' the score 8 to 9, in favor of the Single fellers. You can bet your boots there wuz some excitement now. Time wuz growin' short an' another team wuz waitin' for the diamond. So, in the 8th innin' the Old Boys got excited an' made 3 outs right away; but Poole, of the Single Men, made a nother run, makin' the score 10 to 8. In the ninth innin' "Fatty" Collins put himself on the map by makin' a run. An' that closed the game, the score bein' 10 to 9 in favor of the Single Men. But they all played well on both sides, an' particular the Married Men. We have to say a good word for *them*, pore fellers, what aint had no more strenuous exercise in the last 5 or 10 years than rockin' the children to sleep an' gettin' up an' makin' the kitchen fire in the mornin', an' windin' up the clock at night.

We all had a good time, though I reckon' we would of got hungry afore 'twuz over if Mister Miller hadn't come along with a pocket-full of peanuts what he had bought, I reckon, to feed the monkeys. Poor monkeys!

Takin' it all in all, it wuz a fine game, an' b'lieve me, they wuzn't nobody there what enjoyed it any more than

Yours truly,

AUNT MARY.

P. S. You know, I never could write a letter without writin' a post-script. Howsomer, what I wuz goin' to say is this: That grand an' glorious bunch of players that we have got,

picked out from among its number a bunch which was to play the Car Service Department, which they did on last Saturday. One of the little boys down at the office saw the game. I asked him to write me a story on it. The result follows the score.

AUNT MARY.

The Contributors

MARRIED MEN	AB	R	H	PO	E	B	S	O	S	B
"Hank" Evans, ss.....	5	3	2	1	1	0	0	0	1	
"Mad" Siebert, c.....	5	1	2	10	0	0	0	0	0	
"Swiftly" Faustman, p....	3	2	2	1	1	5	9	0		
"Hittem High" Dienhart 3b	2	2	0	2	1	0	0	0		
"Skinny" Sellman, lf.....	4	0	1	2	0	0	0	0		
"Kan 'em" Keller, 1b....	4	0	1	6	0	0	0	0		
"B. Quiet" Volk, cf.....	4	0	2	0	0	0	0	0		
"Fatty" Collins, 2b.....	5	1	1	2	0	0	0	0		
"Just Tom" McCann, lf....	5	0	0	0	0	0	0	0		
Totals.....	37	9	11	24	3	5	9	1		

SINGLE MEN	AB	R	H	PO	E	B	S	O	S	B
"Bobbie" Burns, lf.....	5	1	1	2	0	0	0	0	2	
"Long Haired" Marley, 2b	4	1	0	1	3	0	0	0	0	
"Whistling" Guerke, ss....	4	1	1	2	0	0	0	0		
"Killem" Scharnagle, 1b..	4	2	3	12	0	0	0	1		
"Pill" Woods, c.....	4	2	1	9	1	0	0	1		
"Fixem" Phillips, rf.....	4	0	0	0	0	0	0	0		
"Slant-eye" Hiller, 3b....	4	1	1	2	0	0	0	0		
"Chasem" Griffith, cf....	4	0	0	0	0	0	0	0		
"Home Run" Poole, p....	2	2	1	0	0	6	7	3		
"Ty" Cobb, p.....	1	0	1	0	0	3	1	0		
Totals.....	36	10	9	27	6	9	8	7		

Umpires—J. C. Page, J. Fitzgibbons.
Mascots—A. Schweizer, G. Barry.

Pride Goeth Before a Fall

A Biblical Story with a Well-known Moral

By L. Levison

In two parts.

PART I

In the ancient city of Baltimore did locate the Baltimore and Ohio, with many offices. And the air became warm with the coming of Spring. And Baseball, and Flowers, and Love filled the air.

Now it so chanced that one of these offices, namely Car Service, did once upon a time see a game of baseball, and straightway they became imbued and obsessed with the idea that they could play the game. And they did spread by word of mouth, and through the prophet Eleazer (alias Oberender) and his disciples that they were wonderfully proficient, and that none could stand before them. Verily, this was not well.

And it further chanced that across the river Corridor was another office, Transportation by name. And they, too, formed bands of warriors for baseballing. And the prophet Eleazer came unto them and said: "How, now, dost thou call thyself ball-players? We hurl defiance at you." And the Transportation Department did modestly admit that they were able to play a little, and that they would array themselves and meet the challenge of the Car Service. And there was much joy in Car Service. And they did laugh and howl with glee at what they would do to the Transportation. Verily, this was not well.

PART II

Ere many moons, the bands of warriors met on the field of battle, Clifton Park, and the Car Service was attended by their faithful, though misguided follower, Belshazzar (alias Bayne). And the judges were selected (by themselves), and the Car Service team was praised (like-

wise by themselves), and after much ado, war was waged. Verily, *this was well*.

For righteousness shall triumph, and the wicked who praise themselves shall be punished. For lo! it came to pass that the semi-professional stars of the Car Service were out of their firmament that day, and they could not shine, and those of them who were not stars played in like manner. And the Transportation team did smite the Car Service team heavily, and they went down to defeat. And they were full sore. And when the toll had been taken, the score was found to be 31 to 6, and the Transportation team was victor. But even the wicked shall be pitied, and the combat was called at the end of but six innings.

And there was much weeping and wailing and gnashing of teeth in the ranks of the Car Service. And those who had laughed and howled with glee now wept and howled in pain. Selah.

MORAL: He who laughs last, laughs best.

"No Smoking"

During the past several months a number of serious fires have been traced to smoking by employes in places where this practice is forbidden.

Some time ago the Director General issued a drastic order, forbidding smoking in railroad properties and appealing to all employes for cooperation in carrying out this order. Experience indicates that our employes are not observing this important rule.

A fire in one of our shops or other large properties might throw all employes in the affected vicinity out of work. Do not endanger your job by a stolen "smoke" and see to it that your fellow-employe does not jeopardize it either.

Help us in our campaign for fire prevention in our properties. Do your part to reduce losses which inevitably affect your welfare.

B. S. MACE,
Superintendent of Fire Prevention

United States Railroad Administration

News from Washington

Wants Everyone to Understand Railroad Problems

"I am a great believer in the view," declared Director General Hines in his recent address before the American Lumber Congress in Chicago, "that this country is too big for anybody in Washington to know the whole situation, and that the more we can get in touch with the local agencies and understand the local point of view the more we will accomplish our ideal of rendering a proper public service at proper rates.

Wage Levels not to be Reduced

"In the last month," he went on to say, "I have had conferences with practically every federal manager of railroads in the United States. At every one of these conferences the subject has been discussed as to what could be done to get away from the basis of war cost and war methods which were unduly costly under existing peace conditions and the subnormal conditions of business.

"It has been clearly understood in all these conferences that the wage levels are not to be reduced, but that every practice which has grown up during the war is subject to revision in order to avoid unnecessary cost.

Against any Temporary Retrenchment

"It was better," he said, "not to disturb the general situation by any merely temporary retrenchment which would have to be made up later on by an abnormal amount of work. We have tried to proceed on a reasonable and sensible basis, bearing in mind that under our contracts with the railroad companies we have to maintain the railroads up to the standard of what is known as the test period, the three years which ended on June 30, 1917; so that we have a maintenance program to carry out which is much greater than that which would probably be carried out under private management at the present time.

Maintenance Must be Kept Up

"The Government has to keep this maintenance up, and it is not our purpose to cut the maintenance to the minimum. We will be doing more work and incurring more cost than the private management, and it will have the advantage of helping to stabilize the industrial situation, which everybody realizes is exceedingly difficult.

Railroads Confronted with Abnormal Conditions

"No business in the country is normal at the present time and none can make a satisfactory showing unless it is in some particularly advantageous position. The railroads are experiencing this difficulty just as much as any other line of industry.

"I want to ask you gentlemen to look at this matter in a clear-headed way and to bear in mind, when any discussion is developed as to the present unfavorable showing, that it is a matter that is inevitable, that it is perfectly natural. The railroads are going through a drastic readjustment process after the greatest war the world has ever known. It is what anybody might expect. One of the reasons the railroads are retained for a time is in order to take care of this period of readjustment. If the railroads had been under private management they would have been confronted with exactly the same sort of situation. They would have been loaded down with war costs and they would have been laboring along with an inadequate business to take care of these costs."

Lake Line Established

In an endeavor to restore as nearly as possible pre-war conditions, a lake line has been established between Buffalo, Chicago and Milwaukee, to operate in connection with all trunk lines to and from Buffalo and the western trunk lines beyond Chicago and Milwaukee, in addition to serving the Chicago and Milwaukee terri-

tories. To expedite the movement of freight and save excessive terminal work, one dock at Buffalo has been designated as a point of interchange for all eastern roads. It is known as the Tift Farm Terminal of the Lehigh Valley Railroad. Practically the same scale of differential rates under all rail, as was in effect in 1917, has been authorized.

First Railroad "Over the Top"

The Waterloo, Cedar Falls & Northern Railroad was the first one reporting to headquarters a one hundred per cent. Victory Loan subscription. Three hundred and thirty-five employees subscribed \$34,200.

Garnishment of Wages

An order has been issued rescinding General Order No. 43, which provided that money in the possession of carriers under federal control shall not be subject to attachment, garnishment or like process. This action does not make wages or other money subject to attachment or garnishment if the same is not so subject under the laws of the state. It leaves the matter to be governed by the Act of Congress now in force and to the state statutes where applicable.

The Supreme Court of Tennessee recently held that by reason of the Federal Control Act, money in possession of the Railroad Administration is not subject to attachment or garnishment and that this is the law regardless of General Order No. 43, thus indicating that General Order No. 43 is superfluous.

In view of this and other decisions, it has been concluded wise to leave the matter covered by the present laws rather than by any action on the part of the Railroad Administration.

The Financial Outlook

Reviewing the financial experience of the railroads during the first three months of the calendar year and outlining what could be anticipated for the balance of the year, Director General Hines recently gave to the press a statement from which the following excerpts are taken:

"I believe it is highly important to keep the public as fully informed as practicable as to the financial results of the Railroad Administration. Practically complete accounting for the calendar year 1918 has just been accomplished and

tentative results for the months of January, February and March, 1919, have become available. I take advantage of the first opportunity after an extensive trip in the West to put a summary of these results before the public.

"The results for the calendar year 1918 show that at December 31, 1918, the deficit incurred by the Railroad Administration for that year, after deducting the rental due the railroad companies, amounted to \$226,000,000. This included the expenses of the central and regional administrations and the operations of the inland waterways under control of the Railroad Administration, as well as the incidental and miscellaneous items which must be taken into account in a complete statement. There remained comparatively small amounts of back pay for the calendar year 1918 which were not charged into the accounts for that year but which have largely been charged into the three months ending with March, 1919.

"For the months of January, February and March, 1919, the aggregate deficit incurred, after deducting the rental due the railroad companies, was approximately \$192,000,000. This figure includes not only the Class I railroads but all other railroads under federal control, the expenses of the central and regional administrations, the operation of inland waterways under control of the Railroad Administration as well as some incidental and miscellaneous items. In arriving at this figure there has been charged against each of these months one-twelfth of the annual rental for the railroads. Generally speaking, these three months have always earned much less than three-twelfths of the return for the year, so that a substantially less charge of rental into these months would not be inappropriate. Still it seems preferable to charge a full one-twelfth of the rental into each of these months rather than to run the risk of an impression arising that there is any disposition to under-state the actual results. To a large extent the unfavorable results for January, February and March are due to the fact that business has fallen off and that expenses could not be correspondingly readjusted, so that the loss largely arises in connection with the period of readjustment through which the country is going. Industrial enterprises generally have suffered embarrassment on account of the fact that business has been curtailed so much more rapidly than expenses could be curtailed. The railroad business is probably in its nature less elastic than any other business

and shows more unfavorably the embarrassments of readjustment.

"While passenger business for the three months was only slightly less than last year, the loss in freight business was much more pronounced.

"It is impossible on the basis of these three months to predict the results for the year as a whole, although it is believed the results will be very much less unfavorable if, as seems to be generally anticipated, there shall be an important resumption of business later in the year, especially if these great crops now in prospect shall be realized.

"On the trip to the West which I have just completed I have found the most pronounced optimism on the part of business and agricultural interests generally, which gives a reasonable basis for hoping for an enlarged business that will be relatively profitable to the railroads, since handling it should not correspondingly increase their costs. But while it is proper to mention these factors, it must be admitted that in the midst of the present period of post-war readjustment it is impossible to make any confident statement as to the results of railroad operations for the remainder of this calendar year.

"The present unfavorable results naturally lead to agitation of the question whether there

ought to be an increase in rates. My own judgment is that the present conditions are too abnormal to serve as a basis for any general change in the level of rates and that it is preferable to defer action on that subject until there shall have been a fuller opportunity to get a more reliable, and possibly a more normal, measure of the conditions, meanwhile resorting to every practicable economy, studying the situation with the greatest care and keeping the public fully informed as to developments.

"There has not been included in the months of January, February and March the sum of approximately \$6,000,000 per month for back pay on account of wage orders recently issued to put into effect recommendations of the Board of Railroad Wages and Working Conditions which were made upon proceedings pending before it during the war, such wage orders being necessary as heretofore explained to complete the war cycle of wages to which the government was necessarily committed during the war. These amounts of back pay will appear in the next few months and of course will result in diminishing operating income for those months.

"One other item needs to be mentioned. Under the contract made between the Government and the American Railway Express Company in the summer of 1918 the government

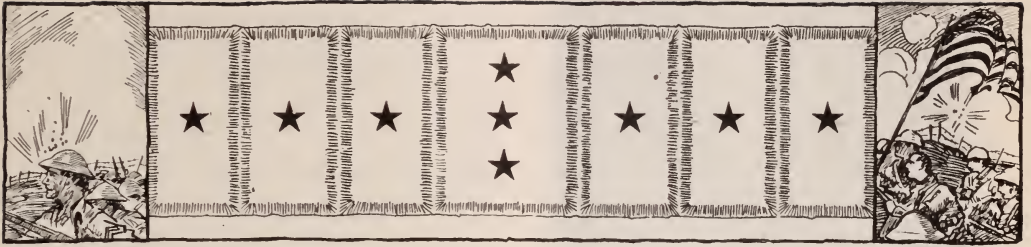
(Continued on page 66)

Railway Employees Subscribe to Victory Loan

Up to the close of business on May 6, employes of the railroads under government control subscribed a total of \$119,238,300 to the Victory Loan. Reports received by Director General Hines show that the New York Canal Section of the Railroad Administration subscribed 100 per cent. N. D. Maher, Regional Director of the Pocahontas Region, reports that the Norfolk and Western shop forces at Roanoke, Va., also subscribed 100 per cent. to the loan.

The following figures give the details according to the various Regions:

REGION	NUMBER EMPLOYES ON ROLL	NUMBER EMPLOYES SUBSCRIBING	AMOUNT SUBSCRIPTIONS	EMPLOYES SUBSCRIBING
Northwestern	248,100	193,161	\$19,113,800	77.86
Southern	264,479	105,834	10,053,000	40.02
Southwestern	175,375	104,377	10,614,000	59.5
Pocahontas	50,424	28,672	2,720,950	63.86
Central Western	302,910	243,982	23,242,950	77.6
Allegheny	382,484	265,999	21,939,250	69.54
Eastern	419,549	303,372	28,463,500	72.
Pullman Lines	21,061	18,857	1,511,400	90.
Coastwise Steamship		2,226	164,550	
Mississippi-Warrior			9,600	
N. Y. N. J. Canals	139	120	12,300	86.
Central Administration	1,242	1,242	580,000	100.
R. R. Administration (Shipping Board Fund)			863,000	
Total			\$119,238,300	



News From Our Boys in the Army

Provost Marshal of Paris, Former Machinist at Benwood

The accompanying photograph is that of Captain W. Roy Blandford, who at the time of his enlistment was working at Benwood as a machinist. Mr. Blandford has been in the employment of the Baltimore and Ohio for a period of years and has worked at Benwood, Holloway and Mount Clare, having been general



Captain W. Roy Blandford

foreman at Holloway. His many friends at these points will no doubt be glad to hear of his rapid progress.

For Captain Blandford is a real soldier and during the time he has been in the service he has won many honors of note.

He attended the first officers' training school at Fort Benjamin Harrison, Indiana, and following his work there was given the commission of captain and assigned to Fort Riley, Kansas, but while on the train on the way to that point he received a telegram to return to Wheeling and a short time later was ordered to Fort Augusta, Ga., where he was stationed for some time, or until he was ordered to France for foreign service.

Following his arrival in Europe he was assigned to the French aviation service and soon became one of the country's best aviators and pilots, with the result that he flew all over France and also paid a visit to Belgium in his machine. He was in a number of fierce encounters in that line, and following the signing of the Armistice he was sent to Paris.

He was picked as one of the special body guards for President Wilson and was in that capacity for quite a while, or until he was appointed provost marshal of Paris. Captain Blandford has a wife and family residing in McMechen.

Corporal Stevens With "Baltimore's Own"

The accompanying photograph is of Corporal Alva Stevens, son of A. Stevens, general foreman of the Telegraph Department. Prior to



Corporal Alva Stevens

entering the Army, Corporal Stevens was employed in the baggage room and as caller at Camden Station. He is in Company L of Baltimore's own regiment, the 313th Infantry, and is stationed at Gimicourt Sous Conde, in France. In a recent letter to his father he emphasizes the story so many of our overseas boys are telling, that nothing will look good to them until they see the fair maiden in New York Bay, welcoming them home.

Former Mt. Clare General Boiler Foreman Wins Commendation

Friends of M. H. Newgirk, former general boiler foreman at Mount Clare and now First Lieutenant in the 50th Regiment, Transportation Corps, will be glad to read the following

letter of commendation given him by a superior officer in France.

HEADQUARTERS,
U. S. BASE HOSPITAL CENTER,
OFFICE OF GROUP QUARTERMASTER,

VICHY, FRANCE.

November 1, 1918.

FROM Group Quartermaster, Vichy,

To Colonel Maxfield, 19th Regiment T. C.
Major Lester, 50th Regiment T. C.

SUBJECT: Installation and repair of Laundry Machinery.

1. For the past thirty days First Lieutenant M. H. Newgirk, 50th Regiment T. C., has been on temporary duty at this hospital center, installing new machinery and repairing the old machinery in two old laundries leased by the United States at this station. A great deal of work has been done, as you will note from the report rendered you by Lieutenant Newgirk, and the improvements made have put the laundries in such a good working condition as to be able to take care of all the laundry work required by the four Base Hospitals at this place. An inspection made of the two laundry plants showed that first class work has been



First Lieutenant M. H. Newgirk

done. Lieutenant Newgirk had many difficulties to overcome in this work: there being no machine shop near, it is necessary to deal directly with the French, with whom he made many friends. He handled his detail in an excellent manner, worked hard himself, and has accomplished excellent results. I do heartily recommend him for promotion; would like to keep him here longer, and it is requested that should a man be required here to handle machinery, Lieutenant Newgirk be sent.

2. I take this opportunity to thank you for the many favors you have done us, which are indeed greatly appreciated.

P. F. DUGGAN,
Captain Q. M. C.

German-Born, He Took up Arms for America

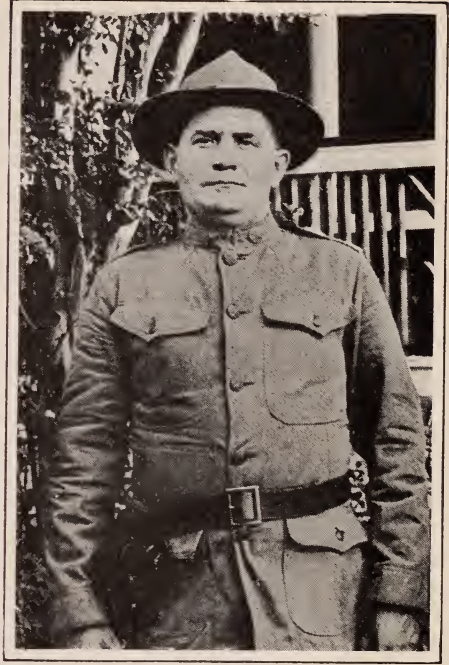
The Timber Preservation Plant at Green Spring had eighteen stars in its service flag during the war, and two of them had changed to gold before the Armistice was signed. One is in honor of Carl E. Ruppel, a man who was highly regarded by all who knew him.

Mr. Ruppel was born in Alsace-Lorraine, Germany, in 1885. While employed at our Plant he was furloughed for military service on January 5, 1918, when he enlisted in the Army, and was assigned to Company A, 4th Battalion, U. S. Guards. He was honorably discharged at Camp Meade, Md., January 6, 1919, as Private 1st Class, and with service, honest and faithful. He had been back at his duties with the Company about two weeks before his death, which occurred on February 24 from double pneumonia.

Not having any known relatives in this country, the remains were taken in charge by employes and friends and interred at Forest Glen, W. Va., with appropriate services at the church, Rev. Z. J. Powers officiating.

The casket was draped with the American Flag, the Plant Service Flag and the Boy Scout Banner. Military pallbearers in uniform were: R. H. Saville, M. L. Taylor, C. L. Kittle, C. W. Short, S. A. Wilson and H. Smith. Eagle Patrol, Green Spring Troop No. 1, Boy Scouts of America, A. E. Irving, Acting Scoutmaster, acted as escort.

Mr. Ruppel was of good character and an honest and faithful soldier, who served two



The late Carl E. Ruppel

enlistments. He was an efficient scoutmaster and took an untiring interest in his Scouts, whom he organized and trained. The effects of his work along this line have been noticed and commended by observers who were not even in close touch with his endeavors.

It is interesting to note that although he was born in Germany, he had become thoroughly in love with American institutions and life. He was not forced into the army to fight against the country of his birth, but volunteered. And with even the strongest convictions in regard to the righteousness of our cause, it must have required a very unusual devotion to duty for him to take up arms, especially when he remembered that his own brothers had been drawn into the Germany army and were wearing its field gray uniform.

Far away from his fatherland and loved ones, he nevertheless found a recompense for his separation, in the ideals of his adopted country; and an opportunity to help perpetuate them in teaching the Boy Scout's splendid standard of manhood to the lads who appealed to him so strongly.

It is a touching and beautiful thought to remember that they were with him at the last,

giving him even in death the high honors of the country and flag he loved so well.

When such a man is found among us, hope springs anew that our country will be able to perform its duty to the peoples of all nations who look toward us for guidance and help.

—E. E. Alexander.

He Kept 'Em Busy on the George Washington

The accompanying picture is of Frank Hert, former clerk in our Division Accountant's office at Cleveland, and the son of conductor John Hert of the Cleveland Division. Frank enlisted in the Marines shortly after the United States entered the war and is the bugler on the S. S. George Washington. As such he has had the honor of making the trips with President Wilson and his party to and from Brest, France. That does not seem to have turned his head any, however, for he recently had the chance of running out to Cleveland and visiting his old railroad friends there, and he took it. Frank is good looking enough to have been the inspiration of the man who said, "tell it to the Marines."



Bugler Frank Hert, U. S. Marines



The Bridge Connecting France and Italy at Ventimiglia

The "Khaki Klad Klan" Plays Tourist in Europe

Judging from the following letter to Louis M. Grice, chief clerk, Auditor Passenger Receipts office, from Le Roy Fankhanel, one of his former boys, those of the A. E. F. who are still in Europe are enjoying the best that the resorts of the Old World afford. Yet "Yankee Land" looks better to them than anything they have seen "Over There."

MELAY, HAUTE-MARNE, FRANCE.

March 24, 1919.

My Dear Mr. Grice—Returning from a fourteen day furlough I was certainly pleased to find a letter from you waiting me. Such letters as yours make me feel that I am thought of while here.

When on my furlough, I visited many historic places and well known cities, such as Lyons, Marseilles, Nice, Monte Carlo and Monaco, in France. In Italy I saw St. Remo, Ventimiglia and Grimaldri. I have photographs of all the places I have been in and will be glad to show them to you and explain the interest-

ing facts regarding the Roman ruins and other historic situations.

Really, Mr. Grice, this country bordering on the great Mediterranean Sea is wonderful, and the scenery, unequalled. Great palm, orange and lemon trees and figs grow in great quantities. It is always warm, seldom rains, and when it does, it clears up immediately afterwards and the air is so refreshing and invigorating that it puts new life into a fellow.

I visited the noted Bruno Court Perfumery in Grasse, and it was interesting, indeed, to go through the plant and see just how fine perfumes such as Mary Garden, Tea Rose and others are made.

I visited wonderful Monte Carlo, where the wealthiest men in the world come to gamble. This is the place that Harry K. Thaw owned for a day. I saw the castle where Caesar lived and Roman forts which were built in 1200 B. C., in ruins now. I saw Empress Eugenie of France, Napoleon's widow, and her castle. I saw a masterpiece of art which was sculptured by Bartholdi, the great Frenchman who designed and supervised the erecting of the Statue of Liberty in New York harbor. I saw Jack Johnson promenading in Monte Carlo with his white wife. He looks prosperous even though he's in bad, and he dresses right well.

Yesterday our division was reviewed and

inspected by the Commander-in-Chief, General John J. Pershing. He seemed to be well pleased with the showing the boys made and should have complimented them highly. He is every inch a soldier as well as man. He was accompanied by his staff and our General C. H. Morton and his staff of the 29th Division.

I told you in my last letter that we expected to be sailing home by July 4, and now it is certain. We are on the sailing list for June 5, so it looks good, don't you think?

We are still having snow, rain and muddy weather and I hope it will clear up soon and stay clear until we leave. We have had so much bad weather that we are all looking forward to our real sunshiny days in America. I shall be glad to return to your office when I am discharged from the Army, but would like to have a little vacation, say for ten or fifteen days. It will be two years on April 11 since I left the Baltimore and Ohio. That's quite a while, you see, and I'll have to adapt myself to the customs and ways of a civilian again.

Will try and see your son at first opportunity and will let you know how he is. Coming up on the train from Nice I met a boy from Company B, 110th M. G. Battalion, and he told me that your boy was looking well and getting along splendidly.

Respectfully yours,

LE ROY N. FANKHANEL.



It's Nice at Nice, France

The Garden of Albert the First, a part of one of the many recreation grounds provided by the Y. M. C. A. for our boys who are still "Over There"



SOCIAL ACTIVITIES

The Veterans at Connellsville, Parkersburg and Baltimore—the Young Folks at Cincinnati

Twenty Year Men Welcome Superintendent Brady at Connellsville

ONE of the most interesting and enjoyable entertainments ever given by the Veterans' Association of the Connellsville Division was held in the assembly room of the public school building on April 10. The use of this big hall had been given for the occasion by the city school board and it was well filled when the Baltimore and Ohio employes' band struck up the opening number, "America."

W. W. Haines, chairman of the association's entertainment committee, who also is a member of the city school board and who arranged for the use of the school building, had provided a lengthy program and the members of the organization, their wives, daughters and sons settled back to enjoy a treat.

The young men and women who took part in the program displayed splendid musical and vocal talent. W. D. McGinnis, postmaster of Connellsville and formerly a Baltimore and Ohio employe, made the address of welcome after the opening number by the band. There were present men and their wives from all parts of the Connellsville Division and quite a large delegation from the Pittsburgh branch of the association. Mr. McGinnis recalled some episodes of his railroad career and then told of the progress the veterans were making. He extended a warm welcome to T. J. Brady, the new superintendent of the Connellsville Division.

Mrs. Harry Williams and Miss Pearl Keck played a duet on the piano that brought generous applause from the audience. They mani-

festated technique and feeling in their rendition of one of Belisario's concertos. Miss Margaret Baker then gave a series of character interpretations, the best being "A Modern Becky Sharp." A sextette number that was one of the most brilliant spots on the program followed. Guy L. Hague sang the solo parts and those assisting him were Mrs. William Griffith, Mrs. William Thomas, Miss Elizabeth Sherman, H. J. Charlesworth and William Thomas. Mrs. Griffith later gave a solo and other songs were offered by Miss Winnie Harrigan and Miss Edna Wrote. Miss Gertrude Brennan was especially effective in a recitation in which she showed marked histrionic ability. Sixteen boys, most of them sons of employes, gave a drill and concluded their offering by turning their backs to the audience and displaying the words "Baltimore and Ohio R. R.," each boy wearing a letter on his back.

Great credit for the success of the entertainment is due the employes' band, which was directed by Harry Rush. This organization, in its infancy, has practised consistently until it is becoming one of the best musical organizations on the System. The various numbers played were received with acclaim by the audience and it is believed that the band will soon fill a unique place in the estimation of the people of Connellsville.

In making his address to the audience Mr. Brady declared that he felt honored in being an honorary member of the Pittsburgh Division Veterans' Association. He stated that he hoped to be at his present post for "a while at least" and that while he was in charge of opera-

tions at that point he would work for the men under his jurisdiction, and in return asked the cooperation of every employe. He said that his endeavor would be to excel, if it was possible, the excellent record of his predecessors, and that as the railroad was linked so closely with the progress of the town, he wanted to give his best efforts toward civic betterments.

"Billy" West, an engineer, explained the fascination of railroad work and how the worker seldom leaves the service once he has become efficient in the tasks assigned him. Good fellowship, he said, is the tie that keeps the men together and he declared that the success of the Veterans' Association will depend in great measure upon the amount of this happy characteristic displayed. P. J. Harrigan, president of the Connellsville association, made a pleasing address and read a telegram from federal manager C. W. Galloway in which the latter expressed his regret at not being able to attend.

George W. Sturmer, grand president of the veterans, then was introduced. He pointed out that the veterans should give every assistance to the federal manager and the division superintendent in handling the many problems that arise. He stated that by so helping these officials the veterans and other employes were really helping themselves, for progress for the officials meant a corresponding progress for all others. He then mentioned some of the aims of the grand lodge of the veterans.

After the program was finished the entire audience was invited to the first floor of the school building, where a luncheon was served by the wives and daughters of the veterans.

Fifth Anniversary Banquet for Ohio River Chapter



THE Ohio River Division Veteran Employes' Association celebrated their fifth anniversary with an entertainment and banquet at the Y. M. C. A., Parkersburg, W. Va., on May 2, there being about two hundred and fifty Veterans and members of their families present. The entertainment in the Y. M. C. A. Auditorium was quite a success, the features of which were the excellent vocal selections rendered by Mrs. D. M. Crotty, wife of yard clerk D. M. Crotty. Mrs. Crotty has an exceptionally well developed voice, and is considered one of the best soloists in West

Virginia. Mrs. Crotty was ably accompanied on the piano by Miss Mildred Carpenter, daughter of F. A. Carpenter, our agent. Miss Carpenter is an accomplished artist. The numbers rendered by these ladies, "The Star" and "Mother, My Dear," were well received by those present, the ladies being forced to respond to several encores.

Other added and very much appreciated attractions were the very beautiful solos sung by Mr. Elliott Harvey, of Parkersburg, a Y. M. C. A. worker, who has just returned from overseas. Mr. Harvey is quite a favorite among the "Vets" and they gave him a warm welcome. Mr. Harvey was followed by the Y. M. C. A. Quartette, under the able leadership of J. H. Oatey, secretary of the Y. M. C. A., and these numbers were also well received and executed.

Among the out of town visitors was George W. Sturmer, who gave a timely and appropriate address on the ideals of the Association, also giving a fine appeal for the present Victory Loan, which all the Veterans are more than anxious to see a success. Mr. Sturmer was followed by motion pictures, displayed by J. C. Morgan, Safety agent, showing the Coal Docks at Curtis Bay, Md., and other, appropriate views.

At the close of the entertainment, an appetizing banquet was served to one hundred and fifty members and their wives in the Y. M. C. A. banquet hall. The chef for the occasion was James A. Lacy, now employed in the Ohio River Division shops at Parkersburg, but who, some years ago, served as chef on the private cars of J. A. Muhlfield and our late general manager, Thomas Fitzgerald. The old Baltimore and Ohio possesses the finest talent in the world and you can secure any kind you want from the ranks.

During the banquet J. W. Vandervort, Company's counsel, acted as toastmaster, there being interesting talks by J. W. Root, superintendent; F. R. Davis, terminal trainmaster; C. E. Bryan, former superintendent, and Messrs. Harvey and Oatey of the Y. M. C. A.

Treadway's Orchestra rendered the music for the occasion. The Executive Committee consisted of the following members: J. E. McGraw, chairman, C. C. Lynch, J. H. Wage, J. M. Guinn, J. G. Partridge and E. B. Piatt. They are to be congratulated on the able manner in which they handled the entertainment. This committee was assisted by P. J. Moran, president, and J. B. Scullen, secretary.

The main feature of the banquet was the able response made by G. W. Sturmer to the subject named by the toastmaster, "Life As You Make It."

The Veterans on the Ohio River Division are a bunch of live wires and extend a hearty invitation to the members of the Veterans' Associations of other divisions to pay them a visit when the spirit of good fellowship is the pass word. The master of ceremonies was W. E. Kennedy, division claim agent.

The Ohio River Division is the second oldest Association on the System and is growing by leaps and bounds. It expects, in the near future, to have not one man on the territory, who is eligible for membership, out of the Association.

Baltimore Chapter to Emphasize Social Feature

By W. H. Shaw, Recording Secretary

THE regular meeting of the Baltimore Division of the Veterans' Association met in the Jr. O. U. A. M. Hall with brother C. H. Pennell, president, in the chair. After the regular routine of business, the meeting was turned over to the music committee, which furnished a most enjoyable entertainment, viz.: selections from the Charta Orchestra; vocal solo, Miss Margaret Gordon; piano solo, Miss Virginia Gordon; recitation,

Miss Ayline Airey; vocal duet, W. L. Gordon and Miss Virginia Gordon; vocal solo, W. L. Gordon. After these musical numbers, ice cream and cigars were served. It is the intention of the association to devote more time to the social feature at all future meetings.

Two Hundred Couples Dance with Cincinnati Terminal Welfare Association

By W. F. Cochrane

THE Dance given by the Cincinnati Terminal Welfare Association on Friday evening, April 25, was, as have been our previous dances, a most enjoyable affair. It was attended by about two hundred couples, who spent a mighty pleasant evening and expressed a desire that the dance would be repeated in the near future.

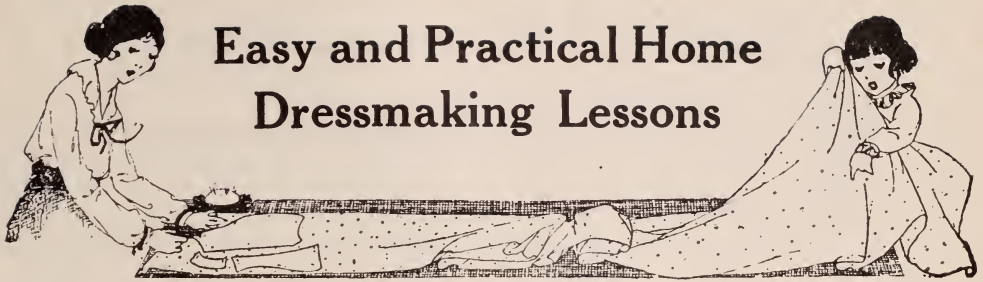
The music was furnished by Hofer's Orchestra, which displayed a very persuasive knowledge of modern dance numbers.

The grand march was led by J. J. Noonan and Miss Madeline Morris.

Thanks are due to the arrangement committee, which consisted of A. H. Rose, chairman, L. J. Hackett, George A. Grogan, J. J. Noonan, H. Swepston and J. L. Flanagan, for the manner in which the dance was arranged for and conducted.



Employees at Storrs Roundhouse, Cincinnati



Easy and Practical Home Dressmaking Lessons

Attractive and Serviceable is this Two-Piece Skirt with Raised Waistline

MORE emphasis than ever is placed upon separate skirts this season. A model designed as a compromise between the tastes of the extremists and the conservatives is this two-piece gathered skirt with two-inch raised waistline and straight lower

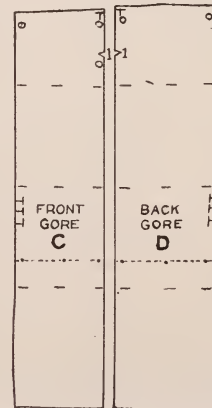
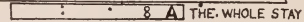
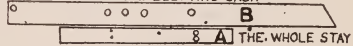
edge. It closes at the left side seam and may be made plain or with one, two or three tucks. Two methods of development are illustrated. It requires 4 yards of 36-inch material and $\frac{7}{8}$ yard belting 2 inches wide.

Anyone studying the guide for cutting the skirt will see its simplicity immediately. The material is folded in half, selvages meeting, and placed on a smooth service. The triple "TTT" perforations of the front and back gores are laid along the lengthwise fold, which reduces the number of seams in the skirt. To cut the belt and sash, have the material open single.

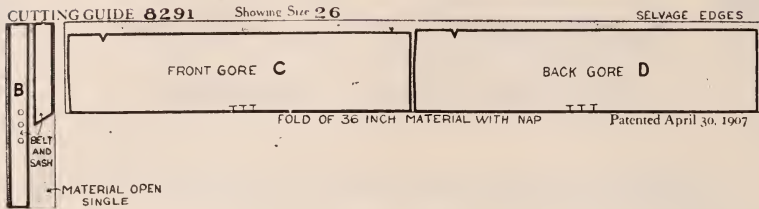
If it is desired to omit the tucks, cut off the lower parts of the gores along crosslines of small



CONSTRUCTION GUIDE 8291



Patented April 30, 1907



“o” perforations, before placing the pattern on the material. If desired with only two tucks, cut off 8 inches from upper edges of gores.

After the gores and belt are cut and the notches marked, the construction of the skirt follows. Join the gores as notched, leaving side seam free above the lower large “O” perforation in front gore and finish for a placket. Form tucks, creasing on crosslines of slot perforations and stitch 4 inches from folded edges. Gather upper edge of skirt between “T” perforations.

Next, adjust stay to position underneath the skirt. Put on the skirt to see that it fits perfectly before stitching the stay in place. Be very careful to pin the placket from the bottom toward the top and to pin on the exact seam line, taking up the amount of the seam allowance. See that the skirt rests correctly over the hip-line and that all lines fall in a perfect fit and angle from the waistline to the hips, and that the garment does not sag or draw at the natural waistline.

If the skirt is too large, take up the seams at the waistline the necessary amount. This line should be free at the waistline. It should never be so tight that the skirt draws and sinks in at the natural waistline. If the waist is too small, let out the seams the necessary amount to make this adjustment. Hooks and eyes or fasteners should be sewed on before the placket is finished. After the fitting is finished, stitch upper edges of skirt and stay together, bringing double small “o” perforation in stay to center-front and large “O” perforations to center-back. Bring single small “o” perforation in stay to right side seam and close stay at left side.

Adjust the belt to position with upper edge of belt a little above the top of the skirt. Close belt in back, matching the small “o” and large “P” perforations and roll the sash end over at the perforations.

The end of the sash may be embroidered or braided, if the skirt is made of dressy material and used for semi-formal wear.

Pictorial Review SKIRT No. 8291. Sizes 24 to 38 inches waist. Price, 25 cents.

Pictorial Review patterns may be had at the following stores:

- | | |
|---------------------------|--------------------------|
| NEW YORK CITY: | BROOKLYN, N. Y.: |
| R. H. Macy & Company. | Abraham & Straus. |
| Stern Brothers. | Price & Rosenbaum. |
| Bloomingtons. | A. I. Namm & Son. |
| PHILADELPHIA, PA.: | BALTIMORE, MD.: |
| N. Snellenburg & Company. | Hutzler Brothers Co. |
| | A. Eisenberg. |
| WASHINGTON, D. C.: | CUMBERLAND, MD.: |
| S. Kann Sons & Co. | Rosenbaum Bros. |
| Palais Royal. | |
| CONNELLSVILLE, PA.: | PITTSBURGH, PA.: |
| Wright Metzler Co. | Kaufman Dep't Store, Inc |
| | Joseph Horne Co. |
| NEW CASTLE, PA.: | GRAFTON, W. VA.: |
| New Castle Dry Goods Co. | G. L. Jolliffe. |
| PARKERSBURG, W. VA.: | NEWARK, OHIO: |
| Dils Bros. | John J. Carroll. |
| CHILLICOTHE, OHIO: | CLEVELAND, OHIO: |
| Norwell & Hartley. | The May Co. |
| Masonic Temple. | The John Meekes Son Co. |
| COLUMBUS, OHIO: | CINCINNATI, OHIO: |
| The Dunn Taft Co. | The John Shillito Co. |
| The F. & R. Lazarus Co. | The H. & S. Pogue Co. |
| ST. LOUIS, MO.: | |
| The Famous & Barr Co. | |

Artistic Borders in Simple Embroidery

By Kathryn Mutterer

MOST women are giving careful thought to their clothes this season, especially where a bit of hand decoration is desired, for this trimming, unless made at home, is very expensive. The simplest frocks in any material are marked at prohibitive prices when embroidered or even braided, by hand. Yet every woman who would be well-dressed realizes that she must have at least one embroidered frock or blouse.

There is always something attractive about a hand-decorated garment, a simplicity and ornamental charm that gives it a distinctive style not possible to obtain in any other way.

Bold embroideries are all the rage this year, not only because they are pretty but also because they develop quickly. Most of the styles

are so narrow that it does not take long to go around the lower edge of a skirt or a blouse, even when the design covers a large area. Two dainty borders are pictured here, which may be used in combination to decorate, in addition to blouses, skirts and tunics, girdles, collars, cuffs and other accessories of the up-to-date toilette. The motifs are worked in flat satin stitch and are equally attractive in yarns or heavy silks. If greater variety is desired in the effect of the trimming, then raised satin outline and French knot stitches may be employed. The design makes a handsome trimming for tub fabrics as well as for silks, satins, serges, etc.

One has a wide choice of color schemes in working out the design, although there is a great vogue for silks in the same shade of the dress material—if it be wool or silk—combined with beads. There are several combinations which blend effectively, however, especially the blues and tans, tans and greens, red and



browns and pinks and blues. Henna is a fashionable color for embroidery, but unless one has had wide experience in matching shades, it is best used alone, or with black.

Many a costume in dark blue, black or brown places all of its brightness in the embroidery on the belt, collar or sleeves. The pattern for the design illustrated supplies two and one-half yards of one and one-half and eighteen-inch borders.

Pictorial Review BORDER EMBROIDERY No. 12491. Transfer, blue and yellow, of 2½ yards border in each size. Price, 20 cents.

Pictorial Review patterns on sale by local agents.



JACKET
8212
WITH SKIRT
8203

8212—LADIES' SINGLE-BREADED JACKET (25 cents). Six sizes, 34 to 44 bust. Size 36 requires 2¾ yards 44-inch material, 2½ yards 36-inch lining.

8203—LADIES' TWO-PIECE GATHERED SKIRT (20 cents). Eight sizes, 24 to 38 waist. Lower edge width, 1½ yard. Size 26 requires 2¾ yards 44-inch material.



8245—LADIES' BLOUSE (25 cents). Six sizes, 34 to 44 bust. As illustrated in first view, size 36 requires 3¼ yards 36-inch material. In second large view, size 36 requires 2½ yards 36-inch material, ⅓ yard 27-inch contrasting material. Without lining; closed at back. Long plain or one-piece sleeves or short sleeves. The blouse is perforated for shorter length.

(Concluded from page 54)

undertook to assume any operating deficit which the express company might incur during government control. Such operating deficit for the first year will not be ascertainable or technically chargeable against the Railroad Administration until the end of twelve months from the effective date of the contract, *i. e.*, July 1, 1918. The amount of this deficit, however, should be borne in mind. For the six months ending December 31, 1918, such deficit was approximately \$9,500,000, and for the months of January and February, 1919 (including allowance for back pay to be hereafter paid on account of those months), it is roughly estimated that such deficit will be approximately \$5,040,000, making the operating deficit now in sight for the first eight months of the year which will end June 30, 1919, approximately \$14,540,000. It can reasonably be assumed that this additional expenditure will have to be incurred by the Railroad Administration on account of the eight months in question, although it will not appear in the accounts until after June 30 next. No estimate can yet be made for the month of March."



SAFETY ROLL OF HONOR

Baltimore Division

Superintendent Allen recently sent us the following:

"A number of times passengers have spoken to me about the unusual courtesy of conductor Edward Huffman. One of the cases came under my personal notice. I asked Mr. Huffman to come to my office and told him how pleased I was to receive such reports and that commendatory entry would be made on his record."

Superintendent Allen has written the following commendatory letters to employes of this division:

BALTIMORE, Md., April 12, 1919.

THOMAS A. LOCKE, Conductor,
Frederick, Md.

Dear Sir—While you were at Frederick Junction recently, you noticed and reported a broken flange under U. T. L. 10491, which was in a train passing that point. Your close observance of this condition is appreciated.

BALTIMORE, Md., April 24, 1919.

A. T. MOXLEY, Engineer,
c/o Engine Dispatcher, Riverside.

Dear Sir—I learn you had extra east, engine 4543, April 19, with 97 loads; and after breaking loose at Gaither, you handled the front end so that in backing up you made a successful coupling. I am informed that this is a hard place to back a train, especially on a curve, as this was, and I want to congratulate you on your good performance.

Connellsville Division

The accompanying photograph is that of Miss Elta L. Shober of Shober, Pa., on the Berlin Branch, Connellsville Division. On

the night of April 11, Miss Shober noticed bridge No. 605 on the Berlin Branch afire, and awakened her brothers, Galen and Jackson, who succeeded in extinguishing it before much damage was done. Galen flagged train No. 32 and also notified the operator at Garrett, Pa., who had all trains stopped.

The prompt action of Miss Shober and her brothers is very commendable and highly appreciated by the officials of our division, as well as by the management.



Miss Elta L. Shober

On April 22, Mr. John S. Timple of Point Marion, Pa., noticed a large rock on the track at Cheat River and flagged train No. 84, engine 2861, at Cheat Haven. The crew of this train removed the rock and thus avoided what might have proved a bad accident. Our superintendent, Mr. Brady, wrote Mr. Timple a nice letter, commending him on the prompt action taken and interest shown.

Pittsburgh Division

About 8.00 p. m. March 28, while engine 4502, westbound, was pulling over Fifth Avenue at McKeesport, some unknown person cut train, closing the angle cock. Extra 4502 pulled the head end of the train down No. 3 freight track, not knowing that the rear end was cut off. In the meantime brakeman T. M. Skillen, of Demmler Yard, who happened to be on hand, but not on duty at the time, notified operator at MK Tower of what had happened, and took a message and delivered it to the conductor of train No. 65, instructing him to shove the rear end of the train into clear on No. 3 freight track. Mr. Skillen also rode No. 65's engine, made the coupling and saw that the cars were shoved into the clear on No. 3 track, after which he cut No. 65's engine away from the rear end of the freight train. He has been commended for the interest displayed on this occasion, especially because he was not on duty.

On March 22, S. O. Six, operator at Willow Grove, saw that a passing train had left the switch open and closed it before the following train was derailed. The close attention of Mr. Six probably averted an accident, and he has been commended.

J. P. Davidson, operator at Layton, while on duty on April 2, noticed that extra east 4094, while passing his station, had a chain dragging under one of the cars. He promptly got the attention of the crew who removed the obstruction before it could cause an accident. An entry of commendation has been placed on Mr. Davidson's record.

Operator J. J. Lanning, while at Goehring on April 13, observed a blazing hot box about twenty-five cars from engine, while extra west 2679 was passing. He notified crew, who looked after the matter before it could cause an accident. For this he has been commended.

Mr. Charles Bloomgreen, an employe of the Kane Pure Ice Company, Kane, Pa., recently discovered a broken rail near the ice factory and promptly notified the railroad officials at Kane, who were able to notify the crew in charge of train No. 57 before it left Kane. This prompt action on the part of Mr. Bloomgreen possibly averted an accident, and the superintendent has written to him thanking him for his kindness in bringing the matter to our attention.

The courteous treatment received by a prominent attorney of Washington, D. C., while traveling from Washington to Chicago on train No. 5 March 6 and returning on train No. 6 March 8, gave him an opportunity to give the Baltimore and Ohio some deserved commendation. He wrote to the Hon. W. T. Tyler, Director of Operation, United States Railroad Administration, Washington, D. C., and stated that all the crew members on each of these trains were courteous and attentive to the highest degree to the end that both trips were made pleasant for our patrons. As a result of this an entry of commendation has been made on the service record of each of the following men, comprising the crews of these trains on the dates mentioned: conductors T. G. McMahan and D. E. Evans; baggage masters P. R. Hurton and C. E. Black; brakemen J. H. Brown, W. W. Seel, C. D. Barringer and R. Nedig. This is the kind of service which counts, and we are glad to see that the efforts of these employes have been recognized.

Charleston Division

R. H. Paxton, section foreman at Elkhurst, W. Va., while passing Clone siding, noticed a broken wheel on car N. & W. 54199 standing on siding. The condition was promptly reported to train dispatcher, who protected car by train order until it could be made safe for movement. Mr. Paxton is commended for his close observance.

Mr. A. R. Wamsley, of Buckhannon, W. Va., has been written a letter of commendation by superintendent Trapnell for his prompt action in reporting a broken rail which he happened to discover on main track in West Yard, Buckhannon. This might have resulted in an accident had it not been discovered and reported.

New Castle Division

F. H. Sidell, flagman on extra west 2918, while at Lodi, Ohio, on April 3, noticed something wrong with a car in train of extra east 4265. He stopped the train and subsequent investigation disclosed a broken arch bar. For his keen observation of unusual conditions while on duty, commendatory entry has been prepared and will be placed on his record.

On April 5, C. W. Stentz, track foreman at Lodi, Ohio, noticed brakebeam dragging in train of extra 4012 and notified the operator. The crew was later notified and the brakebeam removed at Sterling. Commendatory entry has been placed on record of Mr. Stentz in appreciation of his action in this case.

N. H. Shriver, operator at FS Tower, noticed something dragging in train of extra west 4271, and notified the train dispatcher. The crew were notified and, upon examination of the train at Ravenna, it was found that brakebeam was down on car. Mr. Shriver's actions in this instance were commendable, indicating a keen interest in his work as well as in the observance of unusual conditions. Suitable entry will be placed on his record.

Cleveland Division

H. Corrigan, bridge inspector, C. T. & V., Cleveland Division, on April 25, notified conductor Lowther, of train No. 76, of a broken flange on L. V. car 26588, which he discovered while train was passing between Boston Mill and Peninsula. Conductor Lowther had car set out of train. Mr. Corrigan has been commended by the superintendent.

E. C. Kuhn, locomotive engineer, Lorain, Ohio, on Extra west 4200-, on April 29, while heading in Patterson Siding for train No. 64, noticed a joint with both angle bars broken square off on main track; the outside bar being a fresh break, the inside bar being twenty-five per cent. old crack. Mr. Kuhn flagged No. 64, notified the section men and also the track supervisor of this defect, and repairs were made immediately. He also set up a stake at the broken joint so that the trackmen would find it easily. He has been commended by the superintendent.

Chicago Division

Special mention is made of operator J. B. Hayes of Wolf Lake. On April 9, the wires being down and preventing him from getting in touch with dispatcher, he took personal action to get pick-up engine and loads moving. For his good judgment and prompt action under emergency circumstances he has been commended.

On April 11, when extra 4048, west, suffered serious derailment at Fostoria, engineer J. A. King, fireman Paul Nebehy, conductor D. C. Creeger and brakemen M. E. Kitson and J. A. Stamant rendered valuable service in clearing tracks. The work was so handled that delays to passenger trains were entirely eliminated. Action of this kind on the part of crew is of great assistance to those not on the ground and for their efforts they have been commended.

On March 7, operator W. H. Love, on duty at Rosedale, observed something dragging under extra east, engine 4048. This obstruction, caught in the east end of the crossover, split switch point and otherwise damaged switch. Operator Love, together with operator W. S. Wheaton, disconnected switch and spiked it, then made necessary report, thus preventing possibility of accident. They are heartily commended.

On March 25, yard brakeman D. K. Killion of South Chicago, returning home after the day's work, observed that yard engine 2254 was off the track at west end of yard. Of his own volition he assisted in rerailling engine and fixing switch. For his interest in the Company's behalf, he is commended.

On April 6, yard brakemen G. A. Oakley of Willard, discovered guard rail missing from dead track at coal tipple, spiked switch to prevent accident and notified section men so that repairs could be made. For his close observance and prompt action he is commended.

Indiana Division

At 6.55 a. m., April 6, at Nebraska, operator T. R. Scoopmire detected a broken wheel under M. P. 14861, stock car being handled in extra 2786 west, and car was set out at that point for repairs. The strict attention to duty on the

part of operator Scoopmire is commendable and we are glad to mention it in the Safety Roll of Honor of the MAGAZINE.

Toledo Division

On March 6, Carl Schrieber, signal maintainer helper of Miamisburg, Ohio, observed that car in extra 4046, which was moving southward, appeared to have a bent axle. The operator's attention was called to the fact, and by instruction of the dispatcher it was set off at Hamilton, because of having a hot

box. A close inspection later developed the fact that Mr. Schrieber's observation was correct, and for his close observation of a passing train, he is commended.

F. E. Marker, operator at AK Tower, on April 5, while on his way from the office discovered a one-foot piece of ball of the rail broken out of main track rail just north of the T. and O. C. crossing. He immediately reported it and for his prompt action and interest in the averting of a possible serious accident, he is commended.

Join The Clean-up Campaign!

During this month a country-wide campaign is being conducted for the general improvement of property by cleaning up all litter and rubbish which may have accumulated.

You owe it to yourself to show that you are as good a citizen and railroad man as the next fellow. Look around you and ascertain the condition of your shop or office. Is it so kept that you would take pride in showing it to any inspector or official who might visit you?

Is it free from waste paper, oily waste, old lumber and similar refuse?

How do things look behind the radiators, desks and benches?

How much rubbish is there in the cellar and attic?

Have you disposed of those obsolete records, which are a source of fire hazard?

Write to the proper official for disposition.

Help Us Prevent Fire—Be Careful

B. S. MACE,
Superintendent of Fire Prevention



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Law Department

Correspondent, G. W. HAULENBEEK

The Railroad Administration, and, indeed, corporations generally, are now making every effort to effect rigid economy in the various branches of service.

In our department, upon receipt of stationery packages, the practice has been to consign the paper and string to the waste basket, but now all this is changed, and we save the string and paper for subsequent use, thus prolonging the life of the big roll of paper constantly on hand. If this can be done all along the line, you can see what beneficial results will follow.

The champion participant in this regard in this department, is William Bruce Berry, the junior clerk. William is always at the periscope for matters of this kind. His saving propensities are not only observed in his work in the office, for he is a frequent visitor to the Savings Fund of the Relief Department, a consistent advocate of the saying—

“Jack Grimes could save his dimes,
His wife could save a penny;
Betwixt the two, they richer grew,
Yet lived as well as any.”

I have a feeling of comfort and satisfaction in thus narrating the accomplishments of William Bruce Berry. He does not slide on the tessellated floor in approaching an elevator. He walks with becoming dignity, and I am full

of praise of his conduct on all occasions. Moreover, he was the first to subscribe for a Victory Loan Note. Girls, look out for him. He will be seventeen on July 8.

I must add a paragraph in regard to A. Brown's efficiency in the performance of his duties. Neither of these young gentlemen, please observe, gave me the injunction to refrain from putting them in the MAGAZINE correspondence.

In a very recent letter from Captain A. Hunter Boyd, Jr., to our E. W. Young, he writes that the MAGAZINE is received regularly, and fully enjoyed, particularly the Law Department items. He afterwards hands the copies to other Baltimore and Ohio men who are members of his battery.

He takes the optimistic view that June, the month for the departure of his battery for home, is not so far off, and wishes he was back in the Law Department to help with the work.

Miss Etta Sullivan, stenographer, has severed her connection with the Law Department, and we all regret her departure. She has secured a similar position with the Government at the Proving Grounds located at Aberdeen, Maryland. Miss Sullivan resides at Van Bibber, on the Philadelphia Branch, Aberdeen being much nearer her home than Baltimore.

And now we are on the eve of expectancy. We are looking for our military contingent to return, and we are practicing a warm and generous hand clasp so that they will feel that our welcome is royal and true.



Sergeant-Major Melville Gemmill,
29th Division, A. E. F.

I do not care to permit the spirit of envy to find lodgment in my breast, but here is an exception. I do envy the position these gentlemen occupy to day, to wit:—

Captain A. Hunter Boyd, Jr., Lieutenants Allen S. Bowie, Francis Rawlston Cross and Sergeant-Major Melville Gemmill. I enclose a picture of the latter gentleman, just received from "sunny" France. A myriad of young ladies in our Central Building, upon viewing his picture when it appears in the MAGAZINE, will mentally exclaim—"Isn't he lovely!"

To all such it is my duty to remark that the Sergeant-Major is the husband of a beautiful Baltimore girl. Yet the exclamation can be uttered with perfect propriety.

Relief Department

Correspondent, H. IRVING MARTIN.

The two office giants "Sam" Grist, and H. C. Shakespeare, are recovering from their participation in what must have been a college "cane rush."

Possibly the work on which they are engaged daily made them feel disposed to enter their

names in a "Correspondence" college. They didn't bring any college yell back to the office with them, but they looked as if they had been in a college scrimmage.

Our office custodian of lingo and medical Latin says that one of them is suffering from "misplacement of the internal semi-lunar fibro-cartilage (*meniscus medialis*)."

We had no idea it was as bad as that. He can be thankful that he didn't get hit by a few more syllables; if he had, he certainly would have broken his neck.

Some of our enlisted men object to having their deeds placed in print; others we could not locate in time for insertion in the May number. James Rowland Foster, formerly clerk in the Medical Examiner's office at Camden Station, was overlooked. He enlisted on November 2, 1917, and has spent his period of service handling clothing and supplies with depot brigades and at battalion warehouses.

Every man who did his duty where he was assigned to work possibly did not have an interesting experience, but his work was as essential and as vital as if he had served in the field.

"An army moves on its stomach," and how can it move unless it is clothed and fed.

The Mt. Clare Printing Plant contains some admirers of the beauties of nature. One of these is George R. Leilich, sometime superintendent. To secure a change of air and to follow the advice of Horace Greeley, he is, at this writing, en route to the shores of the Pacific. He does not feel "out of sorts," but says he wants some other brand of "pi" than the one he finds in his own lunch kit. He thinks that our breed of "plates" are not his variety, so off he goes, and he does not intend to come to a "full stop" until he hits the Golden Gate. He will not permit any "imposition," not even from the porter, while he is "washing up."

The colored gentleman who removes dust at so much per remove will be "slugged" with a "stick" if he tries a "run in" on "Uncle George." Some reporter is losing a chance on good "live copy" by not going along with the party. George will meet all the Indians on the plains with a "bold face." In the state "capitals" which he visits, he will be able to "point out" everything of interest.

If you are from Missouri he will furnish the "proof." Here's to George L. and his associates; may they come back feeling "type high," and sufficiently rejuvenated to be able to accept "jobs" in the presidential "cabinet" at Washington.

The mention of the Printing Plant recalls the work of M. J. Conroy, the high class proof-reader, who makes that place his habitat.

Even when we know we're right, we are apt to doubt it when Mr. Conroy says it is otherwise. His principal food is errors, which he eats up like a shortstop eats flies. In order to get his dope right, he spends sixteen hours each day studying the "who's who" of Railroadng,

the "Standard Dictionary," and a few other works.

He's "upper case" all over. May his microscopic vision never grow dim.

Transportation Department

Correspondent

MISS MARGARET TALBOTT STEVENS

It was with deep regret that we learned of the death of our little friend and fellow-worker, Peter Wynne. After several weeks' illness of pneumonia, pleurisy and meningitis, he died on Saturday, May 3, at about one o'clock. The funeral took place on May 6, at 8.30 a. m. After a short service at his home at 1405 McHenry Street, there was a requiem mass celebrated at St. Martin's Church, of which Mr. Wynne was a member. A delegation of his fellow-workers from the department attended and acted as honorary pall-bearers. Those serving in this capacity were the following: W. R. Miller, C. F. Scharnagle, L. K. Burns, P. S. Wood, W. J. Marley, C. F. Roycroft, T. A. McCann, C. E. Griffith, J. H. Hart, J. F. Volk, C. J. Workman, W. G. Siebert, H. H. Hiller, J. B. Egerton, E. K. Lawrence, T. A. Murphy, J. Newman and C. E. Hood.

Mr. Wynne is survived by his father, Mr. James Wynne, of the Western National Bank, his mother, two brothers and one sister. Interment was made in New Cathedral Cemetery.

On Sunday, May 4, as D. M. Fisher was resting from his weary duties of the past week, gracefully draped in a big Morris chair, enjoying his cigarette and morning paper, he was startled by a tapping at his door. So engrossed was he in the sporting news that the sound fell on his ears like a clap of thunder.

"What's that, I wonder," he said to himself as he hurried along the hallway. Before he reached the door the knob turned, and in walked MR. STORK.

"What on earth do you want," asked Mr. Fisher.

"Here's a package for you. Came by the morning express," answered the stork.

"Well, what do you want me to do with it?"

"Oh, just train it in the way it should go, then take it down to the Baltimore and Ohio," answered the stork, and was gone.

Mr. Fisher took the package. And the next morning at the office he told us what was in it. And he smiled the smile of "Teddy" Roosevelt. And we smiled, too.

It was a boy, and his name is D. M., Jr.

Telegraph Department

Correspondent, MISS DELLA M. HAIN

The foremen of the Telegraph Department were brought together recently to discuss matters concerning maintenance of telegraph and telephone lines, handling of work reports, etc., and we feel sure that the conference will

result in a material improvement in this branch of the service.

A close check is being maintained on the expense of telephone long distance and toll calls, and we are encouraged by the showing made. Telephone rates have been increased and each employe should do his bit towards keeping this expense at a minimum. "Every little 'bit' helps."

In his recent round of the Baltimore and Ohio building, Cupid did not neglect to visit the exchange. Miss Lola Stack, we understand, is the person to be congratulated.

F. G. Adams, circuit manager, has a letter from his son, First Lieutenant F. G. Adams, Jr., stating that he is "still living on the Riviera and living like a king, all for \$1.00 a day." The hotel at which Lieutenant Adams is staying is a \$3,000,000 structure and one of France's best.

Our censor, John E. Spurrier, is doing fine work in eliminating superfluous words which are frequently embodied in telegrams. Wonder if folks realize what a service could be accomplished by always using the code when possible, and avoiding all unnecessary words.



G. F. Schuster
Auditor Coal and Coke Receipts' Office



Victors at Last—Single Men of Auditor Coal and Coke Receipts' Office

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMP

Picture on preceding page is of G. F. Schuster, somewhere in France with Company 73-66 R. T. C., A. E. F. At the time of writing George was unable to state when he would return, but unless he is a lot different from thousands of others, that happy day cannot come too soon.

Yes, the big game was finally played on Good Friday, and as the single men have been trying to win for the past four years, it seems that they were "due," and they are now the "champs" for the year 1919. Of course, the mere fact that the married men loaned the single men their pitcher, "Al" Lehman (and "Al," by the way, pitched a pretty good game) has nothing to do with the score of 19 to 9.

There are two main reasons why the single men won. One is pitcher "Ed" Pfeiffer, who attempted to put 'em over for the married men, and the other is "Heavy" Burns, umpire for the single men.

Outside of one disastrous inning, when "Ed" lost all idea as to where the home plate was

located, the game was not so bad—that is, except for the work on the part of "Umps" Burns.

They can all say what they will about old man Spedden, but "Speed" can still bat 'em out and notwithstanding his sixty odd years, his eye is good and he can still beat some of the younger ones on the paths.

Probably a little later in the season a return game will be arranged, when the married men promise to put it all over the other crew. Let's wait and see.

Picture of the winners herewith are, seated, front, left to right—Muth and Starke. Seated, back—Kruse, Link, Poole, Svec, Kimball and Earp. Standing—Ackler, Burns, Lehman and Luken.

And of the losers, left to right—Downey, Limpert, Eberle, Miller, Pfeiffer, Pund, Kelly, Henry and Spedden, with Landerkin, seated.

A lively interest is being taken in the weekly talks conducted by the Y. M. C. A. This is due to the good speakers who have been assigned to this office, and largely through the fine manner in which the Rev. Robert D. Clare handles his subjects. It is indeed a real pleasure to hear this gentleman talk and we certainly miss him when he cannot be present.

Somebody once said:

“Man’s love is of man’s life a thing apart,
 ’Tis woman’s whole existence.”

We do not doubt the veracity of this statement when it is demonstrated daily by a certain sweet young lady of the office who sits gazing into space with a blank, far away (probably France) look on her face. This same party appears to be rapidly losing weight and unless she is more careful, will be tossed out of the “P. K. Klub.”

Miss E. M. Ritter, Underwood billing machine operator, is wearing a beautiful solitaire and we understand that the big event is to take place this fall. Blessings on you, my children.

The April sale of Victory Stamps by the two teams of this office was as follows:

	VICTORY GIRLS	VICTORY BOYS
April.....	\$590.00	\$98.25
Previous sales....	101.00	97.75
Total.....	\$691.00	\$196.00

It begins to look as if the Girls are going to walk away with this contest, and unless you fellows get busy, by the end of the year you won't be able to see that other team with a ten foot telescope. Come on, men, let's cut that lead down somewhat.

Auditor Disbursements

Correspondent, JOHN C. SVEC

On Good Friday morning the Auditor Disbursements office turned out in full force to

witness the baseball game between their team and that of the Federal Auditor's office, at Clifton Park. As anticipated, we carried away the laurels by the close score of 9 to 8.

Our office was well represented at the baseball game between Johns Hopkins and the 117th Trench Mortar Battery, and during the game every Trench Mortar boy who made a three base hit was presented with a box of candy by one of our representatives. Incidentally three base hits were numerous. Our boys with the 117th Trench Mortar Battery are as follows: Vernon Yealdhall, Leo Dwyer, T. D. Campbell, Edward Fanning, William J. Jubb and Alphabet Murphy. A delegation of fifty clerks from the office met them at Mt. Royal and gave them a rousing reception.

We have received word that Harry A. Roddy, George L. Burns and John J. Whelan have safely reached the United States and we expect soon to see them among us again.

Our correspondence file clerk, Miss Elsie V. Cunningham, seems to have gotten tired of looking at the Auditor Disbursements' files and has decided to change her name to Mrs. James R. Lowell. The ceremony will take place at Ainslie's Christian Church, Fulton Avenue, on June 21. Congratulations, Miss Elsie, and may your wedded life be full of happiness.

We also announce the marriage of Miss Blanche Meyers, a former clerk in this office,



They Lost. but They're Married—hence Happy

to Frank Wilhelm, clerk in the Paymaster's office, on April 30.

We all miss Harry Chesebrough, who is laid up on account of having been in an automobile accident. We also miss Miss Elizabeth Habicht, who has had to undergo an operation for blood poisoning.

The employes of the M. C. B. Bureau of this office sincerely regret the loss of their fellow clerk, Mrs. M. L. Luby, who died on April 9.

This picture is of Private George W. Mettle, former head clerk of the Journal Entry Bureau of this office, who is now serving with Company L, 313th Infantry, American Expeditionary Forces, France. The boys long to see George return—he was a good duck-pin hitter.



Private George W. Mettle
Company L, 313th Infantry, A. E. F.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

"What is the secret of success?" asked the sphinx.

"Push," said the button.

"Always keep cool," said the ice.

"Keep up to date," said the calendar.

"Never lose your head," said the barrel.

"Make light of everything," said the fire.

"Do a driving business," said the hammer.

"Aspire to greater things," said the nutmeg.

"Find a good thing and stick to it," said the glue.

The last applies to each and every individual who endeavors to get to the goal of success, you and me included.

C. L. Molesworth, a member of the Hopkins Unit, has resumed duties in the office, as well as W. C. Namuth, who was formerly a member of the 115th Infantry, but later transferred to the Second Anti-Aircraft Machine Gun Battalion.

F. A. McCann and Roy Massicot of the Suspense Account Bureau have returned after serious illness.

The following changes in the Interline Settlement Division are noted: T. H. Murray to Desk No. 6; Stanley Wolf to Desk No. 13; Clyde Gray to Desk No. 14; W. Robert Wheeler to Desk No. 15-A; George F. Cheswell to Desk No. 16; Harry Hoffman to Desk No. 23; Martin H. Stout to Desk No. 25; Frank Tinsley to Desk No. 42. Continued success, fellows!

Mrs. Merle Miller presented her husband "John," who operates Desk No. 28, with a healthy ten pound daughter recently. Best wishes.

The office baseball team has been organized and we are sure that the same interest will be manifested this season as several years ago, when fine games were put up at Connellsville, Philadelphia, Grafton, Fairmont and other points along the line. Arrange dates with James W. Spurrier, manager, Room No. 1000, Baltimore and Ohio Building.

Miss Marie Weber recently visited New York to greet her brother, a member of the 117th Trench Mortar Battery, Maryland's first to fight. This unit of the Rainbow Division saw service on all of the Western front, quite a few of our boys being in the organization.

Miss Mary Hewitt and Miss Gladys Osborne have returned, much improved, after their trip to Chicago. They visited some of our local freight office force while there and, from photos they got in Lincoln Park, they not only shot pictures but were shooting darts at some romantic young men's hearts.

"Eddie" Barton, of the Agents' Settlement Bureau, won the 115 pound (bantam weight) championship title in the annual boxing tournament of the South Atlantic Association, Amateur Athletic Union, held at the Baltimore Athletic Club, Saturday night, April 19. Barton is a member of the Y. M. C. A. and a clever little boxer. He put up a fast, aggressive fight and had his opponent practically helpless in the last round. Congratulations, Bart.

C. H. Grebe, who formerly operated Desk No. 14, is on a furlough. In the meantime he is engaged in business in the country. Success to you, "Buck."

For the benefit of the newer employes, let us state that practical suggestions and criticisms are invited in order that we may maintain our efficient standard. No one should hesitate to

make suggestions for the good of the organization. Such communications should be directed to the department officer of the department, N. F. Davis, the assistant auditor, who usually investigates and tries out the practicability of all new ideas.

Miss Wilcox, a social worker, now assigned to duties in France, recently addressed the Accounting Department, this office being one to have the honor of having this noble young woman call and make appeals for assistance in carrying on the work of the American Committee for Relief in the devastated French regions. Her talk was straight to the point, an eloquent plea for France, where she expected to return about May 1. Needless to state, our boys and girls came across as usual. The young lady was introduced by vice-president George M. Shriver.

On April 8, at about 10.30 a. m., a fire broke out on the top floor of Section "A," Camden Warehouses, among the records of the office of General Superintendent Motive Power. At the time of its discovery it threatened to do considerable damage, but the prompt action of the claim checking force of our office, not only prevented its spreading, but soon had it extinguished. They were duly commended by the custodian of records at Camden and also by W. E. Rittenhouse, auditor merchandise receipts. Those who assisted were: E. J. Napfel, R. B. Hall, G. H. Kern, W. A. Williams, W. S. Mangold and R. L. Snyder.

This office went "Over the Top" in subscriptions to the Victory Loan. Returns show \$25,000 subscribed.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

When Base Hospital No. 42 arrived at Mt. Royal Station on April 27, it brought with it Corporal Maurice E. Dill, our "Boy" of the Saw Bone Art. Mr. Dill was met by a special committee of one from this office, namely, Burton Fosler, who reports that Dill is in perfect health and looking better than any one else in his unit. We are awaiting our turn to greet Mr. Dill when he arrives at the office.

Owing to the untiring efforts of Miss Edna Bowen, the committee for the "VICTORY LOAN" in this office, we have registered \$2,150.00 to date, May 1. Miss Bowen deserves great credit for her untiring efforts to make our subscription a creditable one.

Auditor Passenger Receipts

Correspondent, FREDERICK S. JOHNSON

Private Chester A. Donelson, who has just returned from France, was a runner for the

313th Infantry during its drive on Montfaucon, which began at five o'clock on the morning of September 26. He stayed with them until October 1, when he was badly gassed and taken to a hospital. After recovering, he was placed in charge of a hospital ward, as he was not able to return to his outfit, and remained there until sent home. We are all very glad to have him back with us again.



Private Chester A. Donelson

New York Terminals

Correspondent, PATRICK LUCEY

MARCH 1, 1919

Said J. J. B. with his heart aglow:
"My lease has only a month to go,"
And flapping his wings he let out a crow:
"I have a boat and a bungalow."

APRIL 1, 1919

Said J. J. B. "Where the seawinds blow,
The billows surge and the oysters grow,
With the sun above and the mud below,
There's no place like home—in my bungalow."

APRIL 15, 1919

Shivering close to a small oil-stove
While Boreas roars and the "beautiful snow"
Beats in through the crackssays Joe: "Heigh-ho!
'Tis a merry life in a bungalow."

Adaptability is an attribute that can carry a man a long way on the road to success. When to this is added a graceful and easy manner, fluency of speech, a knowledge of railroad diplomacy, there is not the least doubt of a man's usefulness to a transportation company. We



A Chunk of the Leviathan—Note the Swarms of Returning Soldiers Aboard

introduce John P. O'Reilly, lighterage agent, Produce Exchange.

To our New York forces, he needs no introduction. Coming to us as tallyman at St. George in 1903, he has climbed the ladder, becoming westbound clerk in 1907, then transferred to Pier 22, N. R., where he obtained an extensive knowledge of transportation of freight, and finally to the city eastern freight agent, S. D. Riddle, Produce Exchange, when he became chief of the Lighterage Bureau in February, 1916.

It is in his dealing with steamship agents and exporting houses that Mr. O'Reilly's work stands out prominently. To secure an extension of time on steamship schedules here, to help out a stevedoring company there, to quiet the angry tones of an impatient exporter, these kinks in the machinery are delegated to him. His complete mastery of the lighterage situation enables him to allay the grouch of even the most turbulent.

With Mr. O'Reilly taking care of the material and A. L. Mickelson, assistant terminal agent, looking out for the physical end at St. George, the lighterage business recently opened up is bound to be successful. These gentlemen have on previous occasions demonstrated their ability in establishing records. It now devolves on them to outdo their previous efforts. We know they can do it.

"Nothing succeeds like success." He came to Pier 22, N. R., as a tallyman in 1907. In 1908 he was promoted to receiving clerk. In 1910 he was an assistant foreman. When a foreman was required at Pier 21, E. R., the job was given to him. When business assumed alarming proportions at Pier 7, N. R., he was trans-

ferred there, and on April 1 of this year, he was sent to our Wallabout Pier, Brooklyn, as agent. Such is the record of C. N. Toomey. A foreman on the New York Piers must be able to deal successfully with all sorts and condition of men. Mr. Toomey has accomplished this task well. Keep it up, Mr. Toomey, you are only in the middle of the ladder. All the boys, and the girls too, wish you the best of good luck.

"And did you see my little Jimmy marching?" With coquetry emblazoned in the eyes of the singer and an assumed Gaelic brogue, how often have we listened with pleasure to that strain since our advent into the war! With it we visualize the achievements of our "Jimmie" Hamilton, ex-sergeant, 77th Division. "Jimmie" was among the first who went to Uncle Sam's aid, when, disregarding exemption, he bade a widowed mother good bye. It was a Spartan-like parting, ringing with the same thrill of patriotism that made immortal the command, "Come back with your shield or on it."

"Jimmie" saw action at Chateau Thierry, in the Argonne and in the Vesle. From the effects of wounds received in the Argonne, he was invalided home and was mustered out of the service last March. So if he did not keep in step just like his daddy on the seventeenth of March, the reason was the effects of some Boche shrapnel in his right knee. Though he can boast of three wound stripes, "Jimmie" is now apparently in fairly good health and regrets that he was not present when that Lodestar of Justice, the Stars and Stripes, were floated over the towers of Coblenz and other citadels of Rhineland.

"Act well your part, there all the honor lies." There was a gap in our ranks and we could not

seem to fill it. The position may be held down by another, but there was no one that had the traits that made A. J. Tolley one of the most popular among our force. Tolley was called last July to help "settle the muss." Within a month, he was mighty proficient in all the preliminary duties of a soldier, so proficient that he vows he will never go to see that movie of Charlie Chaplin in "Right Shoulder Arms." Kaiser Bill was considerate of Tolley, and his suppliant cries of "sufficient" saved our hero from the rigors of the front line trenches. Little towns have their faults, but not so with South Orange, N. J., where Tolley makes his domicile. For when they decided to parade as a stimulus to the Victory Drive, they requested Tolley to lead the march. Some honors, eh?

"Company Attention!" commands the captain. The graceful folds of Old Glory are carefully lowered as the notes of the "Star-Spangled Banner" echo in the breeze. We stand as commanded at retreat. This was a scene not easily forgotten, says Sydney Keassing, of our Accounting Department, recently returned from the Flanders front after serving as a volunteer for eleven months.

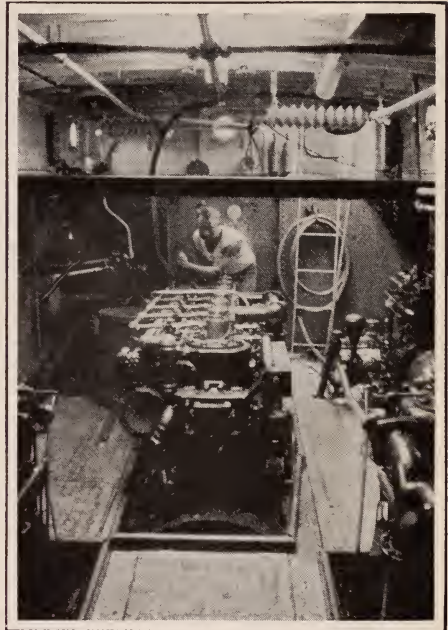
There are at least half a dozen of our younger set who expect soon to rehearse "for better or for worse." Well, the war is over, and former correspondents of this column complained bitterly of the tameness that surrounded the office.

There is a youth who makes the rounds of the office several times a day. For disposing of mail he has no equal. Why does he keep smiling? Not because his job is easy, but because he loves his work. Edward Reardon always sees the silver lining.

We have nailed our colors to the mast, our motto being, "Efficiency is the product of endeavor."



James L. Sullivan, Bridgeman, St. George



Herman Hafferkamp on Submarine Chaser

Staten Island Rapid Transit Railroad

Correspondent, J. V. COSTELLO

The above photograph is of Herman Hafferkamp in the engine room of Submarine Chaser No. 63 in the English Channel. He has been stationed on this boat for several months. Before entering the Navy, Hafferkamp was employed by the Company as a locomotive engineer.

You will note by this picture that James L. Sullivan, bridgeman, is stationed at the wheel on Bridge No. 1, St. George. Mr. Sullivan was born in Ireland, February 4, 1866. He entered the service of the Company, August 11, 1882, as laborer, was promoted September 10, 1894 to bridgeman, and has been working as such up to the present date.

J. J. Killeen, formerly stationmaster at St. George, has resumed his duty as towerman at Tower B, St. George.

P. Weber, a student of the I. C. S., graduated with high honors and was immediately promoted to the position of electrical maintainer at St. George Terminal.

W. P. Slattery has been appointed stationmaster at St. George, vice J. J. Killeen, transferred.

On May 7, the following conductors left to attend the convention of the Order of Railroad Conductors at St. Louis: J. B. Gerow, William O'Connor, D. B. Hayes, E. J. Wagner, W. J. Hayes, J. A. Lynch, Thomas Carroll (delegate from the New York Division), and H. Williams.

Conductors J. Zimmer and F. Schaaf left May 9 to attend convention of the Brotherhood of Railroad Trainmen, which was held in Columbus, Ohio.

Private Carl Anderson, who enlisted in a Railroad Regiment when we declared war, has been honorably discharged and resumed duties in the service of the Company.

Private F. G. Nodocker, who enlisted in a Stevedoring Regiment, has been honorably discharged. "Fred" is in the best of health.

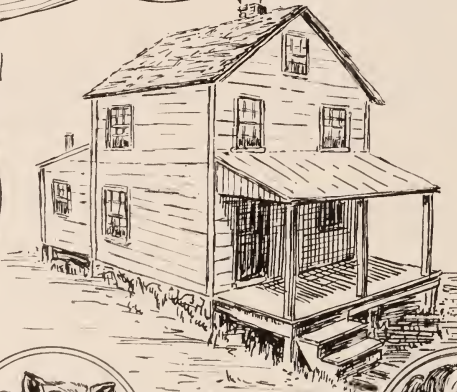
On Sunday night, April 13, train inspectors Sheppard and Lavin, who were at Grant City, learned from conductor Charles Wheeler that the railroad station had been robbed, and conductor Wheeler pointed out two young men who had been shown to him as the possible offenders. Quick action by Sheppard and Lavin resulted in their arrest.

While E. J. Dolan, crew dispatcher, Clifton, S. I., was returning from lunch March 11, he noticed a man under the influence of liquor about to fall from the eastbound platform in front of an approaching train. Mr. Dolan immediately went to his aid and no doubt saved his life.

Joseph R. King, first trick operator, Mariners Harbor, has returned from the National Con-

SCENES ALONG THE BALTO. AND OHIO.

THE IDLE HOUR COTTAGE
HILKIN CECIL CO, MARYLAND



Established
1911



Walter Robert West
Flagman #14

The Idle Hour Cottage is well known to most of the employes of the Philadelphia Division, especially those in train service. It was established in 1911 by Herman Myers, fireman on train No. 61 and he is still the financier. Henry A. Raymond, father of our artist-brakeman of that name on the division, and known to the boys as "Pop," is the General Manager of the Cottage, and it is through his interest and work that the Hostelry has become famous for its wheat cakes and country sausage. The crews of trains Nos. 61 and 66 are the chief patrons of the house and would not swap its hospitality for that of the Ritz-Carlton. The illustration, signed by flagman West, but which, we must say, looks as if it came from a more familiar pen, shows the other two most important members of the establishment—the cat, aged seven and famous mouser, and the dog, of unknown age but of established reputation.

vention of the Order of Railway Telegraphers held at Cincinnati, Ohio. The western air and girls made a great impression upon "Joe," and it is rumored that he is about to request transportation to one of the western towns.

Miss I. McCarthy has been appointed secretary of the Safety First Committee organized in Clifton shop.

M. J. Kubinak returned to duty as towerman after serving Uncle Sam in the 304th Engineers. He enlisted when we declared war.

All employes at Clifton wish to express to W. Welihan, machinist foreman, their sincere sympathy in the loss of his son.

Baltimore Division

Correspondent

W. H. TARR, *Superintendent's Office*, Camden Station

In leaving the Baltimore Division, superintendent Allen paid his respects to the employes he had been associated with in the following telegram:

BALTIMORE, MD., April 30, 1919.

Employes Baltimore Division:

I want to thank you all for your hearty cooperation during the trying period of the War and since.

If you do as well for my successor as you did for me, he will be a very fortunate man. Do better for him if you can.

Good Bye and Good Luck,

P. C. ALLEN,
Superintendent.

The report of automatic signal failures on our division for the period ending April 20, as submitted by supervisor J. B. Bussard, was so satisfactory that superintendent Allen wrote a letter to division engineer Crites, asking that Mr. Bussard be complimented.

On a trip to his home town, York, Pa., "Polk County" Strevig had the misfortune to sprain his foot. Since his return he has been learning to walk again. If you have a migratory feeling, come in and see Mr. Strevig. He will tell you all about land in Polk County, Florida.

Abraham Lincoln and Miss Marie Shipley, of Colonel Grammes' terminal force, quietly stole a march on the rest of us and went to Washington and got married. Good luck, Abraham.

Miss Soldier-Man Benjamin, of Colonel Grammes' terminal force, has all her little soldiers lined up on her desk. They are of all the nationalities and one who has been sending her a lot of stuff from France. We don't know his nationality.

On April 27, L. G. Forster, timekeeper in the Division Accountant's office, visited Sykesville. Since that time all his friends have been wondering what the attraction may be, although he has been paying due respects to a certain young lady who resides in that town, also working in this office. This being the month of June, we are looking forward to some strange happenings.

Come on, "Lou," be a sport. Give us a little warning. When is it coming off?

Camden Agent's Office

Correspondent, W. H. BULL

C. E. Kirschman, Accounting Department, is seriously ill, and for the last three weeks has been a patient at Johns Hopkins Hospital. We are keeping his room supplied with flowers, and hope for his speedy recovery. We miss you, "Chris," and want you back.

Herbert Gochnauer, of the 117th Trench Mortar Battery, fellow clerk at Camden Freight Station, arrived in this country recently. He paid us a visit, and was greeted with keen pleasure. Nothing is too good for a member of this glorious outfit.

W. F. Spurrier, who put his railroad knowledge gained at Camden Station to good account while in France, recently arrived at New-York from overseas. Welcome home, Wendell. We hope to see you soon.

George L. Spittel, Accounting Department, is the father of another boy, making three in all. George is so happy that he has purchased a home at Halethorpe to give these boys plenty of room for romping.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

With the thermometer well up in the eighties and the bright blue sky overhead, it looks as if Washington was about to enjoy a spell of the good old summer weather for which it is justly famous. This brings with it thoughts of baseball, the silver trout, the dear old "swimming hole," and all the other things associated with summer. Our boys and girls are beginning to show interest in the great out-of-doors, and every day, during the noon hour, they enjoy themselves on the lawn in the front of the building, with such athletic stunts as suggest themselves to them. This gives them all greater energy for the work to be accomplished during the remainder of the day.

In one of the recent issues of the MAGAZINE, mention was made of the arrival, via Stork Air Line, of a granddaughter in the family of our veteran claim clerk, Jesse T. Carr. The



Jesse T. Carr and Granddaughter

accompanying photograph shows grand-dad and grand-child, snapped at a moment when they were the proudest pair in this city. Note how carefully grand-dad is holding the youngster; he evidently has no intention of letting go of her until he can place her in hands as safe as his own.

Washington is in the midst of the great VICTORY LOAN DRIVE, and it is inspiring to see every evening the large search-lights that are throwing their beams in all directions, lighting up the various buildings, and here and there picking out American flags, as well as those of the Allies, that have been fired from guns into the air for the express purpose of being discovered by the search-lights. Aeroplanes are also discovered sailing around in the darkness. The most beautiful illumination, however, is on the Capitol building, upon which many lights are thrown, giving it a wonderfully transparent appearance, if viewed from a distance. It is worth coming a long distance to see the Capitol at night.

The doubter on the business future of the country should come into our station and see the number of cars of merchandise that are being handled. Indications are that the good work is going to keep up during the summer. It has been found necessary to augment our forces, both in the office and on the platform. That is what we are here to look after, and we sincerely hope that an era of great prosperity is before us.

Sickness has again struck our force, but, with the warmer weather, we are hoping for a let up on such visitations. H. G. Howard, correction clerk, was confined to his house for several days with a heavy cold which threatened to develop pneumonia, but, with good care, he was able to ward off the dread disease. He has returned to duty and feels as well as ever. Karl D. Fox, car record clerk, is at present home with an attack of quinsy sore throat. Last reports show him to be getting along nicely. Our

veteran delivery clerk, Cyrus R. Heller, who has been mentioned before in these columns, is still confined to his home.

Mount Clare Shops

Correspondent, MISS MILDRED GOETZINGER

The photograph below is of Miss Dora Engel, sister of Ray Engel, tinner at Mount Clare, who has returned to his former position after having served in the United States Flying Corps.

Mount Clare has reason to be proud of all the men she sent "Over There"—each and every one has given the best that was in him. W. J. Eyerly, who was an apprentice at the time of his enlistment, has returned to duty as a machinist, after having served with the 19th Engineers in France. C. J. Kammerer, boiler-maker apprentice; Wilson Hatcherson, machinist apprentice; Charles Moxley, helper on the freight track; Walter Rice, helper in the passenger car erecting shop and W. J. Disney, helper in the paint shop, have also returned to their old positions, after military service.

Mount Clare Welfare Athletic and Pleasure Association

The body of Authur Herberson, who was drowned in the Patuxent River at Laurel while fishing, was discovered after five weeks' search two miles below the place where he was fishing. The body was found by Howard Brown, car builder in the Round Shop, who received the reward of \$25.00 offered by this Association for its recovery.

The Supervisors' team, coached by W. S. Eyerly, assistant superintendent of shops, had their first practice on April 29, and the next day most of them came to work on crutches.



Miss Dora Engel



Aviator Joseph Schwartz

The accompanying picture is of Aviator Joseph Schwartz, who has been in the Navy for over a year and is stationed at Pensacola, Fla. Mr. Schwartz was formerly a moulder at Mount Clare.

The last regular meeting of the Welfare Association was held on April 11 at Moore's Institute, Baltimore and Carey Streets, after which there was dancing, which lasted until midnight. The music was played by the Welfare Band and refreshments were served about 10.30 p. m.

Flowers or fruit have recently been sent to the following sick or injured: Charles S. Murphy, J. W. Boyd, George Sprinkle, Horace Bethel, J. Streib, C. Bloomfield, Wilbur Bonsall, H. L. Taylor and Jacob Algire. Floral designs have been sent to the following deceased members: E. Douska, Joseph Vale, G. G. Hughes, J. Shuck. We extend our heartfelt sympathy to the members of their different families.

It gives us pleasure to announce that Rudolph Shuransky of the Passenger Car Erecting Shop was the first man at Mount Clare to win a German dress helmet by buying a Victory Bond.

The Mount Clare Blues, a baseball team composed entirely of clerks at Mount Clare, expect to challenge the champion teams of the System this year and in the meantime they are taking all comers. Correspond with F. K. Baker, manager, care of the accountant's office at Mount Clare.

The annual all-day Tolchester excursion will be held on June 14.

The good old stork recently delivered to W. H. Kuszmaul, pipefitter in the Paint Shop, a handsome fifteen pound boy.

In the Mount Clare Welfare Duckpin League, our boys have finished their season in grand style, with No. 2 Machine Shop in front. This

is the second season that the Machinists have captured the trophy. They had the lead the best part of the season by a large margin. Men that captured prizes at all two-ball games were: High individual score for one game, Beaumont, 143; high individual score for three games, Beaumont, 348; high individual average for season, M. Heckwolf, 95 49.75; high team score for three games, No. 2 Machine Shop, 1,511; high team score for one game, Iron Foundry, 520.

Standing of the teams at end of season:

	WON	LOST	PER CENT.
No. 2 Machine Shop.....	52	23	.693
Pipe and Tin Shop.....	43	32	.573
Iron Foundry.....	30	36	.520
Automatic Department.....	25	50	.333

Averages of men in league:

	TOTAL PINS	GAMES	AVERAGE
Heckwolf, M.....	7,174	75	95
Bloomfield.....	6,468	68	95
Ryan.....	6,777	72	94
Cummings.....	6,151	67	91
Beaumont, L.....	5,701	63	90
Cook.....	5,644	63	89
Schlarb.....	5,640	63	89
Blakemore.....	5,334	60	88
Gollery, Edward.....	5,394	61	88
Carroll.....	6,233	71	87
O'Neill.....	5,274	60	87
Duvall.....	3,678	42	87
Buhl.....	5,479	63	86
Beck.....	4,300	50	86
Loudenslager.....	6,437	75	85
Heckwolf, George.....	4,415	53	83
Durham.....	4,099	50	81
Davis.....	2,968	38	78
Gollery, Emmet.....	2,700	35	77
Fountain.....	2,764	36	76

The members of the Welfare Band have been measured for their summer uniforms.

The membership of this Association is now 1,800, having taken in the Printing Plant, with W. E. Staines as committeeman, and the Maintenance of Way employes working at Mount Clare, with W. L. Crothers as committeeman. We have had a number of requests from employes both at the Baltimore and Ohio Building and Baileys for membership in the Welfare Association and we would like to accede to them, but our constitution provides that we can only accept as members those who are employed at Mount Clare. We would be glad to give any assistance in organizing a Welfare Association at any point in Baltimore.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
 LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

Our Y. M. C. A. has organized a baseball team from players from the local shops which is to represent that organization. Perry Will-

ard is captain, R. G. Allamong, business manager, and J. C. Harris is field manager.

The banks along our tracks at Magnolia cut-off near Doe Gully, W. Va., are being widened in an effort to prevent landslides. The improvement will cover about five miles. About 200 workmen are employed, and are being housed at Doe Gully. The operations will require several weeks to finish.

Keyser

Correspondent, H. B. KIGHT, *Ticket Clerk*

On April 7 the mother of ticket clerk Harry Kight passed away after an illness of many months. Learning of her death, the editor of the MAGAZINE took the liberty of sending a line of sympathy to Mr. Kight, who, as our readers know, is the MAGAZINE correspondent for Keyser. The letter of acknowledgment from Mr. Kight contained such a beautiful expression of filial love and devotion that we are sure that he will pardon us for publishing a part of it, viz.:

"Mother was an invalid for a number of years, yet she bore her pain without a murmur. On Sunday last she went into a coma from which she never awoke, and on Monday, April 7, she passed away while I held her in my arms. It has been my privilege to minister to her for a long time. When I was not on duty I was caring for her as would a nurse. Now God has taken her from me and over on the shores of the River, beneath the trees, she is waiting for me. I shall ever cherish her memory and try to live so that when my Maker calls, we can be joined together to live throughout eternity."

It is with deep regret that we report that George Walburn, a well known brakeman, who fell from his train on April 20, had his right leg so badly crushed that amputation was necessary. His leg was taken off between the hip and the knee. He was rushed to the Hoffman hospital, Dr. Hoffman performing the operation. He is recovering.

William Jennings Bryan spoke to the shop men in the machine shop at noon on April 26. The place was packed and all enjoyed the address on the "League of Nations" and "Prohibition."

"Brackett" Tharp, fireman, recently visited his sailor son at Norfolk.

Watch us put the Victory Loan "over the top." We haven't failed yet, and we'll "finish the job."

Yard conductor Scott Core and wife, of Parkersburg, attended the funeral of the mother of ticket clerk Kight. "Scott" renewed old acquaintances while in Keyser.

James Swick, car repairer, has developed a case of small pox and is under quarantine.



"Andy" Smith, Day Porter at Keyser

The accompanying picture is of "Andy" Smith, day porter at the passenger station at Keyser. "Andy" is a good fellow, who attends strictly to business and is always ready to accommodate the public.

The storekeeper's office has been moved to the passenger station until some alterations are completed.

A recent fire badly burned the record room on the third floor at the Baltimore and Ohio shops. When first detected smoke was coming from the slate roof and the fire increased rapidly. Captain Shelly and his company, assisted by the entire shop force, fought for several hours before the blaze was put out. A considerable amount of damage was done to the north end of the shops, the office rooms and the record rooms being completely ruined. The furniture and records were carried from Mr. Filler's department, but the records and drawing room material were completely destroyed. The Keyser fire department and our own efficient force cooperate to the best advantage at every blaze.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

Miss Ethel Irvin, daughter of tinner B. F. Irvin and sister of chief clerk Amos Irvin, was recently married in Cumberland to Robert T. Banks, of Akron, Ohio. Mr. and Mrs. Banks will make their home in Akron.

Josiah Show, veteran engineer, died at his home in Martinsburg at the age of 78. Mr. Show came to this city shortly after the Civil War and entered the employ of the Railroad, serving constantly and efficiently for a long period of years. About ten years ago he was placed on the retired list, and since that time he has lived quietly at his home here, enjoying a well earned rest. A widow and three children survive. Mr. Show was a member of St. John's Lutheran Church, Knights of Pythias and B. of L. E. The funeral services were held at the late home, and many railroad employes and fraternal brethren attended to pay their last tribute to a long and faithful friendship.

Master William Eugene Lynn is the five year old son of foreman H. E. Lynn of Brunswick, Md., and grandson of the veteran engineer, Jacob W. Taylor, to whom we are indebted for the picture. "Jake" thinks the young sailor is the only one in or out of the Navy.



Master William Eugene Lynn



Master Robert Bowlus

Here is Master Robert Mosier Bowlus, then nine months old son of Mr. and Mrs. F. W. Bowlus, of Pittsburgh, Pa. Mr. Bowlus is a clerk in the Pittsburgh office. Master Robert has the distinction of being the first and only grandson of engineer Alexander Mosier, and Alexander is proud, you bet. Alexander says Robert looks like a coming engineer.

Connellsville Division

Correspondents

- J. J. RYLAND, *Office of Superintendent*, Connellsville, Pa.
 M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.
 J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.

On March 16, G. C. Sheetz returned to duty in the Tonnage Bureau after serving about nine months in the artillery training camp. "Car" or "Sam," as he is better known, is among those who feel grossly slighted at not getting to France, but is just as well satisfied now that it is all over and he is back with us again. We tried in vain to have "Sam" give us his photo, but he says too much publicity is liable to result in some fair maiden from another division becoming hypnotized and stealing him from his closer ties in this vicinity. We appreciate "Sam's" modesty but would like to have seen his "photo in uniform," as some of the girls claim he is "unsurpassable."

"Wow!" exclaimed a clerk in the division accountant's office t'other day. Instantly all turned, thinking he had lost one of his molars;

but it was something worse. He was grappling with a shortage statement in which a task was asked of him which old Hercules himself could not have accomplished: *i. e.*, the restitution of $\frac{1}{56}$ of a cent, which a friend on the division claimed to be short.

On Saturday, April 5, our bowlers defeated the Glenwood team on the local alleys to the tune of 1791 to 1711. Engineer "Bill" Bailor, of the local team, rolled high, with 419 pins. Our team boasts some good duck-pinner and is ready to meet the team of any other division on the System.

A certain stenographer in the office of the superintendent is a nice, good-looking fellow, though a trifle bashful, we thought, because, when he returned from the Army, he wouldn't give us his photo for the MAGAZINE. But events of recent occurrence convince us he's really not so bashful, after all, where the fair sex is concerned. If that's not so, why does he make such frequent trips to the vicinity of the file desk with a file in his hand displayed so prominently as to justify the belief that it's camouflage?

The accompanying photograph is of section foreman R. Davis and his gang, taken on his section near Ohio Pyle. Mr. Davis boasts the best section on the sub-division under supervisor W. H. Metzgar, and recently was awarded a prize for having the cleanest and best kept section on the main line between Connellsville and Confluence.

Our Connellsville baseball team journeyed to Layton to open the season and measured up to their old-time form, trimming their opponents to the tune of 6 to 0. The score:

CONNELLSVILLE			
	R	H	E
Snyder, 3b.....	2	1	0
Fisher, 2b.....	0	1	0
Beucher, c.....	0	1	0
Clawson, lf.....	1	1	0
Barrett, ss.....	1	1	0
Courtney, 1b.....	0	1	0
Jobes, cf.....	1	1	0
Orndorff, rf.....	0	0	0
Addis, p.....	1	1	0
Totals.....	6	8	0

LAYTON INDEPENDENTS			
	R	H	E
Edwards, c.....	0	0	1
Baker, cf.....	0	0	0
Culler, 3b.....	0	0	0
Skinner, ss.....	0	0	0
Bear, rf.....	0	0	0
Stimmell, 1b.....	0	0	0
Baldwin, lf.....	0	0	0
Murphy, 2b.....	0	0	0
Brewer, p.....	0	1	0
Totals.....	0	1	1

Two-base hits—Fisher, Clawson. Base on balls—Addis 2, Brewer 3. Struck out, by Addis, 8; by Brewer, 6.

Our sympathies are extended to fireman W. S. Bowlin on the death of his daughter Anna, which occurred on May 3, from appendicitis.

On April 30, our good friend P. J. King, locomotive inspector at the Connellsville shops, and Miss Agnes Tippman, a popular young lady of this city, were united in marriage. We all wish both a long and happy life of wedded bliss.



Section Foreman R. Davis and Gang, near Ohio Pyle



Sergeant-Major Gerald O. Schoonover

Here is a picture of Sergeant-Major Gerald O. Schoonover, son of chief clerk to superintendent W. O. Schoonover, and a former employe of our division, Stores Department. Gerald was a student in Carnegie Technical, Pittsburgh, when hostilities began, but was very soon enroute to Berlin to learn at first-hand what manner of beast this Kaiser-creature was. He was landed at Brest, later stationed at Casne, and is now with the headquarters hospital at Save-nay, France. All Gerald's many friends are most eager to welcome his return to their midst, which it is hoped will be at no distant date.

He is one of the most popular officials on our division, and, in addition, he is one of the best of raconteurs. Now, one guess as to his identity. Yes—you're right. Get him to tell you the one about the boy and the dachshund.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributer*, Office of General Superintendent.

One day recently, Jacob Arenth, the amiable and congenial young man known as the "custodian of files" in the general superintendent's office, came into the office with his face wreathed in smiles. His actions aroused the curiosity of those present, and inquiry revealed the fact that the stork had wandered into his home and left a remembrance. "Jake" reports mother and child doing well and is still strutting around with the smile that won't come off. It was a girl. We extend our congratulations and best wishes.

Conductor O. O. Osborn left on April 23 for California. He is the owner of a large farm situated about twenty miles south of San Jose and within two hours ride of San Francisco, and makes yearly pilgrimages to the land of sunshine. We wish Mr. Osborn a safe journey and bumper crops.

We were grieved to learn of the death of Mrs. C. K. Holverstott, wife of our agent at Etna. We extend to him and his family our most sincere sympathy at this greatest of all losses, a loving wife and mother.

A number of employes of terminal agent Deneke's force, who have been in the service both at home and overseas, have returned to duty, namely: I. A. Miller, T. J. Curren, Donnie Reynolds, Oscar Newhauser, Herbert Weigand, H. E. Seachrist, Jr., A. S. Boggess, M. H. Meehan, George J. Balkey, Albert Wolf, Frank Weber, and Mr. Lloyd. Some of these boys have been "over the top" and to all of them we extend a most hearty welcome. We are glad to have them with us again. There are still seven employes of this same force serving Uncle Sam, and we hope that they will be just as fortunate in getting back as were those mentioned.

The accompanying picture is of William Brady, second trick hostler at Demmler, who has recently returned from overseas service with the British forces. Mr. Brady is now on duty and declares that his experience was the greatest ever, and that he would not have missed it for the world. We are glad to have William back again.



William Brady

Back from service with the British Army

The accompanying picture is of George Huey Moore, dispatcher at Somerset, Pa., for over twenty-one years, who died from influenza on October 14, 1918.

Mr. Moore was born at East Brady, Clearfield County, Pa., April 19, 1867, and entered the service of the Baltimore and Ohio as a messenger on February 19, 1883. In his spare moments, Mr. Moore mastered telegraphy, and was rewarded for his efforts by being promoted to operator at Gibson Junction on September 23, 1883, at the age of sixteen. His faithful and conscientious service gained for him a promotion to train dispatcher at Somerset on the S. & C. Branch of the Connellsville Division, March 10, 1897, which position he held at the time of his death.

The following additional information about the Moore family was sent to the Editor by A. M. Taylor, Manager of the News Bureau of the Buffalo, Rochester and Pittsburgh Railroad: "George Moore was the last of the 'fighting Moores' to serve the Baltimore and Ohio. 'Jim' Moore was killed running out of Pittsburgh about 1888 in a passenger train derailment. Frank Moore, commonly known as 'Dusty,' was trainmaster of the F. M. & P. (Sheepskin) Division. He left the Baltimore and Ohio for railroad service in the west, where he died some two or three years ago. "Ep" Moore, engineer, is running on the San Joaquin and Eastern, a mountain road in California. In addition to these three boys there was conductor Colonel Baker, a brother-in-law, who ran between Cumberland and Pittsburgh in through passenger train service."



The late George Moore



Sons of T. B. O'Brien, of Elm Grove, Pa.,
First Trick Operator at Point Mills

S. F. Posteraro, whom we all know as "Posty" and who, until recently, had been attached to the manager of station service staff as claim investigator, is now attached to Mr. Deneke's force and has been made special accountant.

L. T. Campbell, formerly assistant agent at Camden Station, has been employed at Pittsburgh for several months past. Years ago the writer worked with Mr. Campbell in the Freight House at Pittsburgh when Mr. Pyle was agent, and when there was only one billing machine upon which to "knock out" grocery orders about a mile long. Some of them were written with a piece of wood or something similar, as Leo no doubt remembers.

Miss Katherine Beck, who for a number of years was employed at Etna, is now employed at Pittsburgh, and E. H. Slay, who has followed the passenger end for years, is also employed here.

W. B. Hyde, formerly chief clerk to terminal agent at Pittsburgh, and until recently assistant agent at Junction Transfer, has been appointed manager of the Matching-Up Bureau, inaugurated April 16 at Pittsburgh. This bureau covers all stations within the corporate limits of Pittsburgh, and its establishment to take care of overs and shorts will no doubt prove very beneficial.

W. J. McDonald, another old-timer well known to the writer, has been placed in charge of the Claim Department at Pittsburgh Terminal Freight House. This should insure matters being handled with a high degree of success.

Our Freight House, which was ravaged by fire on the night of February 23, has again been placed in first class condition, and the office force, which had been temporarily located in the Jones Law Building, moved back into their former quarters April 15. These offices have been made very attractive as well as healthful and sanitary.

A glance at the minutes of the meeting of the Divisional Safety Committee indicates quite clearly that this committee is alive to the issue of this great humanitarian movement. We are indeed fortunate in having such live wires and we congratulate them on the good they have done and are doing.

Efficiency. We hate to brag about it, but who said our division couldn't get payrolls out on time. If you don't believe it—watch.

It was with regret that the force in the Division Accountant's office learned of the resignation of Mrs. Kennan, whose charming personality and extraordinary ability won the respect of all.

Superintendent Gorsuch and division accountant Tutwiler spent several days in Baltimore recently.

"Tom" Mullen, who handles passes in the office of the general superintendent, is quite popular with the fair sex. "Tommy's" congenial nature, together with his alluring smile and incessant chatter, make him a big winner, and fortunate indeed will be the lassie who gets "Tommy" for a hubby. We understand there are several entries in the field but at this writing one in particular has the call. Let's go.

We would like to have some news items from "down the pike," "over the river" and "out the P. & W.," as well as from our fellow employes up Butler way and on the Northern District. There are lots of things happening in these "diggings" that would be of interest to the readers of the MAGAZINE. Find out from the other fellow, then tell me, and I'll tell the rest but I won't tell who told me.

Chief dispatcher Weaverling is confined to his home with a severe illness. Mr. Weaverling was stricken while on duty and removed to his home in a taxi. We hope "Jack" will soon be able to get back to the job.

Glenwood Shops

It should have been stated in connection with the note in regard to the appointment of C. P. Kalbaugh as chief clerk of the Glenwood Shops, that appeared in the April issue of the MAGAZINE, that Mr. Kalbaugh, then the correspondent for the shops, did not know that the note had been sent in and that it was published without his knowledge. We know Mr. Kalbaugh personally and well enough to feel sure that his railroad friends would understand that he is not the sort to "throw bouquets at himself." A word of explanation will not be amiss, however.—Ed.

J. P. Kane, blacksmith foreman, whose picture appeared in connection with the article on the Pittsburgh Safety Rally in the May issue of the MAGAZINE, was born on March 17,

1870, at Littleton, W. Va. On February 15, 1885, he began work on the Baltimore and Ohio at Newark, Ohio. After serving his apprenticeship and becoming a journeyman blacksmith, he was promoted to blacksmith foreman at Lorain, Ohio, on August 1, 1904, being transferred to Newark, Ohio, on December 1, 1905, in the same capacity and continuing as such on his transfer to Glenwood on January 1, 1914.

Monongah Division

Correspondents

- MISS E. S. JENKINS, *File Clerk*, Grafton, W. Va.
 C. N. MAYS, *Chief Clerk to Division Accountant*, Grafton, W. Va.
 C. F. SCHRODER, *Operator*, Grafton, W. Va.
 J. LYNCH, *Car Inspector*, Fairmont, W. Va.
 H. F. FARLOW, *Operator*, WD Tower, Fairmont, W. Va.



Frank M. Keane
 Locomotive Inspector at Grafton Shops.
 Thirty-nine years in the service

Charleston Division

Correspondent, C. L. WEST, *Dispatcher*

The picture of the soldier boy on page 90 will be readily recognized by our employes on the Elk Line as that of Bert E. DeVaughn. Bert entered

Note Contrasting Sizes of Army Locomotives



Pigmy French Engine



Supplanted by Giant American Baldwin

the service of the Coal and Coke Railroad when only fourteen years of age, serving as caller at Gassaway for three years, at the end of which time he was transferred to the paint shop and then to the machine shop and placed in charge of one of the smaller cranes. Later, he was put in charge of the large electric crane, running it for three years. Soon after our declaration of war, he entered the service, going to Camp Sherman on September 3, 1917, and landing in France, March 26, 1918, since which time he has served as a locomotive engineer.



Bert E. DeVaughn

The accompanying pictures indicate the relative size of the French engines in use when America first entered the war and the Baldwin super-heaters which were built later and sent to France for use of the American Army. Mr. DeVaughn may be seen in both pictures, he having run both engines. His father lives in Gassaway and is an old and trusted employe in the service of the Baltimore and Ohio.

Conductor Frank Gunter is again on duty and is relieving conductor L. D. Morris on trains Nos. 35-36, for a few weeks. On February 27, conductor Gunter was thrown from the cupola of his caboose by the sudden stopping of his train, sustaining injuries about his right shoulder and arm which incapacitated him for several weeks.

Engineer R. N. Jeffries is again on his run after several weeks illness.

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.

J. F. ALREED, *Agent*, Folsom, W. Va.

JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

The stork has been making numerous visits at Benwood. Born to Mr. and Mrs. T. W. Keffer, Jr., an eight pound baby girl, March 9. Mr. Keffer is statement clerk in master mechanic's office, and his many friends extend their congratulations.

Haymond George, machinist helper at Benwood, is all smiles, too. Don't wonder why, for it's a boy.

The accompanying photograph is that of Frank B. Amos, son of Mrs. Francis B. Amos, crossing forelady. Frank is eleven years of age and is in his first year in Linsly Institute. Mrs. Amos has been in the service of the Company for two years, having acted in the capacity of crossing watchwoman for a short time, later being promoted to crossing forelady.

"Sam" Sloan, machinist at Benwood, has been promoted to night roundhouse foreman. Sam is a good fellow and we know he will make good.

"Bob" Nolan, machine shop foreman at Benwood, is the proud father of a bouncing baby boy. You ought to see "Bob" smile.

Mrs. Charles R. Kincaid, wife of storekeeper at Benwood, is improving rapidly after a recent operation.

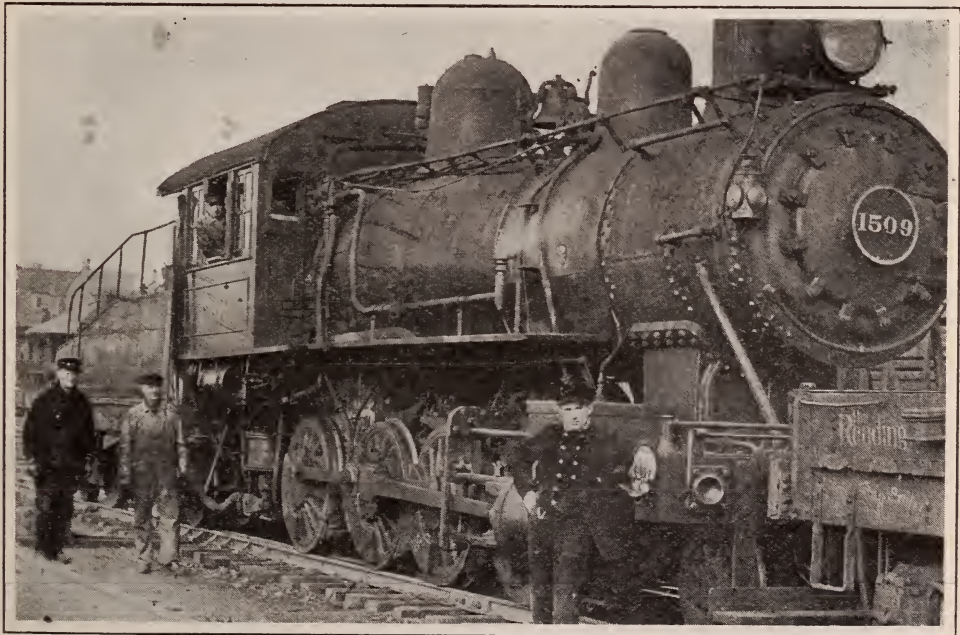
After his eleven months' service with Uncle Sam, we are glad to welcome our old friend, Sergeant J. H. Kellar, again. "Jake" resumed his duties as relief agent on May 1, and his many friends will be glad to learn of his return. He spent six months on foreign soil and went through some hard fighting.

We are all sorry to learn of the death of Mrs. Selwood, wife of coach foreman at Wheeling, and we extend our heartfelt sympathy to Mr. Selwood and family.



Frank B. Amos
Son of Crossing Forelady at Wheeling

The accompanying photograph is of the yard crew with their engine in Benwood yard. Those shown on the photograph are engineer John Houck, fireman C. L. Teets, conductor C. E. Tefft, and brakeman H. M. Mahaffee.



Engine 1509, Benwood Yard, and Crew

Cincinnati Terminals

Correspondent, W. E. COCHRANE, *Chief Clerk to Supervisor of Terminals*

On April 22, a kitchen shower was given in honor of Miss Kathryn Eicher, a bride-elect, in our Welfare Room at Smith Street, the color scheme being pink and green. Numerous presents were given Miss Eicher and the occasion was one not soon to be forgotten.

One of our recently discharged soldiers is James P. Gough, who is back with the boys as a yard switchman.

Many of us know that cars get dirty, few, who are responsible for putting them up in such fine shape as only the Baltimore and Ohio Railroad is noted for. We introduce to our readers with this issue the coach cleaners at Second and Mill Streets coach yard, Cincinnati: First row, sitting, left to right: D. Fitzgerald, G. Wiegand, B. Dimitry, A. Gillispie, A. Piper, W. Travis, G. Sotir. Second row, standing: E. Swope, J. Lamoth, E. Murphy, G. Barbola, C. Paul, A. Krist. Third row, standing: L. Swope, A. Paskal. Fourth row, standing: C. Dello, E. Nick, J. Hattersly.

The vacation season is on again, among the early vacationists being W. J. Robinson,

trainmaster, and C. S. Cook, yardmaster. Mr. Robinson took this opportunity of enjoying his new home on Price Hill.

There have been several changes in the supervising force in Cincinnati Terminals, W. P. Abbott, division engineer, having been transferred to Dayton, and R. S. Welch being appointed in his place. C. P. Burrus, formerly from the office of superintendent of transportation, has been appointed supervising agent, succeeding J. D. Romes, who has resumed his duties as agent at Oakley.

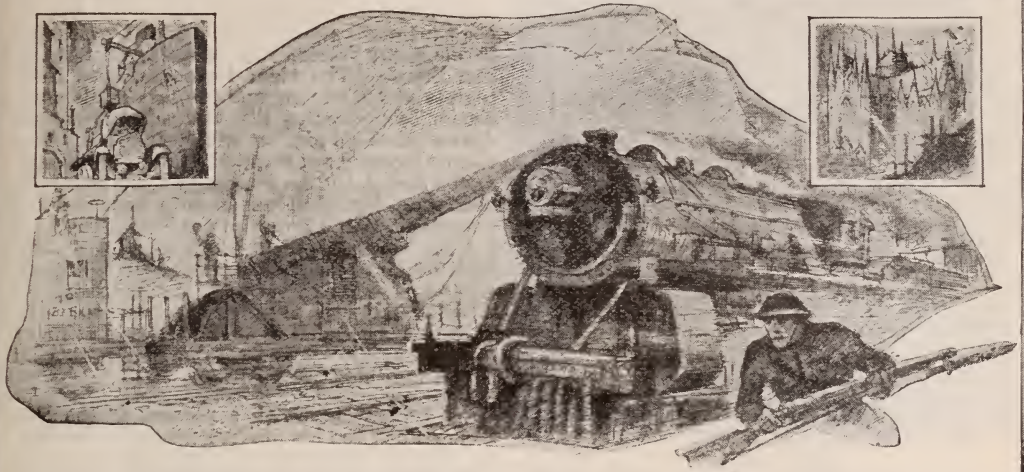
Miss Clara Schulte, of the superintendent's office, was pleasantly surprised the other day by the unexpected arrival of her brother, who has been attached to the medical corps on the Rhine.

The young ladies of the local freight office at Smith Street enjoyed a delightful Easter dinner in the Welfare Room on April 3. The tables were appropriately decorated with dainty favors and the occasion was a decided success.

W. J. Maloney, chief yard clerk, would never make a very good flagman. While flagging his wife, who was driving their new automobile, he gave her the signal to proceed, which she promptly did—right into a telegraph pole—damaging it as well as their Oakland.



Cleaners in the Coach Yard at Second and Mill Streets



Hamilton Watches Time American Railroads in France

THE American Government has built a railroad in France. It connects our big seaport there with Pershing's army afield.

Railroad men here at home will be glad to know that it is as large as the Delaware, Lackawanna

and Western.

The fate of the war hung on the efficiency of this American road—built of American materials, with American rolling-stock, run by American men—and timed by the *Hamilton Watch*.

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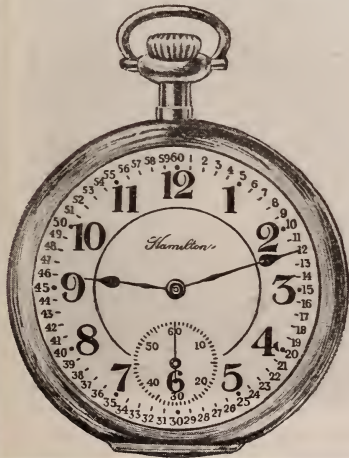
Crowded troop trains, heavy artillery, munitions and supplies poured ceaselessly forward—the wreckage of war flowed back from the lines—over this road. No. 992 Hamilton Models were purchased by the Government for its train crews.

The same No. 992 Hamilton, as you know, times many of our famous limited trains. That is why the Government ordered No. 992 Hamilton Models for its vital railroad in France. For Time Inspection Service, Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels) are the most popular and will pass any official inspection, year after year.

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"Bob" Summers

Here is the picture of R. L. Summers, yard foreman, Cincinnati to Ivorydale. "Bob" is familiarly known to all his many friends as "Smokey," and one of the distinctive features of his presence is that he is always smiling and happy. Would that we had more employes of "Bob's" makeup!

A Victory Loan meeting was held in our Welfare Association room at Second and Smith Streets, under the auspices of the Welfare Association. After singing a number of patriotic songs, we were favored with a reading by Miss Gene Connor, which was exceptionally good. Mr. Ben Nelson, a prominent attorney of Cincinnati, gave a very interesting and instructive talk on Victory bonds. C. E. Fish, terminal agent, and G. R. Littell, assistant terminal agent of the Toledo District, each gave short talks, urging all employes to subscribe to the Victory Loan and make the office one hundred per cent. The meeting was enjoyed by all and was closed by the singing of the "Star-Spangled Banner."

L. A. Cordie, assistant terminal agent of the Indiana District, is now riding in a nice new Buick.

Joseph Mitchell has been discharged from the Army, and is back on his old job as chief clerk at Stock Yards. Although he enlisted at the opening of the war in the Marine Corps, he did not have the good fortune of getting across and this seems to be his chief regret.

The superintendent's office was highly honored last week by a visit from A. H. Rose's brother, Barton, who enlisted over three years ago in the Canadian Royal Flying Corps, being transferred on our entrance into the war to Uncle Sam's aero corps. He had quite a number of interesting, hair-raising stories to tell, and it was evident that he saw some very active service.

The promotion of Frank L. Hall, the efficient night foreman at Storrs, to general foreman at the Cincinnati stock yards, came as a surprise to his many friends and co-workers at Storrs roundhouse. The night force expressed their regrets at his leaving and the loss of his association by presenting him with a thirty-second degree Shriners pin, set with a diamond. Machinist Driscoll was selected to make the presentation speech and he was primed and fit for the occasion. Mr. Hall was greatly surprised and responded with a few words, thanking the boys for the token of their esteem. It was difficult for him to get through his little speech, a good omen on an occasion of this kind. We all wish him success in his new position. Mr. Hall was succeeded by J. A. Driscoll as night foreman at Storrs, and the boys were all glad to see him land the position.

We present herewith a picture of the late Henry Funk and his life-long friend, H. Shifflet, at present employed as a switchman in the Hamilton yard, having been in the service of this Company since 1896. This photo was taken at Put-in-Bay while these employes were on their vacation last summer.

Mr. Funk entered the service of the C. H. & D. at Hamilton, Ohio, as night watchman in March, 1881. He also served as a trackman until 1886, when he again became night watchman at Hamilton, which position he held until June 2, 1900, when he was promoted to depot policeman at the Cincinnati Passenger Station. He was later made a train caller and continued as such until his death on January 29, 1919, after an illness of only seven days.



H. Shifflet, left, and his late friend, Henry Funk

New Castle Division

Correspondents

A. C. HARRIS, *Assistant Chief Clerk to Superintendent, New Castle, Pa.*

P. W. ADAMS, *Telegraph Operator*

O. C. BEDELL, *Telegraph Operator*

As a result of changes on the Pittsburgh Division, C. P. Angell has resumed his position of trainmaster on east end of our division, in place of J. O. Huston, transferred to Painesville as general yardmaster. Mr. Angell needs no introduction to us as he was for many years trainmaster on our division, prior to his transfer to the Pittsburgh Division.

Division operator C. O. Brown is at present confined to his home on account of illness, and is hardly expected to be able to resume duty for several weeks.

Assistant trainmaster F. W. Green broke the ice in the staff officers' vacation season—and, judging from his looks after his return, he must have thoroughly enjoyed himself. While a little early in the year, Mr. Green had so planned his vacation as to secure the greatest advantages possible and reports a splendid time.

Our employes presented the second of a series of "stunt" nights at the local Y. M. C. A. at New Castle, on the night of April 28. The meeting was held in the gymnasium of the "Y" and about one hundred and seventy-five persons were present, this including our employes and their families. Superintendent Stevens made an inspiring address, touching particularly upon the need for cooperation and thorough understanding, to insure the success of the railroad organization. Outlining briefly but clearly some of the problems confronting the railroads, he explained why greater efficiency was necessary and how each individual employe could assist in overcoming the difficulties. The need for generous subscriptions to the Victory Loan was also explained and each employe urged to subscribe to the limit of his ability, Mr. Stevens explaining to them the method by which he arrived at the amount for which he must subscribe, basing his decision upon the salary increases given him for the year and this amount being used to purchase the bonds. A feature of the evening was the minstrel act by yard and shop men, which was cleverly done. Shopmen Frank Keating and H. P. Ward were on the ends, with William Mulcahy, roundhouse foreman as interlocutor, and William Parsons, yardmaster, Edward Farrell, machinist, and G. H. Wyman, yard brakeman, as soloists. Vocal solos by Mary Jefferies and Marjorie Smith of the master mechanic's office, and instrumental numbers by the DeJane sisters were also exceptionally good. The "stunt" nights are becoming very popular and a number of acts or "stunts" are now being rehearsed for the next show the latter part of May.

The office team at New Castle Junction won the first baseball game of the season, defeating the strong Shenango Tin Mill team by the score



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of 3 to 2. Pitcher Morrissey of the office team covered himself with glory, handling the Tin Mill boys with ease and at no time was he in any danger. The batting of the office team was not up to standard and as soon as the boys regain their batting eye, with a pitcher of the caliber of Morrissey, they should have little difficulty in defeating the majority of the teams they meet.

The formation of the New Castle Junction baseball league is now under way, with teams entered by the shop, yard and office forces. This will be a four team league, playing twilight games, and with the number of ball players available, some very fast games should develop.

Newark Division

Correspondents

W. E. SACHS, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops.

Zanesville Reclamation Plant

The wedding of Mrs. Bessie Mae Smith and James Harry Hannan, an employe of the Zanesville Reclamation Plant, was solemnized at seven o'clock Wednesday morning, April 30, at St. Thomas's Catholic Church, Father Roach officiating. The attendants were Miss Florence Mulvey and the bridegroom's brother, E. H. Hannan. Following the marriage a breakfast was served at the home of Mr. Hannan's sister, Mrs. C. E. Colopy. Mr. and Mrs. Hannan made their wedding trip to Columbus, Cincinnati and St. Louis, and upon their return will reside on McIntire Avenue, where they have their home prepared. All of our local employes extend to the newly wedded couple their congratulations and best wishes.

On April 29, the Reclamation Plant office force was entertained at a six o'clock dinner at the home of F. L. D. Ferrel. Covers were laid for ten. Instead of place cards, cartoons were used. Mr. Ferrel is a former employe of the Reclamation Plant and has just been furloughed, but always has the good of the Company at heart.

On the evening of April 21, Miss G. A. Shoemaker, stenographer, and Miss Louise C. Ford, clerk at the Reclamation Plant, entertained a few of their Company friends at a six o'clock dinner given at the Blue Lion Tea Room on the National Pike. The trip was made in machines and the affair was greatly enjoyed by the following: J. L. McCann, C. E. Brennan, F. M. Perry, L. M. Yaest, Miss E. A. Reeves, W. E. Fuller, Charles B. L. Hahn, F. L. D. Ferrel and the hostesses.

Cleveland Division

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio
AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

The following interesting article from the Akron, Ohio, *Sunday Times* was sent to us by B. F. Thompson, telephone engineer. In forwarding it Mr. Thompson said "Henry Basore is as solid as a rock" and for that reason and the fact that he is so well known to the employes of this division, we are glad to publish this little tribute to him, though he is not, strictly speaking, an employe of the Baltimore and Ohio:

"Forty years on the line and still going strong," is the record of Henry Basore, 251 Balch Street, lineman for the Western Union.

At an age when many men are hobbling around the house, dozing in the easy chair and reading the newspaper through a double pair of spectacles, Mr. Basore is out in the winter weather, climbing the slippery poles, mending the icy wires, exposed to the snow or rain or chill wind all day long.

"No, I never wear an overcoat," he scoffed. "I just use the same clothes I wear in the house. I'm never cold. Don't mind the weather at all."



Henry Basore

A ruddier picture of health it would be harder to find than Mr. Basore at the age of sixty-four. Straight as a soldier he stands, his eyes are bright and twinkling, his cheeks are red with the outdoor glow.

"Dangerous?" he repeated the question hazarded by the reporter. "Well, yes, it's dangerous business, I guess. But I never think of it. I'm used to it. I just skin up a pole and work away at the top without a thought of fear. I've done it so long I never think about it. Course I'm not as agile as I once was, but I'm still good for a number of years yet."

Mr. Basore has worked on the same line longer than any other man in the same employ.

"Tom Delaney, who started in to work the same day I did forty years ago, was pensioned off two years ago. We were the two oldest employes," said Mr. Basore.

He began work as a lineman when the Baltimore and Ohio Railroad had telegraph wires. Later the Baltimore and Ohio telegraph was merged in the Western Union and he began working on Western Union time.

Years ago he laid the first rails on the Valley Railroad and strung the first wires over the road. The Valley Railroad became the C. T. & B. Railroad and at last became the Baltimore and Ohio.

Mr. Basore has seen the railroad improved and made safer year by year. He has averted three wrecks himself and has helped clear up the debris of many others.

He saved one passenger train from destruction when he found a tie on a short curve and averted the catastrophe by a few minutes. He saved two wrecks.

"The railroads don't have wrecks like they did in the old days," he said. "Railroad travel is safer now than it was forty years ago. Used to be that you'd never pick up a paper without reading headlines of some terrible wreck with twenty or thirty people killed,—collisions, spreading of rails, negligence on the switch, some reason or other. The railroad companies have remedied all those things. They use heavier iron rails, which prevent almost all the former rail trouble."

Mr. Basore's line which he covers today goes from Cleveland to Valley Junction and from Akron to Lodi. He works every day of the year, and is never ill.

He has worked on during the superintendency of seven men, and three general foremen on the line. Sam Briggs, Mr. Turk, Isaac Reynolds, Mr. Thornburg, J. T. Johnston, W. T. Lechluder and H. B. Green have been superintendents, and Stevens, Darling and Hewitt have been general foremen during Mr. Basore's services.

When asked to what he attributed his unusually good health, splendid constitution and capacity for work, Mr. Basore shook his head.

"I don't know," he said, thinking deeply. "I never drank intoxicating liquors, nor even any coffee. Good clear water—that's all I ever drank. I never ran around nights. I've always stayed at home with my family. Good food, the outdoor air, and plenty of exercise

have done it, I guess. I come from a family with a record for longevity. My grandfather lived to be ninety-four years old and never was sick a day in his life until he took sick and died."

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EDITOR,
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Mr. Basore has raised a family of six children, five of whom are now married. He and his wife have lived in Akron during the forty years of his work as a lineman, and have seen the growth of Akron from a village of 15,000 to its present proportions.

"No, I don't want to quit work," he said. "I never could endure having nothing to do. I've been active too long. I don't want to be pensioned for some time yet. It's a young man's job to be sure, but as long as I can do it, I want to keep at it. I like the line business, and I like to work every day."

Ralph West, assistant chief clerk, general superintendent's office, reports the arrival Sunday morning, May 4, of a fine boy. Mother and son doing well. Congratulations. "El Verso's" will do, Ralph.

E. M. Tuttle, chief clerk, trainmaster's office, soliciting for the Victory Loan, has been making great headway. Very few get by him.

J. D. Fahy, car trace clerk, superintendent's office, who enlisted with Battery D, 37th Division, and spent nine months overseas, is again back on the job.

Akron

Miss Foley has returned to her duties after several weeks of illness.

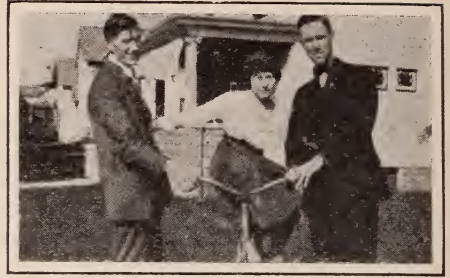
William Amey, traveling claim investigator, has been transferred to the Baltimore Division, and will work on claim prevention in that district.

Miss Emma Kleiber is wearing a diamond, and from all indications it appears that we are to have a wedding soon. Emma, don't forget the cigars!

The accompanying photograph is of employes of the Terminal Trainmaster's office, Clark Avenue, Cleveland. Reading from left to right are: C. Berg, inbound freight clerk; Miss M. Lorenze, stenographer; R. G. Davison, rate clerk; Miss B. Stephenson, correction clerk; Miss C. Cartwright, record clerk; E. Eckert, coal clerk; M. McGinley, assistant agent; A. R. Grobarick, empty car clerk.



Office force of Terminal Trainmaster
at Clark Avenue



Miss Mary Trost of General Foreman's Office

The accompanying photograph is of Miss Mary Trost, stenographer in the general foreman's office at Cleveland, Ohio, in company with two fireman. It was taken recently while she was spending a few days' vacation at Willard.

Miss Doris Bailey is confined to her home because of serious illness, and will be some time there before she will be back with us.

The employes of Akron wish to extend their sympathy to Mr. Korn because of the recent loss of his wife.

On April 4, the baseball club had a meeting for the election of a manager. Mr. Hoffman was elected for the third term, and announces to the clubs on the System that we have an invincible team this year. Our team last year was exceptionally good, considering the large number of our boys who were in the military service. Now we have them with us again, stronger and better than ever before.

Valuation Department

C. R. Hannum, assistant pilot engineer, spent Easter at his home in Charlottesville, Va., and acted as best man at the wedding of a favorite niece. It was hard to convince the office force that it was a niece's wedding, but "Charlie" returned to duty as "single" as he left.

The yards at New Castle are somewhat congested and the work of our field party has been somewhat difficult, but chief of party Robert Digges and his men care not, so long as the girls of the Freight Department invite them to surprise birthday parties.

Draftsman F. H. Little had a narrow escape recently, it being a question of which could get there first, he or an automobile. The auto beat him, however, and in doing so, ran over his foot, causing a severe bruise. Honest Harold says it was his own fault, and didn't even "get the number."

Pilot Engineer J. H. Bowditch is proud of the fact that his force went away over the top in the Victory Loan.

C. H. McKee, abstracter, paid his co-workers in Cleveland a flying visit of a few days, and returned to Baltimore on special work for the Cleveland office.

Chicago Division

Correspondent, O. V. KINCADE, Assistant Chief Clerk to Superintendent

Reuben Lantz, for forty-five years a resident of Garrett, a former city councilman, a civil war veteran and one of the first locomotive engineers on the Chicago Division, died at his home at 217 West King Street on April 3.

Mr. Lantz was born April 20, 1845, and therefore was aged almost seventy-four years. He was married to Mary LeFevre January 23, 1867, and she survives, with two sons, Charles K. and James H. Lantz, of Garrett. He also leaves two brothers, Frank Lantz, of Mansfield, Ohio, and John Lantz, of Greenville, Ohio.

A story of Mr. Lantz's career was published in the Garrett *Clipper* in 1908, which read in part as follows:

"With the very remarkable record of having been a locomotive engineer for forty years, in the service of the same Company for forty-two years, to have his train in no serious wreck, and to never have had one of his hundreds of thousands of passengers killed, Reuben Lantz has retired from the employ of the Baltimore and Ohio. He has the additional distinction of being the oldest living engineer, in point of years of service, on the books of the Company.

"Mr. Lantz was born at Bellville, Richland County, Ohio. When he was fifteen years of age he went to the front at Lincoln's call for 75,000 troops immediately, and became a member of the Sixteenth Ohio Regiment. He served until the expiration of his enlistment three



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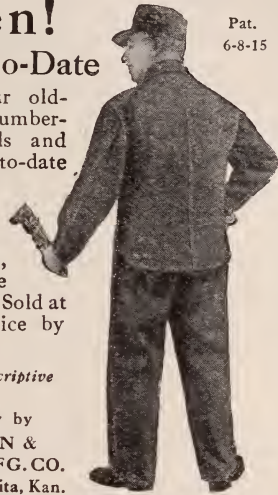
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months later. He was rather a youthful soldier and stayed out of the army for two years. In 1863 he re-enlisted in the Second Ohio Volunteer Infantry, serving until the close of the war.

"When peace was restored Mr. Lantz entered the employ of the Baltimore and Ohio road as a fireman on the Lake Erie Division, with headquarters at Sandusky, Ohio. At that time horses were used in making up the trains. Two years later, in 1868, he was promoted and given charge of an engine. He had freight locomotives for two years and was then made a passenger engineer. He remained on the Lake Erie Division until 1874, when he was transferred to the new Chicago Division and his first run was to pull the third passenger train over the line into Chicago. Since that time he has had charge of numerous engines, but when he retired he had been the engineer of trains Nos. 16 and 17 for seventeen years.

"Mr. Lantz has been prominent in political and lodge activities and is a member of the Knights Templar and Scottish Rite divisions of the Masonic Order."

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

T. O. Swaney, steel car foreman, has purchased a new "Tin Liz" and has promised to take some of his fellow workmen for a ride, but they are all satisfied to wait until he is more familiar with the running of the machine.

Engineer George H. Rhodes, who has been seriously ill with influenza for the past two months, is able to be out again, although still very weak.

The Accounting Department forces were recently solicited for purchase of volumes covering "Commercial Law," and the opportunity was grasped by several of our "promising" young clerks. Look out for the law practice in Chillicothe, in the near future.

"Ted" Thomas is the new messenger boy in the superintendent's office, taking the place of Theodore Thompson, resigned.



Charles Rodehaver
Two-year-old son of Engineer C. H. Rodehaver
of Chillicothe



Engineer B. T. Anderson
Picking grape fruit on his farm in Narcoosee, Florida

The accompanying picture is of engineer B. T. Anderson picking grape fruit on his farm in Narcoosee, Florida. Ben very graciously sent a box of this fruit and of oranges to road foreman Graf, who, in turn, treated the "bunch."

Word has been received from Private Clarence F. Steel, who was formerly motive power timekeeper, Accounting Department, that he is back in the "States" again. "Red" left Camp Sherman in May, 1918, with the 83rd Division, and was one of the boys of the 332nd Regiment who saw service on the Italian front.

W. H. Powell, traveling fireman, has been promoted to a similiar position on the Indiana and Illinois Divisions. We are glad to hear of his promotion and wish him success in his new territory.

We are glad to welcome home again Harry Jones, formerly maintenance of way timekeeper, who has just returned from overseas. Jones enlisted in August, 1917, with Company H, 166th Regiment, Rainbow Division.

We all extend to coal dock foreman (O'Bannon Coal Dock) William Evans our sincerest sympathy in his deep sorrow in the loss of his wife and granddaughter who were struck by train No. 37 at O'Bannon Bridge and fatally injured. They had just stepped off the bridge and did not notice the approach of No. 37, being confused by the noise of a freight train on another track.

The first washed gravel from the M. S. G. Co. for 1919 is now being dumped between Harpers and Greenfield, which when completed will add greatly to this territory.

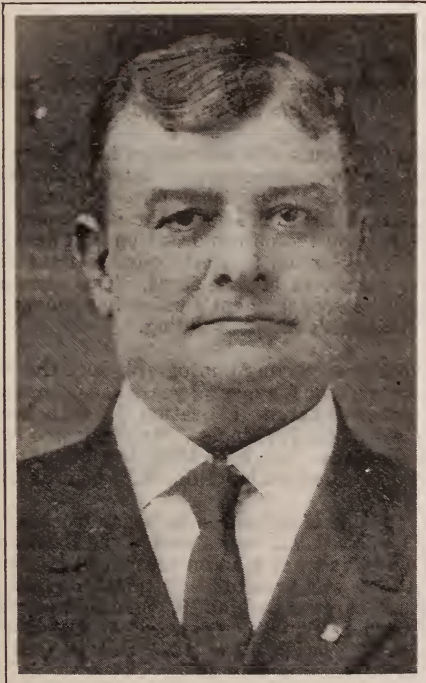
Stores Department locomotive crane, which has been in shop undergoing repairs for the past month, has now been restored to service. This department expects to make a general clean up around Chillicothe scrap yards, as the crane is now in first class working condition.

Miss Mabelle Moore, one of the most promising young ladies of the Storekeeper's office, will leave the service of the Company within the next few months, "Dan" Cupid being the cause.

Frank Brake, painter, who is "The Easter Egg Eating Champion," reports that this year he only got away with twenty-four highly colored pieces of hen fruit in one day, fifteen for breakfast, six for dinner and three for supper. He gives as his reason for not doing better that he did not feel well. His right to the above title is unchallenged.

Miss Eva Williams, clerk to road foreman of engines, resigned on May 1. She is soon to enjoy a promotion to housekeeper, the happy event to take place during the month of June. Miss Williams believes in staying with the "Railroad Family," as the lucky man is Earl Siekman, an engineer on the Pennsylvania Railroad, working out of Cleveland, Ohio. Eva, our best wishes go with you. Clark Groninger, clerk in Division Accountant's office, succeeds Miss Williams as clerk to road foreman, Russell Heintzelman taking Mr. Groninger's place.

Mr. Figlestahler, whose picture is here shown, has been in our service since January 1, 1870, entering as a boy laborer, serving time as machinist apprentice and being promoted to machinist, May 1, 1876. He has held the positions of roundhouse foreman and general foreman. Recently it was necessary for him to retire on account ill-health and he has the record of being the oldest employe in the Motive Power Department on this division.



Mr. Figlestahler has retired on account of ill-health

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Editor, Baltimore and Ohio Employees Magazine
Mount Royal Station
Baltimore, Md.

Urban—What do you miss most since moving to the country?
Rural—Trains.—*Princeton Tiger.*

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

Peter Kidd, one of the oldest and best known retired railroad engineers in Seymour, died at his home on April 22.

Mr. Kidd was born at Wilmington, N. C., January 7, 1826, being ninety-three years three months and twenty-two days old at death. He received his education in the common schools after which he started to work as a railroader in 1845. He was united in marriage in January, 1865, to Elizabeth McCarty, who preceded him to the grave several years ago. To this union was born one son, Edward Kidd, of this city, who with two grand-sons, Peter Kidd, Jr., of this city and Robert E. Kidd, survive. He was a member of the Odd Fellows lodge and was a charter member of the B. of L. E.

The deceased's first position as a railroader was that of running a locomotive on the New York and New England Railroad between New York City and New Haven, Conn. He went west in 1847 with two engines for the Louisville and Frankfort Railroad, then he gave up railroading for a time and accepted a job as a steam-boat engineer running a boat from Cincinnati to New Orleans. While in the west he had occasion to visit the country where St. Louis now stands and he has often recalled to his friends that he was offered a part of that land

for \$800 in gold, but refused it, as the site at that time was "nothing but a frog pond," as he put it.

Mr. Kidd was with Colonel Seymour when the first survey for the old O. & M. Railroad, now a part of our Illinois and Indiana Divisions, was made. He recalled that the survey started at Versailles through to Old Vernon to Farmington and thence on through Brownstown. He was with Colonel Seymour when he asked \$500 and feed for his men and horses to bring the road through that place and was refused, as a result of which the road was built around the edge of the town.

For several years after the O. & M. Railroad was completed he ran an engine and later took a position with the old J. M. & I. road, working there during the Civil War. In 1867 he was running a train on the O. & M. Railroad and was seriously injured when the engine turned over on the Whitcomb Hill, just west of North Vernon, caused by a broken truck.

In 1873 the deceased retired from railroading and engaged in business in this city.

The picture opposite is that of William F. Himmler, Jr., who entered service of this Company as a fireman in October, 1915, and was furloughed for military service June 5, 1917. He is now Second Lieutenant, Second Provisional Cook Company, Brest, France.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent, Flora, Ill.*

The St. Louis city offices are now operated under the Government consolidated ticket office plan. B. N. Edmondson, formerly our city ticket agent, is in charge of the Baltimore and Ohio, Missouri Pacific and Cotton Belt Section, and W. J. Saxton, formerly our assistant city ticket agent, is his assistant. The assistant general passenger agent's office has moved to 934 Boatmen's Bank Building.

The accompanying photograph is of the late John Spry, who for several years has been track foreman in charge of Section 9, with headquarters at Geff, Illinois. Mr. Spry was born in Indiana on March 4, 1860, but his parents moved to Louisville, Illinois, when he was but a boy.

At the age of seventeen he began working on the O. & M. R. R., now a part of the Baltimore and Ohio, as track man on Section 13 at Louisville. He was promoted to track foreman in 1892, in charge of Section 10, with headquarters at Rinard. He was transferred to Cowden in charge of Section 19 in 1895 and to Geff in charge of Section 9 in 1897.

On April 7, 1918 he was relieved from duty on account of illness, which terminated in his death on March 29. His was a life-time of



Lieutenant William F. Himmler, Jr.

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The late John Spry

service with the Company and one of very faithful service.

He was a member of the Order of Woodmen, in good standing, and of the Methodist Episcopal Church, a good citizen and neighbor and loyal to his country. He is survived by his wife, two children and one brother, to whom the sympathy of our employes is extended.

Conductor French Jennings is making a strong fight against old man H. C. L. and, as a side line to reduce table expenses, decided to raise a few chickens. After securing one Mrs. "Cluck," with much persuasion and coaxing he finally succeeded in getting her to take her seat for three weeks in a setting of nice, fresh eggs. Fifteen in all there were, and the result of the hatching process was good.

French claimed sixteen chicks from fifteen eggs, but we made allowance for his enthusiasm and the chicks were doing well until a nice fat maltese cat, a former house pet, developed an appetite for them and proceeded to help herself to one at every opportunity. Alas, poor old Pussy! French put her in a nice basket with a combination lid on it and when he was called to deadhead to Cone on No. 29, took basket and cat and started to the station, when in some inconceivable way Madame Cat made good her escape and returned to visit the chicken coop again. French went back to Flora and the next day was again called to deadhead on No. 29. He sure had Mrs. Cat securely landed this time in a large wheat sack, tied with a hangman's noose. He unloaded her at Carlyle. "Never again will I get rid of a cat," says French. "On my return trip the cat's jinx got me. I

pulled out two draw bars, burst our train pipe line and four air hose. In the future, cats can have the chicks."

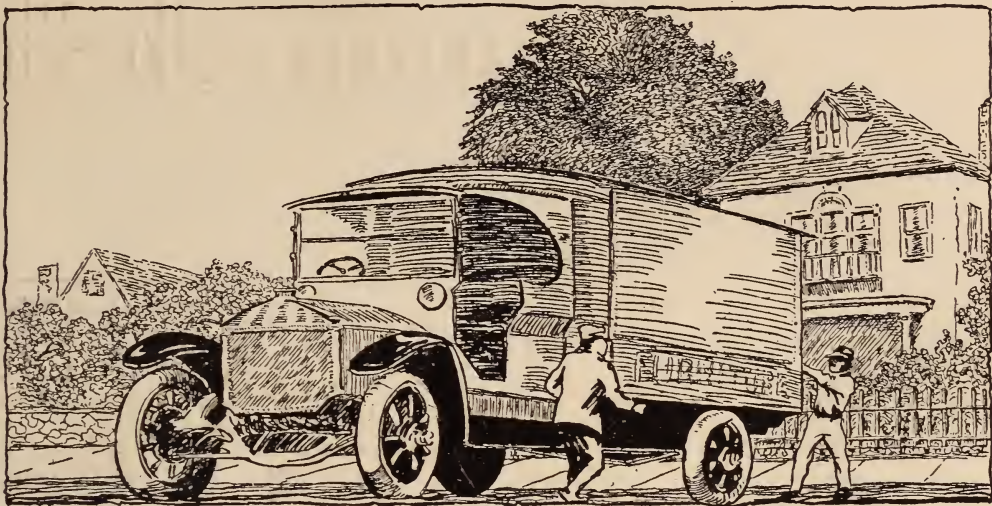
Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*,
Dayton, Ohio

The accompanying photograph is of Wilbur H. Thomas, who entered our service at Jamestown, Ohio, June 1, 1917, as clerk. On February 1, 1918, he responded to the call of the Country, and was notified to report for duty at Great Lakes Naval Station on April 11. From there he started as a seaman, and was later assigned to the S. S. Charleston at Newport News. Mr. Thomas made several trips across the Atlantic, in convoy service, on this armored cruiser, which has to her credit the sinking of several submarines. After all the risks of war had been borne courageously by this young man, he lost his life on April 11 while in a small row boat with another seaman, at Bumkin Island, Mass. His father, W. C. Thomas, received the sad news within a few hours after. At this writing the body has not been recovered. Wilbur was a model young man, liked by all who knew him, and to his parents and relatives we extend in behalf of the Company our sincere sympathy.



The late Wilbur H. Thomas



Did the Owner Make You Move?

☐ Are you one of the men who has been living in a rented home and who now, on short notice, has been made to move out?

☐ Possibly the owner wanted to sell the house at a profit, or perhaps he wanted to live in it himself. At any rate you will have to move and you don't know which way to turn to find another home.

☐ If you had owned your home—instead of paying rent to someone all of these years you would not now be turned out of your home.

☐ Don't keep on paying rent, and be compelled to move if someone wants your home.

☐ Put your payments where they will count for something. Buy a home through the aid of the Relief Department.

Write to "Division S," The Baltimore and Ohio Railroad Relief Department, Baltimore, Md., and learn just how the Savings Feature of that department will help you to purchase a home from which the expiration of a lease cannot make you move.

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Baltimore & Ohio Employees Magazine



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¶ You finished the job as far as the Victory Loan was concerned, now you want to take up the next job that you ought to finish, and that is the purchase of a home for yourself and family.

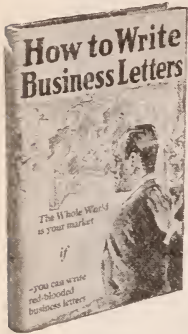
¶ You have been paying rent for your house for years and years, promising yourself that eventually you would get a loan from the Savings Feature of the Relief Department and buy a home.

¶ Now is the time to switch the payment of rent from the pocket of the landlord to your account as purchaser and owner.

Write to "Division S," The Baltimore and Ohio Railroad Relief Department, Baltimore, Md., and learn how you can finish the job by purchasing a home

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reproduced whole series of follow-up letters that have won countless dollars in additional profit. A careful reading of one of the series alone may give you new ideas for your letters worth thousands of dollars.

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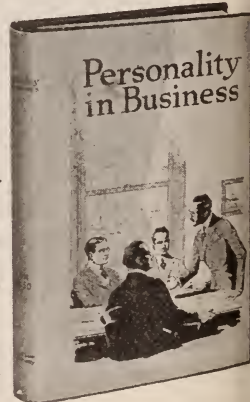
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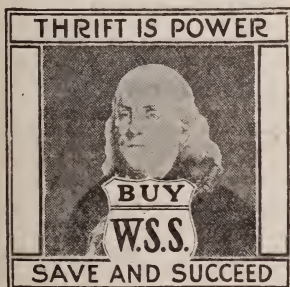
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 7

BALTIMORE, JULY, 1919

Number 3

CONTENTS

Contents Page Decoration	John Newman	5
Railroad Boys—Welcome Home	Margaret Talbot Stevens	6
Corporal Hollingshead Carried Message to Famous Lost Battalion....		7
Now It's a No-Accident Campaign		11
Members, Safety Section, United States Railroad Administration		16
Echoes of Victory Loan		17
Pays Off One Loan—Will Soon Get Another		20
Our Own Hall of Fame		21
Quota Exceeded in Y. M. C. A. Membership Week	John F. Moore,	
	Senior Secretary	25
J. M. Hughes, Representative Employee, Cincinnati Terminals		26
Pictorial Review		28
Editorial		30
As Seen by the Cartoonists		32
History of Baltimore and Ohio, 1830-1880, Told in Interesting		
Sesqui-Centennial Ticket	John Ed. Spurrier	34
July 4th, Our Birthday	E. F. S.	36
America and the League of Nations	Philip Gibbs in New York	
<i>Times</i>		37
How to Make a Cold Chisel	H. E. Blackburn	39
Changes and Promotions		42
Victory Memorial Building in Washington Will Cost Ten Millions....		43
Kill Flies Now Wherever You See Them		44
Here is the Reason the Railroad Cuts First Coupon from Fourth		
Liberty Bond	F. H. B. Bullock	45
Social Activities		47
Good and Bad Athletic Types	Courtesy Life Extension Institute	50
Interest in Fuel Economy Can Be Maintained	J. M. Mendell	51
Washington Information		53
Electrical Dangers and Don'ts	B. S. Mace	56
Benedicts, Federal Manager's Office, Eastern Lines, Beat Bach-		
elors in First Annual Ball Game	H. H. Hartlove	57
The Home Coming	Louis M. Grice, in <i>Baltimore American</i>	58
American Doughboy Draws Valuable Lessons from Operation of		
French Railways		59
Help Save Our Valuable Forests	George R. Wirt	62
Woman's Department		63
Roll of Honor		67
Among Ourselves		73

Published monthly at Baltimore, Maryland, by the Employees of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employees. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.

Railroad Boys—Welcome Home

By Margaret Talbott Stevens

File Clerk, Transportation Department

When England was weary and France bowed her head,
When Belgium could do naught but mourn for her dead;
When Italy prayed in her travail and fear
For strength to go on with her task, gruesome, drear;
When earth seemed to sway on the brink of despair;
And death hung her banners like clouds in the air;
When life seemed a failure, when prayers seemed in vain,
And mankind was tempted to lose faith again;
The trumpet of Liberty called forth a name,
Then AMERICA HEARD AND AMERICA CAME.

Came boys from the city, and boys from the town,
Brave boys, white and yellow, and boys, black and brown,
True boys from the East, valiant boys from the West,
But we knew that our boys of the Railroad were best.
Upholding their banner they bravely marched by;
They knew naught of warfare, but feared not to die.
No matter the color, condition or name,
They were ours, every one, and their cause was the same,
They drilled with their rifles, machine guns and swords,
And wasted no time in vain protests or words.

They crossed the broad ocean to England and France,
To Italy, Russia—they were glad of the chance
To gain for the world its security lost,
And they fought for our freedom, not counting the cost.
The Allies they heartened with their steady tramp,
As they drilled on the fields or marched to the camp.
Their bright, smiling faces made sad France forget
That its soil with the blood of her heroes was wet.
And old England heard them, and Italy, too,
Blood leaped through their veins, they took courage anew.

Then forth to their great task the Allies again
Bent backs to their burden and followed our train.
They fought, they built railroads, and blazed a broad trail
That Right over Power and Sin might prevail.
They won! And our heroes brought Freedom once more;
Earth lifted her head, Victory came to her door.
The base Prussian despots, purveyors of sin,
Cry loud for our mercy and whining begin;
While that spawn of Satan, that fiend loosed on earth,
Receives now a curse from the land of his birth.

Our boys became men! Now we welcome them home,
From Paris, from Russia, from London, from Rome,
From wherever they hail and wherever they go,
We've prayed, and they've paid, and we want them to know,
That though some we loved, ah! so much! have Gone West,
From battles of darkness to realms of the Blest;
Both living and dead, they're the pride of our land,
For they fought well to shield us from tyranny's hand.

Oh, brave Railroad boys, who the Country have saved!
Your names on our hearts are forever engraved.
Haste back to your homes, to your tasks set about;
Forget all ill-feeling, all hatred, all doubt.
God bless you, God keep you, forever be true,
For our future depends on such strong men as you!

Corporal Hollingshead Carried Message to Famous "Lost Battalion"

Son of Baltimore and Ohio Section Foreman Tells Own Story of German Demand for Surrender

Through the courtesy of A. E. Erich, secretary to the superintendent and MAGAZINE correspondent for the Ohio Division, the editor has just received the following letter from Thomas Hollingshead, section foreman, Mt. Sterling, Ohio, in regard to the subjoined story of how his son carried the demand for surrender to the famous "Lost Battalion."


"TO THE EDITOR:

My son, Lowell R. Hollingshead, cannot answer your letter now, for he is making speeches in the Cleveland district in behalf of the Victory Loan. But I am sending you the story that partly describes his experience as a member of the 'Lost Battalion,' as he told it to me, and I will be glad to have you use it in our MAGAZINE. Lowell is nineteen years old now and has been in the service for seventeen months, so he was quite a youngster when he volunteered. Our other son is with the Army of Occupation in Germany.

Yours truly,

(Signed) THOMAS HOLLINGSHEAD."

It was not given to every fellow who heeded the call to the Colors to have the exciting and memorable experience of Corporal Hollingshead. But we know we speak for all the readers of the MAGAZINE when we offer him and his family our heartiest felicitations. We are proud of being able to call him a Baltimore and Ohio boy.—ED.

 In the morning of the 26th of September—the morning the big drive started in the Argonne—we went over the top. We advanced all day, fighting our way, encountering a very heavy resistance, and losing a lot of men by machine gun fire. When darkness came we dug holes with our bayonets, scooped the dirt out with our mess kits, and laid down for the night.

In this way we advanced by day, resting by night, until, on the 2nd of October, we were ordered to go through the woods as rapidly as possible, down hill across a small ravine to take our position on the opposite hillside. We were to wait there for relief.

We were tired out and hungry, having had only three meals since the morning of the 26th, and were glad when we took our objective, hoping relief would come soon. We dug our holes for the night with our bayonets and laid down to get what rest we could, although it was raining very hard.

The next morning Major Whittelsey, who was in command, sent two runners back to headquarters to tell the officer in command there that we had taken our objective and were waiting for relief. In a little while one of them came back, said there were Germans behind us and that he could not get through. The other runner had been killed. The Major then sent out a patrol to see what was the matter. Shortly most of them came back (some had been killed) and told the Major that the woods behind us were full of Germans and that we were entirely surrounded. We knew then that unless our men from the rear could break through to us, we were in a bad predicament and would probably starve to death.

All that day we waited for relief, and at dark laid down, hoping that some time during the night relief would come through to us. But we were there for five days and nights without food, and losing heavily every day. On the fifth day eight of us started out to get through the



CORPORAL LOWELL R. HOLLINGSHEAD

This nineteen year old lad, who carried the demand for surrender from the Germans to the "Lost Battalion" (1st Battalion, 308th Infantry), is the son of Thomas Hollingshead, section foreman, Mt. Sterling, Ohio

German lines and back to our headquarters to tell them our exact location and see if something could not be done to bring relief.

We crossed the ravine, went up the hill on the opposite side, and started on our journey through the forest. It was necessary for us to crawl most of the way. We had not gone far when the man who was leading us stopped and pointed ahead. There, in the underbrush, we saw several Germans around a machine gun. We did not know whether it would be best to try to capture the gun, or to get by without being seen by the gun crew. After a few minutes whispered consultation, we decided it would be best to get by without being seen, if possible. We knew that if we fired it would attract the attention of other Germans in the forest, and our chances of getting through would be slim. By making a large circle of the machine gun, we succeeded in passing it unobserved.

We stopped for a few minutes' rest, for we were nearly exhausted, and congratulated ourselves on getting by the machine gun. But we had hardly started on our journey again when we heard machine gun fire close by, and as we flopped to the ground for cover, I realized that I was wounded by a machine gun bullet.

After the Germans had stopped firing I looked around, saw the other seven fellows lying flat on the ground, and thought they were all dead. I was afraid to move very much, for I knew if the Germans saw me move, they would start firing again. Then a German came toward me with a revolver, pointing at my head, and as I had no means of defense, I threw up my hands and said "Kamerad." Other Germans came up and went to my comrades lying around me and examined them to see if they were dead. It was then that I learned that four of the eight men had been killed, and the remaining four wounded.

They carried us the few yards to the machine gun which had shot us. There they set us down until an officer came. One of the enemy could speak a little English, and we finally succeeded in making him know that we were hungry.

He told his companions and they gave us their own rations. These, by the way, were not good; they had only sour German bread, but just then it was like a feast to us.

When the German officer came, he directed them to take us to the rear, and I, being the only one able to walk, got ahead of the other fellows and did not see them any more. I was first taken to their "First Aid" station, where my wound was bandaged, and from there to their Intelligence Officer, who spoke very good English. His office was in a large dug-out, with board walls and ceilings. It was furnished with tables, chairs, a stove, talking machine, desk and typewriter.

He asked me if I was hungry. I told him I certainly was, and he sent an orderly for food. In a few minutes the fellow came back with a large pail of meat, cabbage and a loaf of bread. He set them on a table and the officer told me to eat. He did not need to tell me more than once. Then he started questioning me as to the number of men that were encircled and about our supplies of ammunition; in fact, on any subject which might be of value to him. He soon found, however, that he could not make much progress with his questions while I was eating. I was too busy. So he waited until I was through and started over again.

I thought the Germans would kill me anyway, so I would not give him satisfactory answers. I pretended not to know. When he saw it was useless to question me, he told me to sit still and rest for a few minutes until he decided what he was going to do with me.

Then he went to his typewriter and started writing. When he had finished he handed me a type written sheet and asked me if I would deliver it to my commanding officer under the protection of a white flag. I was so surprised I hardly knew what I was doing. I thought it was a dream. I told him that I must see the message first. He handed it to me, and I read it. It was simply a letter, written in good English, asking our Major to surrender with the men that were encircled.

I had heard so much of German trickery that I thought this must be some sort of a

trap. I had never heard of anything like it before. I told him I would take it as soon as I was rested. I was not tired, but I wanted to think it over. Things had been happening so fast that my head was in a whirl.

When at last I had turned it over and over in my mind and could see no reason why I should not take it, I told him I was ready to go. He then put a white bandage over my eyes, and I started out with a German soldier leading me by the arm. As I got to the door, the officer told me to wait a minute. He then got a cane, gave it to me, and told me it would help me to walk. I have that cane yet, and use it.

Again starting out with my guide, we had not gone far before we stopped, and I heard him talking to some other Germans. I could not understand what they were saying, but they seemed to be excited. Being nearly exhausted from my wound I laid down, the German soldier covering me with a blanket, whether to conceal me from Allied planes or to keep me warm I know not.

In a few minutes I heard machine gun fire by my side, and was badly scared, for I thought they were going to murder

me. I soon found, however, that the bullets were not coming my way.

When, at last, the firing ceased, my guide came and touched me on the shoulder, so I got up and we started off. How far we walked, I have no idea. When at last we stopped and he took the bandage from my eyes, I found I was on a road which ran alongside of a hill. He then gave me a white flag and pointed straight down the road. I did not know where I was, or how far from my own men. But I started down the road, as he had indicated. I was then in No Man's Land. I thought that every step would be my last, but luckily had not gone far until I came to our own men on the outposts. I asked them for Major Whittelsey and was taken to him. I delivered my message and told him what had happened to me and all I knew of the other fellows. He told me to go to my hole and lie down, as I was nearly exhausted, and it was then and there that Major Whittelsey was credited with his famous "Go to Hell" answer to the German commander. I went to my hole and fell unconscious.

That night relief broke through to us, and the "Lost Battalion" was rescued.



The 1st or Famous "Lost Battalion," 308th Infantry, 77th Division, after passing through the Victory Arch on Fifth Avenue, New York, in recent parade

Now It's a No-Accident Campaign

General Manager Ennes Starts Divisional Prize Competition,
Eastern Lines, June 9 to August 31

NOW it's a No-Accident campaign. We have gotten quite used to campaigns during the last two years. We have shown our mettle in the Victory loans and the drives for Allied war work, War Savings Stamps, and the many others. Today we are called on to enlist in a drive for ourselves—for the Railroad—in the big No-Accident campaign on the Eastern Lines. The war has given us fine training in united effort. And with this spirit to build upon and so much at stake affecting our own prosperity, we look forward with confidence to winning this war on Accidents.

The first big gun was fired by general manager Ennes on June 9, when he mobilized his general superintendents and superintendents in Baltimore. They knew enough of the loss coming from avoidable accidents to realize the necessity for this special effort, and the appalling figures showing our economic waste from preventable causes, as presented concretely at the meeting, stirred every official present to the point of enthusiasm where he wished to jump whole-heartedly into the work.

On the morning of June 10 at Connellsville, superintendent Brady had his officials and many of the rank and file together for the first divisional meeting in the drive. Here the same procedure was followed as at Pittsburgh on the morning of June 11, as outlined below.

At Pittsburgh divisional officials and employes packed a big room at the Monongahela Hotel to meet general manager Ennes, superintendent Gorsuch and other officers, to formulate plans.

Mr. Gorsuch expressed his great pleasure in presenting Mr. Ennes, general mana-

ger, Eastern Lines, who inaugurated the No-Accident campaign. The Pittsburgh crowd gave him a hearty welcome, as he thanked them with a nod of the head and his unusually genial smile. No preliminaries prefaced his talk—he got right down to the vital necessities of the thing in hand.

“We have got to do something,” he began, “to justify the keeping of our names on the payroll. We have been guilty of a big economic waste, which, although somewhat excusable a year ago because of the war conditions under which we were working, cannot be justified now. In April of this year we took in \$8,000,000 over the counter for the commodity which we sell, transportation. When our bills were paid we had but \$28,000 left, a totally inadequate sum for the needs of our business.

“‘No-Accident Campaign’ has a portentous sound and, on the face of it, it is practically impossible to realize fully on a big property such as ours. But we cannot make the goal too high. The more we attempt, the more we will accomplish.

“Yesterday I attended an impressive monthly SAFETY meeting on the Connellsville Division and it then appeared to me how closely this campaign and our SAFETY work dovetail together. You men who have been suddenly summoned to the scene of an accident know the distressing details of finding the injured. The stricken employe may be unknown to you—it is then bad enough to realize that he is crippled for life, perhaps fatally injured or dead. But how really terrible it is to find him one of your co-workers and friends, and how quickly you think of the chain of suffering in-

Prizes for No-Accident Campaign, June 9 to August 31, Eastern Lines

General Manager Ennes has authorized the following prizes for the No-Accident Campaign now being conducted on the Eastern Lines:

FIRST

A flag of appropriate design will be awarded the winning division; a full description of this will be published in the August issue of the MAGAZINE.

SECOND

The winners will be given a banquet, picnic or outing soon after the close of the campaign. The nature of this will depend somewhat on which is the winning division, the decision to be made by the division officials themselves. It is hoped, however, to make the celebration such as to enable as many of the winning employes as possible to participate.

THIRD

Three prizes of \$25.00, \$15.00 and \$10.00 respectively, will be given for the best, second best and third best articles submitted to the Editor of the MAGAZINE on the subject "HOW WE CAN HELP IN THE NO-ACCIDENT CAMPAIGN."

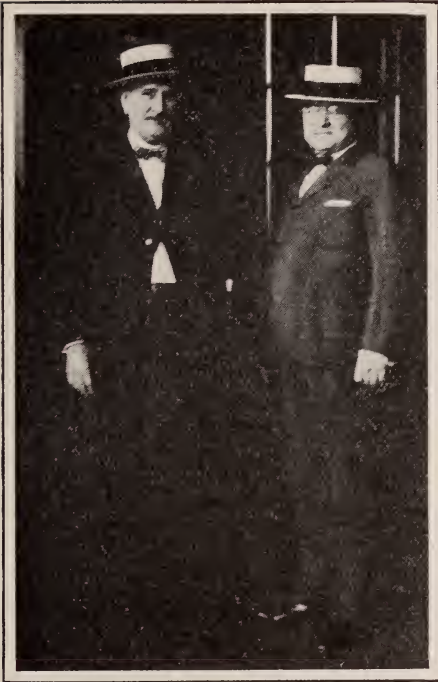
This competition is open to all employes on Eastern Lines. The trackman or section foreman has as much chance of winning a prize as the division engineer; the freight handler, as the agent; the trainman, as the trainmaster; the machinist, as the master mechanic; the clerk, as the superintendent. It is suggested that each employe who enters the competition treat the subject from the standpoint of his kind of work. This is not a condition of the contest, however.

It is requested that wherever possible the articles submitted be typewritten, but employes not having typewriter facilities can submit in long hand. Write on one side of the sheet only, allowing plenty of space between lines. Do not place any evidence of authorship of article either on envelope in which article is mailed or on article itself. But with article enclose a blank envelope containing name, position and address of writer. The authors of the articles will not be known, even to the judges, until the winning contributions have been decided upon.

The following officials have consented to act as judges in the competition:

- F. E. Blaser, assistant general manager, Eastern Lines.
- J. T. Carroll, general superintendent Maintenance of Equipment.
- H. B. Voorhees, general superintendent Transportation.
- Earl Stimson, engineer Maintenance of Way.
- E. T. Horn, supervisor Terminals.

The winning articles will be published in the MAGAZINE and contributions must be mailed to the Editor, Mount Royal Station, Baltimore, by September 15.



S. Ennes, general manager (right) and C. W. Gorsuch, assistant superintendent transportation, discussing the No-Accident Campaign in Pittsburgh station

flicted on his family and dear ones. We have recently done well in our SAFETY work and I know that you are as much pleased over this as I am. But even within the last ten days there have been six of our men fatally injured on the Eastern Lines, five of them being struck by cars or engines. It is hard to understand the persistence of these fatalities among experienced railroad men. Yet they persist. And one of the finest things about this No-Accident campaign is the fact that as we reduce collisions, derailments, sidewipes and other accidents on line of road, we are preventing the suffering and sorrow entailed among employes in the same proportion.

"For just a moment, however, I would have you look from the human to the economic side of our accident problem. During the first three months of 1919 we paid other railroads \$105,000 for cars belonging to them which we destroyed in accidents. Another dead waste during the same period came from

the \$160,000 we were compelled to pay out for loss and damage to freight. Other leaks bring our total preventable waste monthly to about a half million dollars, money thrown away each month which we cannot justify. It is because much of this can be prevented by greater care on our part that I feel free to ask your best effort in the months before us.

Mr. Ennes then referred to the experience of our Railroad in conducting patriotic campaigns during the war and to our splendid success as an encouragement to us to do even better in the present effort.

"Under the critical conditions which faced us during the war," he continued, "we made good. We went over the top in every campaign. Now we are called upon to do something for the organization which gets our everyday thought and effort and work, and I am confident that the results of this No-Accident campaign are going to be a pleasant surprise to all of us."



D. L. Burns, passenger conductor, wearing the winning smile. He has missed only one pay roll since February 9, 1882

J. T. Broderick, superintendent Safety and Welfare Department, was then introduced. He called the No-Accident campaign a master stroke, looked at from the standpoint of personal injury reduction, and referred in an appreciative way to the fact that with the success of this campaign, the success of the general SAFETY work on the Railroad was closely associated.

"I am so enthusiastic about this campaign," he said, "that it is hard for me to believe that it will be anything but a big success. You cannot draw a line between the economic and human waste which accidents produce.

"You will be glad to learn that during the first four months of this year we decreased our fatal accidents fifty per cent. as compared with the same period of 1918. When such a splendid showing as this is made there is no reason why this No-Accident campaign should not show even better results.

"Unfortunately, we cannot control our accidents to other than employes to the same degree that we can control accidents to our own men. But we can help interest the outsider in a closer observation of the ordinary rules of SAFETY. The appalling increase in the cost of accidents to outsiders will be greatly helped by every effort which will be put forth in the campaign under discussion.

"Isn't it strange that the most common

cause of fatal accidents to our employes is the moving engine and train—an absolutely preventable cause and one which continues to give us much trouble. Anything which can be done toward making us more watchful, more thoughtful, concentrating on the work at hand and holding to the good general railroad rule of "Stop, Look, Listen and Think," will cut down these preventable accidents. But it cannot be done without enthusiasm, and the further I go into this work the more I believe that enthusiasm is the vital factor. In closing let me read these forceful and interesting paragraphs on the subject of enthusiasm which I recently ran across:

The man or woman who believes wholeheartedly in something—no matter what that something be—is the person who leaves some mark to tell of his passing. Until the end he will be a vital personality, and not just a bit of inert human driftwood.

Sometimes we find these distinct personalities most unexpectedly, but by their torch of enthusiasm and sincerity, we shall know them. It is the same fire, no matter what the field of activity may be. It is the enthusiasts of the world who blaze the trails for the rest of us to follow.

In closing the meeting, Mr. Ennes said:

"In the days of the old link and pin, we felt that if we could train a new employe to know when he was in danger, we

Superintendents Decide Basis of Competition to Determine Winning Division

General manager Ennes asked the superintendents of the Eastern Lines divisions to decide on what basis the competition would be conducted, with the following results:

On each division the number of 1,000 gross ton miles made during the campaign period, June 9 to August 31, will be divided by the number of times the wreck train is called during the same period. The same computation will be made for the same period of 1918.

The resulting two figures will be compared on a percentage basis, the winning division being the one which shows the greatest percentage reduction of accidents this year as compared with last.



D. R. Reed, freight conductor, attended the No-Accident meeting at Pittsburgh. In the service since 1889, except for one period of five months

had brought him through the critical period of his railroading. This power of training and development will, if properly directed, carry us so far as to enable us to sense the fact that a train or car or engine is in unsafe condition. We can certainly train ourselves to that point of acute observation at which we will know by looking at it whether or not a piece of machinery is defective."

Mr. Ennes again expressed his confidence in the success of the campaign. His enthusiasm was catching. Pittsburgh had the advantage of an early detailed discussion of the wherefores and whys of this important movement, and was off to a good start.

The Meeting at Cumberland

The Y. M. C. A. at South Cumberland has seen the start of many interesting and successful campaigns. But on Wednesday night, June 11, there began the

first No-Accident campaign for the Cumberland Division ever attempted on the Baltimore and Ohio. There were addresses by S. Ennes, general manager, Eastern Lines; J. T. Broderick, superintendent Safety and Welfare Department; M. H. Cahill, general superintendent, Maryland District; J. W. Deneen, superintendent; C. A. Gill, superintendent, Maintenance of Equipment; P. Petri, division engineer, and headlight man Childs, from the Cumberland shops.

From Cumberland, general manager Ennes and party met the officials and employes at Keyser, Grafton, Weston, Gassaway, Parkersburg and Benwood, making, all told, an entire week devoted to these meetings. With every division thoroughly informed on the plans of the campaign, and with the bulletins and posters which will be issued frequently to keep our employes in touch with the results accomplished, it is a safe bet that Baltimore and Ohio men will have one other campaign successfully to their credit by the close of the summer months.



Switchman P. J. Murphy, Pittsburgh, is on the job to do his part in the No-Accident Campaign

Echoes of Victory Loan

Western Lines' Final Figures Show Safe Margin Over Eastern Competitors



WHO was it, when we got into the war, who worried about the fighting spirit of our Middle West? Let's see, if we remember correctly, the railroad engineers, who threw down shovels for rifles in the first brush at Cantigny, were recruited largely from the Chicago District. And it was this section of the country which turned out some of the scrappiest divisions that made "doughboy" and "courage" synonymous along the Allied line. Some of the cities east of the Mississippi and west of the Ohio evolved and consummated the "War Chest" idea. Now comes our own Baltimore and Ohio—**WESTERN LINES** (note the caps) and puts it over "usuns" in the effete East on the Victory Loan.

The whole splendid story is told in the subjoined figures. On the last of the Liberty Loans the West beat the East by almost \$100,000—a great record, especially when it is considered that the East had 39,204 names on its roll while the West had but 26,572.

How the Western Lines Did It

C. R. Elkins, General Secretary of the Western Lines' Committee on the Loan, says that they started right by making their goal \$2,000,000. This looked like a big figure, yet it was justified by previous experience. Hardly a war drive of any kind has been started that has not exceeded the maximum amount set.

Another idea which helped was the distribution of this poster acoustic:

Build your future on the U. S. A. Buy Liberty Bonds.

American soldiers in Europe have saved our nation's life; the nation should not abate one jot or tittle in its support of them now that the danger is over, not until every American is back home.

Lend to save what they have won. Buy Liberty Bonds.

The bonds of autocracy are broken—the bonds of Liberty are still going strong—buy them.

It took precious lives to teach us thrift—we are not going to forget it now. Buy Liberty Bonds.

More than 69,000 of our boys have laid down their lives that Liberty might live. In honor of their sacrifice, subscribe till your conscience tells you that you have done your utmost.

Our work was only partly done when we financed the fighting; we must now finance peace with the Victory Liberty Loan.

Return the boys back home. Buy Victory Liberty Bonds.

Every true American should buy a Liberty Bond.

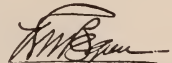
& be a part owner in the greatest organization ever developed in the world—the American nation.

Our soldiers and sailors have won the freedom of the world; we must secure it, make it safe and lasting. Buy Liberty Bonds.

Have new pride and confidence in your country. Buy her bonds.

I invest in the Liberty Loan—it is an investment in Victory.

Our boys did their duty; now do yours—support the Victory Liberty Loan.



Federal Manager.

Then, following the example of President Wilson in the Fourth Loan campaign, federal manager Begien started a "Buy One More Bond" drive on the last day for subscriptions. This met with such a generous response that it placed the Western Lines safely in the lead.

After all, however, it was the whole-hearted support all along the line which gained the day for the spirited Westerners. The inter-divisional competition was keen and daily bulletins recorded and published the nip and tuck race between the leaders. First it was Cincinnati Terminals who led, then the Indiana Division, then New Castle. But, as will be noted from the figures, the Terminals were in first place at the finish, having a

total subscription of 86.4 per cent., an average per capita of \$89.65. The general offices are not rated in this divisional comparison.

Thousand Dollar Club Helped

The employes of Cincinnati Terminals are to be congratulated, particularly the captains, lieutenants and solicitors. Their splendid showing was helped along considerably by the Select Club, which was organized by W. F. Cochrane, chief clerk to superintendent Meyers, and which, at the close of the campaign, had forty-one members with an average per capita subscription of \$1,179.27.

Those who subscribed \$1,000 and more are as follows: J. H. Meyers, R. B. Fitzpatrick, T. J. Bowns, C. Layman, W. F.

Summary of All Liberty Loan Subscriptions by Baltimore and Ohio Railroad Employes, Eastern and Western Lines.

ISSUE	EMPLOYES	SUBSCRIBERS	PER CENT. EMPLOYES SUBSCRIBING	AMOUNT	AVERAGE SUBSCRIPTIONS
First Loan....	60,342	5,703	9.5	\$459,750	\$80.61
Second Loan....	63,698	7,601	11.9	523,100	68.82
Third Loan....	65,469	56,303	36.0	4,060,550	72.12
Fourth Loan....	69,996	61,316	87.7	5,667,750	92.43
Victory Loan..	65,776	46,061	70.0	4,357,900	94.61
	325,281	176,984	54.4	\$15,069,050	85.14

**Baltimore and Ohio—Western Lines
Divisional Comparison—Fourth and Fifth Loans**

	FIFTH LOAN				FOURTH LOAN	
	STANDING	PER CENT. EMPLOYES SUBSCRIBING	NUMBER OF SUBSCRIBERS	AMOUNT SUBSCRIBED	NUMBER OF SUBSCRIBERS	AMOUNT SUBSCRIBED
General Offices.....			983	\$425,550	610	\$122,450
*Cincinnati Terminal.....	1	86.4	2,521	225,000	*2,356	*166,250
Indiana.....	2	84.9	2,272	244,850	2,514	233,850
New Castle.....	3	83.6	2,443	194,050	2,864	248,800
Toledo.....	4	80.6	3,648	305,800	5,956	430,550
Chicago.....	5	78.2	3,431	272,100	4,604	413,700
Ohio.....	6	77.7	1,524	182,100	2,795	260,650
Newark.....	7	75.0	2,582	243,500	3,161	276,650
Illinois.....	8	72.3	2,135	194,250	3,482	275,900
Cleveland.....	9	67.9	1,897	164,300	2,922	307,150
			20,915	\$2,226,500	28,908	\$2,569,700

*The figures for Cincinnati Terminal are included in the Indiana and Toledo Divisions.

Mauntel, C. H. Wiehe, C. S. Cook, J. A. Schiffgen, J. Carruthers, F. Lange, J. P. Fallon, H. W. Myer, T. Mahoney, H. Eckerle, C. J. Cleary, A. T. Cushing, T. M. Maloney, F. Lawarre, R. E. McKenna, C. C. Cason, John Quinlan, H. S. Stansbury, F. W. Berry, D. Zeigler, William Ahearn, D. E. Todd, Charles Kinner, John Grady, J. M. Shay, George Wheeler, F. W. Carner, F. A. Satler, "Joe" Stoll, V. Gentile, John McGee, John Weber, W. J. Robinson, R. Z. Burrous, F. McKillips, J. M. Burke and A. D. McCollum.

Federal Controlled Railroads Make Huge Total

The showing of all railroad employes in the country was gratifying to director general Hines, who congratulated them as follows:

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

WASHINGTON, D. C., May 23, 1919.

*To Officers and Employes of Railroads
under Federal Control:*

I desire to congratulate officers and employes of the railroads under Government control for the splendidly patriotic response made by them in the Victory Liberty Loan Campaign.

Out of a total of 1,841,267 employes, 1,417,042, or 77.0 per cent., subscribed for Victory Liberty Loan notes, a total of \$128,637,250.

Employes of sixteen railroads showed subscriptions of 100 per cent.

This is a renewed demonstration of the loyalty of the railroad men of America.

WALKER D. HINES,
Director General of Railroads.

Our Federal Managers Congratulate Employes on Fine Record

Mr. Galloway sent the following congratulatory message to the employes under his jurisdiction:

BALTIMORE, MD., May 15, 1919.

To Officers and Employes:

Final report of subscriptions to Victory Loan shows that 64.1 per cent. employes Baltimore and Ohio Eastern Lines subscribed \$2,131,250. While this amount is not quite as large as subscribed to

Fourth Loan, it is an extremely gratifying showing and I wish to express my appreciation of your cooperation in making the Victory Loan a complete success.

C. W. GALLOWAY.

The winners on the Western Lines were felicitated by federal manager Begien in these words:

CINCINNATI, OHIO, May 16, 1919.

To All Officers and Employes:

It is with great pleasure I acknowledge the loyalty and patriotism displayed in your subscriptions to the Victory Liberty Loan.

"We finished the job" with a total of \$2,226,500 subscribed through the banks and through the Federal Treasurer.

Please allow me to congratulate you and extend my sincere thanks for this splendid showing.

Sincerely yours,
R. N. BEGIEN.

Awarding of German Helmets

Federal manager Galloway was successful in securing a few German helmets, which the ex-Kaiser's troops expected to wear upon their triumphant entry into Paris. One of these helmets was awarded to each of the three divisions showing the highest percentage of employes subscribing to the Loan on the Eastern Lines.

West Virginia District High on Eastern Lines

The West Virginia District made a name for itself when three out of its four divisions won a helmet. These were Ohio River, first; Charleston, second; Wheeling, third.

J. M. Scott, general superintendent of this district, must have been mighty proud when he got this good news in the following telegram from Mr. Galloway:

BALTIMORE, MD., May 15, 1919.

J. M. SCOTT, Wheeling:

It is very gratifying to know that three out of your four divisions had the highest percentage of employes subscribing to the Victory Liberty Loan; namely, Ohio River, Charleston and

Wheeling. Each of these divisions, therefore, have been awarded a German helmet. I congratulate you all on this showing.

C. W. GALLOWAY.

One of these helmets was also awarded to the employes of the Baltimore and Ohio Building, Mount Clare Shops and Miscellaneous Departments.

Employes Who Got Helmets

A drawing was made from the names of all employes of each of the divisions and departments mentioned above, who had subscribed to the Victory Liberty Loan through the federal treasurer and through banks, and a German helmet was awarded to the employe whose name was drawn.

The winners of these helmets are: Ohio River Division, R. P. Davis, machinist helper; Charleston Division, W. G. Smith, trackman; Wheeling Division, W. N. Harrold, night station-

master; General Office Building, Mrs. Catherine Frazier, Dining Room; Mt. Clare Shops, C. F. Geckle, machinist, Air Brake Department; Miscellaneous Departments, J. D. Kennedy, telephone lineman, Pittsburgh, Pa.

Loan Organization

The intensive campaign for the Victory Liberty Loan was conducted by a general committee, with C. W. Galloway, General Chairman, Eastern Lines and R. N. Begien, General Chairman, Western Lines.

All general officers and divisional superintendents were appointed chairmen, assisted by sub-chairmen, captains and leaders in the various branches of the service.

Every one gave freely of his time and energy to help put the Loan "Over the Top" and "Finish the Job," and especially was this so of the Departmental and Divisional Committees, to which is largely due the success of the campaign.

Pays Off One Loan—Will Soon Get Another

PITTSBURGH, PA., June 2, 1919.

W. J. DUDLEY,
Superintendent, Relief Department.

Dear Sir:

In acknowledging receipt of mortgage, judgment bond and fire insurance policy, I wish to thank you and the department for your courteous treatment.

I expect to purchase another house in Pittsburgh as soon as I can find a suitable one, for I am now compelled to live here in a rented house. I will call on you soon for an application for another loan.

Had it not been for the Relief Department I never would have had a home, and I hope you will use this letter in any way you see fit to encourage employes to buy their own homes instead of renting them.

Again Mrs. Stone and I wish to thank you.

Very respectfully,

(Signed) THOMAS E. STONE,
Train Baggage-master.

A Pittsburgh and Western Railroad and Baltimore and Ohio Railroad
Veteran, 1893-1919.



A Statistician Who Isn't "All Figures"—A High School Principal Who Learned "Parachuting" during the War—A Chief Clerk Who is a "Regular Fellow"

H. Irving Martin

By a Friend

*"The friends thou hast, and their adoption tried,
Grapple them to thy soul with hooks of steel."*

One hot day in August, 1913, the writer commenced his editorial work on the EMPLOYEES MAGAZINE. Introductions came a plenty, and friendships followed to such an extent that with this stranger, at least, the Baltimore and Ohio made good its reputation as the Road of Hospitality. One person, in particular, helped make the new work pleasant, and he, strange to say, was not at that time in the service of the Company. We refer to the subject of this sketch, H. Irving Martin, now statistician of the Relief Department.

I have never been able to dissociate Mr. Martin's personality from the first article that I saw from his pen. "Salt" was its name, a queer topic to be discussed for our MAGAZINE; yet my fleeting impression of it has grown into the concrete personality of this good friend, who is, of a truth, one of the "salt of the earth". What the indispensable mineral gives to the enjoyment and nourishment of our bodies, such men contribute to the growth of our souls.

Mr. Martin is a great believer in the printed word, beginning with the book of Genesis and continuing to the last scrap of information he can find on what's going on in the world. A day of figures in the office is but an appetizer for an evening of reading at home. And as his mind and life have been enriched by communion with the thoughts of others, he frequently takes pen in hand and passes on the results of his own thinking.

The role of correspondent for the Relief Department is now being filled by Mr. Martin, who has been an interested contributor to the EMPLOYEES MAGAZINE since 1913. Some of his numerous contributions on modern and efficient railway operation, notably the series on Freight Claim Prevention, written in the vernacular, covering the different steps in the handling of freight, and entitled, "The Troubles of Mr. Waybill and the Freight Family," also the article on "Cooperation with the Manager of Mail Traffic," received the attention and commendation of freight claim agents and railroad officials in different parts of the United States. Other inspirational articles on railroad topics were extensively copied in railway publications. Business articles from his pen have appeared in *Printers' Ink*, *Advertising and Selling*, *Public Libraries*,



H. Irving Martin,
Statistician, Relief Department

The Business Man's Magazine, *The Old Bay Line Magazine*, and other publications. He is a student of business problems and his plan for a Downtown Business Branch of the Enoch Pratt Free Library has been endorsed by the City Club, the Advertising Club of Baltimore, the Rotary Club, the Kiwanis Club and other civic organizations.

He is a graduate of the "School of Hard Knocks," getting most of his business training in Y. M. C. A. classes, night schools, and through correspondence courses and extensive reading. He has spent nineteen years in the service of the Baltimore and Ohio, entering its employ as messenger. He is interested in young men and has assisted a large number who are now filling positions of responsibility in the business world. In fact, more than the several diplomas in Accountancy and Advertising which he has earned by hard work and home study, he values the appreciation and friendship of certain business and professional men whom he helped start in the right direction and toward the right goal.

A recent visit to his desk in the Relief Department disclosed a row of books

on a few of the standard subjects interesting to almost any wide-awake railroad employe: Finance, Accounting, Advertising, Civics and others. This is the result of a life long hobby—making available good literature to the young men of his acquaintance and association. He enjoys stimulating the thought of those about him in any worth-while topic; he likes to get his friends on the trail of new ideas in the business world.

A quiet, unassuming fellow, his influence has nevertheless enriched the lives of all who know him. His ideals are not worn on his sleeve, but they show themselves instantly when occasion demands. He enjoys his work and is of an imaginative and original turn of mind. Every progressive movement in business, civic or church affairs enlists his ready sympathy and intelligent cooperation. Practical altruism is the keynote of his life, and those closest to him know best how completely his activities are in tune with so worthy an ideal.

★

First Lieutenant George C. Carroll

By O. V. Kincade

Assistant Chief Clerk to Superintendent,
Garrett, Indiana

First Lieutenant George C. Carroll, son of chief dispatcher H. S. Carroll, returned to the United States the latter part of February, after fifteen months' service overseas.

Lieutenant Carroll entered the military service at Fort Benjamin Harrison, Indiana, where he was commissioned two weeks before the close of the camp and sent to France for training with the French army as a balloon observer. His foreign service began on December 2, and during the winter of 1917 and 1918 he was attached to the 48th French Balloon Company, which was located near Souain on the Champagne front. All the details of practical balloon operation he learned under actual war conditions. His theoretical knowledge was acquired in study at the French Balloon School at Vadeny.

During the latter part of February, 1918, Lieutenant Carroll was sent to Camp Valdahon, where he served with the artillery brigade of the second American Division and successfully completed the artillery officer's firing course. Afterwards, he was assigned to French Balloon 84 as an observer.

In May the Lieutenant joined the Third American Balloon Company and remained with that organization until his return to the United States. Prior to his assignment, however, he was rated as "excellent" in the work of balloon observation by the authorities of the American Balloon Corps, one of seven American balloon officers to receive this highest rating.

Lieutenant Carroll's activities on the front included participation in all the American offensives. His balloon has observed for the second and seventeenth French Colonial Corps, the 4th and 8th French Armies, the 3rd and 4th Corps and many of our best combat divisions of the First American Army.

The principal duty of a balloon company when assigned to an army corps, or division, was to observe and regulate the artillery fire of that unit as well as to assist the artillery in the vicinity of the balloon position. The observer dis-

covered such things as enemy batteries firing against vital points within our lines, enemy troops on the road or in formations, convoys and trains. In general the enemy was kept under constant surveillance. Whenever a good target appeared or an enemy battery began to fire the balloon observer would communicate by telephone direct to the battery and our guns were directed upon the target or were registered against the enemy battery either to silence it or to prepare for fire of destruction.

On three different occasions while regulating artillery fire the balloon from whose basket the Lieutenant was observing was burned by Boche avions. Each time Lieutenant Carroll jumped with his parachute and landed safely.

"The grand and glorious feeling" which Briggs has never sketched, according to this officer, is the thrill which is experienced by an observer when the sky is filled with Germans, exploding anti air craft shells, and countless machine gun bullets, and the pongee silk parachute, which has trailed the observer through about two hundred feet of space, opens and carries him down toward dear mother earth.

In recognition of personal bravery in action, Lieutenant Carroll was decorated by the French and American governments. His citation for the Distinguished Service Cross is as follows:

"First Lieutenant George C. Carroll. For extraordinary heroism in action near Fort Dumarr, France, September 26, 1918. Lieutenant Carroll had ascended in a balloon to a height of one kilometer on a reglage mission, when he was attacked by enemy planes; but he refused to leave his post and fired on the planes with his pistol while incendiary bullets were striking his basket and balloon. He was finally forced to jump when his balloon burst into flames, but he reascended as soon as a new balloon could be inflated. On three other occasions Lieutenant Carroll also gave proof of exceptional courage by remaining in his balloon in the face of airplane attacks, jumping only when his balloon took



First Lieutenant George C. Carroll

fire, and immediately reascending when a new balloon could be inflated. Home address, Harry S. Carroll, father, Garrett, Ind."

Lieutenant Carroll was born at Garrett, Ind., August 22, 1893, and as a boy and young man was employed during the summer vacations by the Baltimore and Ohio, serving in various capacities. He is at present temporarily employed in the Division Accountant's office at Garrett. On May 25, 1910, he was graduated from the Garrett High School and the Fall following he entered Northwestern University, Evanston, Ill. After studying for two years at that institution he attended the University of Virginia, where he received his degree in 1914. The next year he spent as a graduate student and assistant in the History Department of the University. In 1915 Mr. Carroll was chosen Principal of the Garrett High School, and in the Spring of 1917 he was elected Superintendent of the Public Schools, which position he vacated when he entered military service in August, 1917. He will resume his school work at the opening of the Fall term.

★

W. F. Cochrane

By L. A. Cordie

Freight Agent, Cincinnati Terminals

Here is the picture of our own W. F. Cochrane, chief clerk to the superintendent of terminals and correspondent for the *MAGAZINE*, by all odds, one of the liveliest wires ever.

To him, to a great extent, is due the success we had in the Liberty and Victory Loans, and especially the Victory Loan, in which the Cincinnati Terminals standing was No. 1 (Western Lines). The per cent. of employes subscribing was 86.4. During this campaign Mr. Cochrane organized a \$1,000 Club and made a special drive for members, having forty-two at the close.

Sometime ago Mr. Cochrane conceived the idea of getting our employes together socially by giving a dance and enter-



W. F. Cochrane,
Chief Clerk to Superintendent Terminals,
Cincinnati, Ohio

tainment at the Gibson Hotel, and his efforts met with wonderful success. He organized the Cincinnati Terminal Welfare Association, and later on gave another dance and entertainment at the same hotel, with a repetition of the first success. These entertainments were the talk of the Terminals and brought together hundreds of employes who had not met before.

Besides Mr. Cochrane's work and interest in patriotic and social effort, he has been unusually successful in the handling of the clerical forces of the superintendent of terminals. He quickly detects errors and inefficient practices in office procedure, and our employes know that his efforts to straighten them out will be both consistent and persistent.

* * * * *

Although he has known Mr. Cochrane only through association on the *MAGAZINE* during the past few months, the

editor is glad of the opportunity to add his bit of appreciation to the above.

Mr. Cochrane is one of the right bowers of the MAGAZINE. The employes at Cincinnati have seen the splendid contributions he has made to the Among Ourselves Department, but they do not know what painstaking care and fine sense of news value are exhibited in his MAGAZINE work. No request for assistance shot from Baltimore to Cincinnati, seems

to be too much trouble for him. He either has a fine system of news gathering, or gets out among the men in the terminals and digs up the splendid items and pictures which appear each month under the Cincinnati Terminals heading.

More power to Mr. Cochrane in his many activities. He deserves a lot of appreciation from his associations and he has a full share of it from the writer.
—ED.

Quota Exceeded in Y. M. C. A. Membership Week—Railroad Employes Thanked for Cooperation

Dear Mr. Editor:

The Membership Week of the Railroad Young Men's Christian Association is over and during it we secured approximately 47,500 new members instead of the 40,000 originally hoped for. I want to express to the employes of the Baltimore and Ohio, on behalf of our entire movement, our sincere appreciation for their help during our drive.

We now face making good on our advanced Program, for with this large body of new railroad men added to those already in our membership, it is our purpose to make the work of the Railroad Association more efficient and helpful than ever heretofore.

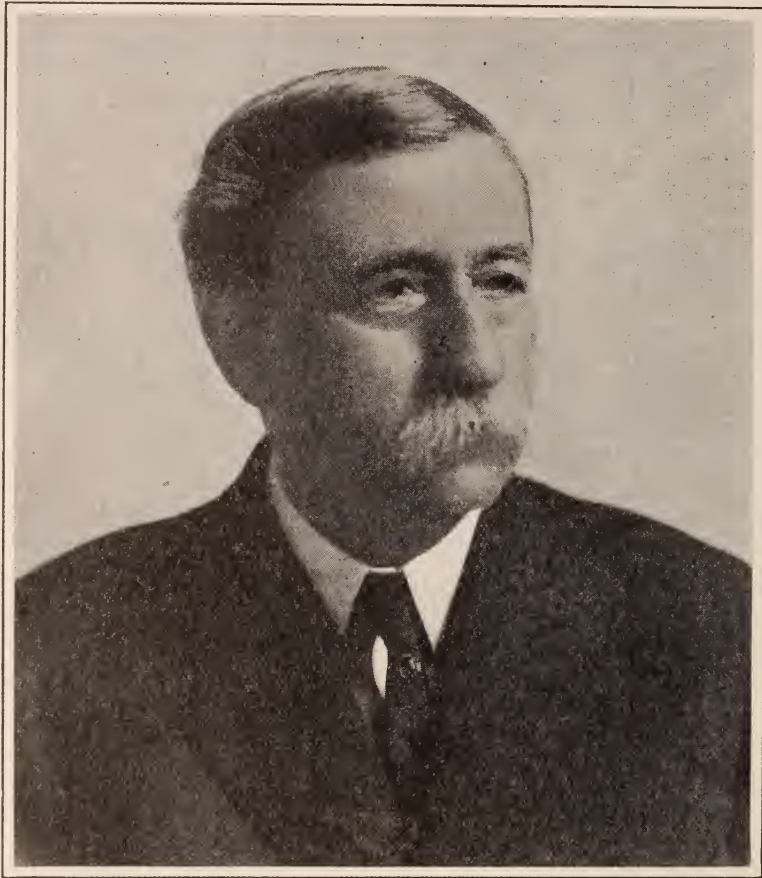
The greatest single effort in the history of the Railroad Association has been brought to a splendidly successful consummation and in this achievement Baltimore and Ohio men have had no little share.

Cordially,

(Signed) JOHN F. MOORE,

Senior Secretary,

International Committee, Railroad Department.



J. M. HUGHES
Representative Employee, Cincinnati Terminals

Fifty-three Years in One Office

By W. F. Cochrane

Chief Clerk to Superintendent Terminals, Cincinnati

The following is the third in the series "Representative Employes of the Railroad," and will be followed by other similar sketches until each division has had its representative appear. The selection of one man to represent a division does not mean that he is the only employe worthy of the distinction—rather that he is representative of the good character and fine record attained by other of his coworkers.

We are glad to present this portrait and brief life sketch of J. M. Hughes, one of the oldest, if not the oldest employe now in active service at our Cincinnati Terminals.

Mr. Hughes was born in Pittsburgh, Pa., but came to Ohio early in life, and lays claim to being a full-fledged "Buckeye." At the time of the coming of his people into the wilderness of Southern Ohio, its educational advantages were few and primitive. Three months "readin', 'ritin' and 'rithmetic" at the "Deestric School" during the winter seasons was regarded as sufficient. He got this training until about fourteen years of age, then had to give up his studies and take his place in the ranks of the bread winners for the large family of which he was a member.

In 1862 he entered the Union Army, serving as a private until the last year of the War. After his discharge in 1865 he came to Cincinnati and took a course in Gundry's Commercial College, and early in 1866, entered the service of the C. H. & D. R. R., as a clerk in the Cincinnati Local Freight Office, A. R. Lafferty then being local agent. He has continued in that office until the present time, making in round numbers fifty-three years of continuous service with the one Company in the same office.

This service has been unbroken by frequent vacations or absence by reason of sickness. At no time during this long period, except several years ago, when he had typhoid fever, has he been absent from the office for more than a few days at a time. It must be remembered that during the major portion of his service vacations in local freight offices were rare exceptions rather than the rule, and such a thing as system passes were unknown. Truly it must be that *the world is growing better.*

He has served in nearly every position known to a local freight office. For upwards of thirty-five years he was cashier, and during those years at the C. H. & D. at least, the cashier was also virtually the accountant. For, in addition to handling the receipts and disbursements of the daily cash, he was expected to take care of much of the accounting work, such as making up the monthly balance sheet, keeping tab on the connecting line settlements, both received and forwarded, and many other things that are now entirely divorced from the cashier's duties.

Many other changes in the methods of the Local Freight Office have taken place during his long years of service, one of the most notable being the eight

(Continued on page 46)

TABLEAUX INDICATIFS PAR LEIERS POUR LE PASSAGE A L'ECOLE

N. 10000

Tir à terre	6				
Conduite du tir	18				18
Armeement	12				12
Synchronisation	2				2
Divers (G. K. J. P. P.)	2				2
Conférences techniques diverses	6				6
Total	44				

EXERCICES	DUREE	COURSES	% CORRECT		MILIEUX
			BOULE	ALÉMENT	
Reconnaissance à champ de tir					
Tir en hydravion					
Tir dans coque de torpille	6	189			189
Tir contrôlé sur ballons	6	312	27%	27%	435
Évolutions et vols en parachute	6				150
Tir en feu à chasse sur p. balait					
Tir sur manège B	6	112	18%	18%	150
Attaques simulées contre avions à la photo-mitrailleuse					
Total	16	703			745

Appréciation: *Tir bon faible. Atterrissage très régulier. Tir bon précis. Le fait très intéressant. Beaucoup d'allant.*

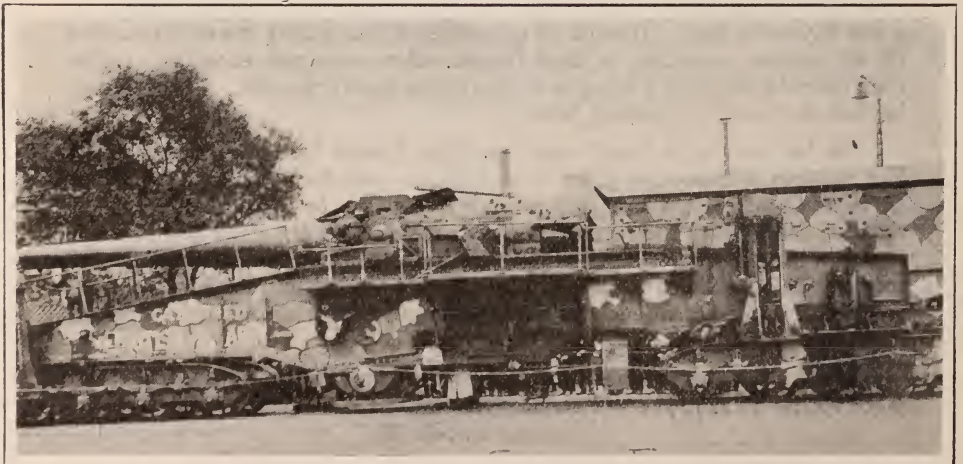
Le Capitaine de D. T. G.

38197



With the Yanks in the snows of North Russia. The Red Triangle of the Y. M. C. A. in Archangel hangs from a building which formally was a clubhouse and which is peculiarly adapted to the needs of a meeting place for soldiers.

The well known saying "the sun never sets on the British Empire" can be applied to the world wide activities of the Y. M. C. A. today. From frozen Russia to the sub-tropical Philippines, the Red Triangle is a familiar and encouraging sign.



One of the camouflaged German railroad guns which got to Paris—after the Armistice, however.



With the American Army of Occupation in Germany. An American redskin on guard at the most advanced sentry post of the Thirty-second Division's sector in the bridgehead zone beyond the Rhine. He is Corporal George Miner, D Company, 128th Infantry, a full blooded Winnebago Indian from Tomah, Wisconsin.



Count and Countess Von Bernstorff pose in Berlin for a snapshot portrait by a photographer for the U. S. Signal Corps. The Count remarked to the photographer: "This is like old times in Washington."

It is a matter of small moment to us if it really seemed like "old times in Washington" to the Count or not. We are mighty sure that it does not seem like "old times in Berlin."



Where the "hello" girls lived in France. Despite the unpapered walls, this room in a portable barracks had something of the air of a college dormitory. It was a billet for Signal Corps telephone operators in Neufchateau.



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

The Youth of America

OUR Independence Day celebrations are now practically without the noise of battle and the burning of much powder. What there is of these exuberant manifestations is controlled by the authorities and the accidents and sorrow which came with old fashioned "Fourths" have been cut down to almost nothing.

Most of us remember the cap pistols and pebbly torpedoes of our boyhood,—then the "blanks" for revolver and the dangerous toy cannon which came just before long trousers. We were red-blooded and we loved these boisterous echoes of sterner realities. In fact many of us will admit a bit selfishly that we are glad we had a share in the barbaric old, in the same breath in which, with our own children in mind, we say "Yes, the new way is so much better."

Really, the change was a remarkable one for America to make so quickly and easily; noisy, boastful, effervescent, patriotic America—how gently she was weaned from this attractive yet dangerous tradition. With all her growth and accomplishments, with all her stature and strength, she is still young. And her heart and mind turn readily from old accustomed ways at the touch of a new and better impulse.

In commenting upon the relative post-war world position of his country and ours, the wisest of living Japanese

touches but lightly on the fact that we saved perhaps ten times as much in investments as did his people. What he does think of supreme significance is that while Japan's prosperity has plunged her more deeply than ever into devitalizing dissipation, America, while playing a leading role in the great world tragedy, has within herself by law determined that insidious strong drink be banished from her shores.

These internal changes are but the signs of America's youth—of a nation so responsive to new and better thought that she can shake off age-old tradition and stand forth freed from a custom which took root at her birth, and a handicap which has enslaved mankind throughout all history.

The Civil War saw this youth full of labor and pain, giving in its own body full expression to that part of our credo—"all men are created free and equal." The Spanish-American struggle saw this youth reaching out a sympathetic and healing hand to tropical island peoples who needed help. In these later troubled years our youth has again responded to the greatest call humanity has ever made or heard, and we are about to welcome to our comradeship peoples reborn with the enunciation of our principles and under the protection of our strong arms.

Yet despite these achievements toward a better day for all mankind, appalling indications of unrest and unhappiness still show themselves. It is inevitable that it should be so, for we are cleansed by suffering and chastisement. Perhaps young America still has its greatest struggle to face, a struggle world-wide in extent and social and economic in nature. But if she continue young, responsive to new thought, still willing to risk the infusion of strange blood, quick to answer the demands thrust upon her by untried responsibilities, unhampered by outgrown and provincial traditions, sympathetic in relationship with all classes and nations but strong and determined in dealing with them—if she can hold to the things that have made her and kept her young, she will have the strength to play her part nobly

through whatever difficulties face her, to keep her history unsullied, to maintain her achievement and hold to her destiny as the land of promise.

Three Men



THREE men are cutting stone up yonder in the Cathedral grounds. "What are you doing, No. 1?" "I am working for \$6.75 a day." "What are you doing, No. 2?" "I am squaring this stone." "What are you doing, No. 3?" "I am helping to build *that*," and this worker, with mind reaching out beyond his toil, and with a noble spirit of partnership with the best, points proudly up to the great unfinished Cathedral on the hill.—*Literary Digest*.

Grenades for Savings Banks



WHEN the armistice was signed, the War Department had fifteen million regulation hand grenades ready to be thrown into the German trenches, dugouts and machine

gun nests. As they were no longer needed for that purpose, the Treasury Department secured them for ammunition in the campaign for national financial preparedness.

They will be used to clean out the entrenchments of the national enemies of waste and careless spending and will be handled by the army of American school children.

Each grenade complete, except for the fuse and explosive charge, will be turned into a savings bank for dimes and pennies. Under a distribution plan approved by the Treasury Department one of these banks would be given to every school boy and girl under ten years old who can show one War Savings Stamp earned during vacation when school reopens next fall and tell how it was earned. Every boy and girl over ten who earns two War Savings Stamps and who shows them, together with an account of how they were earned, would win one of these prizes. The distribution of the grenade banks will be completely under the control of the Savings Directors of the twelve Federal Reserve Districts.

Longing

By E. B. Rittenhouse

Agent, Freight Office, Wilmington, Del.

May I through faith, while here below,
As on my destined way I go,
Behold the path the Saviour trod,
To save us—through Eternal God—
From wrath to come.

I fain would see that wonder-star
That called the shepherds from afar;
To view in awe the undefiled,
To gaze upon the new-born Child,
At Bethlehem.

I would recall, as on I go,
His agony, His bitter woe;
Infinite Love—how can it be
That He whose mercy ransomed me
Must drink that cup—Gethsemane,
The wormwood and the gall.

I fain would see beyond life's stream,
That spotless robe that has no seam;
And not enough, that I might see,
But oh, that it might cover me,
When night shall fall.

As Seen by

A Man Must Eat



—From The San Francisco Bulletin.

A Forthcoming Turkey Trot



—Memphis Commercial Appeal

Free Instruction in the National Anthem



"S-s-h! Don't Cry Dear, Look at Daddy Singing!"



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Blighty

the Cartoonists

Some of His Former Patrons Must Have Recommended Him

The Enemy



—From The Saturday Post-Dispatch

—Copyright, 1919, New York Tribune, Inc. Reproduced by permission



She—Dad's going into the billiard room; now's your chance to ask him.

He—I think I'll wait till he's in the library; I'd sooner he threw a book at me than a billiard ball.—*The Passing Show.*

History of Baltimore and Ohio, 1830—1880

Told in Interesting Sesqui-Centennial Celebration Ticket

By John Ed. Spurrier



THE coupon ticket shown here-with marks graphically the fifty years of progress in construction and operation of the Baltimore and Ohio from 1830 to 1880. It was printed during the Sesqui-Centennial of the Railroad, celebrating the fiftieth anniversary (August 28, 1880) of our first use of steam power.

William M. Clements, master of transportation, Charles K. Lord, general passenger agent, and Major J. G. Pangborn, assistant general passenger agent, had gotten together and arranged for a

Baltimore & Ohio Rail Road JANUARY 1853.		1853
Twenty-seven years ago some such form as this would have been taken for one first class passage		
BALTIMORE TO WHEELING		
379 Miles		
Distance 379 miles Time 22 hours Fare \$10.00		

Baltimore & Ohio Rail Road NOVEMBER 1842.		1842
Thirty-eight years ago a Coupon like this might have been accepted for one first class passage from		
BALTIMORE TO CUMBERLAND		
178 Miles		
Distance 178 miles Time 9 hours Fare \$7.00		

Baltimore & Ohio Rail Road APRIL 1832.		1832
Forty-eight years ago this Coupon might have been accepted for one first class passage by horse power from		
BALTIMORE to POINT of ROCKS		
70 Miles		
Distance 70 miles. Time 9 hours. Fare \$3.00.		

Baltimore & Ohio Rail Road AUGUST 1835.		1835
Forty-five years ago this Coupon might have been taken up for one first class passage from		
BALTIMORE TO WASHINGTON		
40 Miles		
Distance 40 miles. Time 2½ hours. Fare \$2.50		

Baltimore & Ohio Rail Road MAY 1830.		1830
Fifty years ago this Coupon might have been good for one first class passage by horse power from		
Baltimore to Ellicott's Mills.		
15 Miles		
Distance 15 miles. Time 2 hours. Fare 50cts.		

Baltimore & Ohio Rail Road DECEMBER 1834.		1834
Forty-six years ago this Coupon might have been called in for one first class passage by Steam power from		
BALTIMORE to HARPER'S F'Y		
81 Miles		
Distance 81 miles. Time 5 hours. Fare \$3.25.		

Begin here and read up and to the right

Baltimore and Ohio Railroad employees' jubilee in Baltimore, and the city authorities, its business men, newspapers and printers, joined in to make it a success, furnishing floats of every suitable description to parade the principal streets.

As can be read on the reproduction below, it was on the Passenger Depart-

ment Tableaux Car that a printing press was erected and the coupon ticket was printed under the direction of Major Pangborn, while the parade was moving on Baltimore Street, in the vicinity of the old Baltimore and Ohio building.

The celebration was a great success,

Baltimore & Ohio Rail Road
NOVEMBER 1874.

Six years ago this Coupon might have been received for one first class passage from

BALTIMORE TO CHICAGO

853 Miles **FIRST CLASS**
THIS CHECK NOT GOOD IF DETACHED

Distance 853 miles Time 36 hours. Fare \$21.25

1874

Baltimore & Ohio Rail Road
JUNE 1857.

Twenty-three years ago this Coupon might have been taken for one first class passage from

BALTIMORE TO ST. LOUIS

930 Miles **FIRST CLASS**
THIS CHECK NOT GOOD IF DETACHED

Distance 930 miles Time 41 hours Fare \$28.00

1857

Baltimore & Ohio Rail Road
JUNE 1857.

Twenty-three years ago this Coupon might have been received for a first class passage from

BALTIMORE TO CINCINNATI

589 Miles **FIRST CLASS**
THIS CHECK NOT GOOD IF DETACHED

Distance 589 miles Time 28 hours Fare \$16.00

1857

Baltimore & Ohio Rail Road
MAY 1857.

Twenty-three years ago this Coupon might have answered for one first class passage from

BALTIMORE to PARKERSBURG

384 Miles **FIRST CLASS**
THIS CHECK NOT GOOD IF DETACHED

Distance 384 miles Time 22 hours Fare \$10.00

1857

ISSUED BY BALTIMORE & OHIO R.R.

1830-1880

Route:—From the Atlantic Seaboard up the Valley of the Potomac, over the Alleghanies and across the Prairies to the Great Lakes and Rivers of the West.

BALTIMORE & OHIO R.R. CO.

FIRST CLASS PASSAGE.

This ticket entitles the holder to fully comprehend the development of the oldest Passenger Railway in the United States; from 1830 when its line extended to Edinboro's Mills to 1880 when its trains run through from Baltimore to

Cincinnati, St. Louis, Chicago.

This ticket is void for any other purpose and hence needs no stamp. Commence at the lowest coupon and read up, and you will have the history of the Road in a nutshell. This ticket was printed on the Passenger Department Tableaux Car during the Sesqui-Centennial parade, October 11th, 1880, on press from the printing house of John D. Lucas, Baltimore.

John D. Lucas
Genl. Ticket Agent

Baltimore & Ohio Rail Road
OCTOBER 1880.

Coupons when reading as below are good when

BALTIMORE TO CINCINNATI
Time 22 hours, Fare \$14.

ST. LOUIS CHICAGO
Time 34 hours, Fare \$21 Time 28 hours, Fare \$17.50

1,496 MILES.

1880

bringing large crowds from all parts traversed by the Baltimore and Ohio. Every employe between Baltimore, Wheeling and Parkersburg, who could be spared, came to Baltimore and participated in the parade with the old Grasshopper engines and cars. Our men were in uniform and dressed alike, with blue zouave pants, white shirts, and red caps. Many of the West Virginians were lost in the city and did not reach home for two weeks. Some were said to have taken a fancy to city life and

never to have gotten back to their native hills.

I was the chief train dispatcher, First Division, Baltimore to Martinsburg, Washington Branch, Alexandria Branch and Frederick Branch, in addition to working a regular trick as dispatcher and did not have time to see much of the fun. We had another similar celebration later, called the Baltimore Oriole, the Baltimore and Ohio joining to make it a great success, but those glorious times seem to have passed forever.

July 4th—Our Birthday

1828

1919

Four-score and eleven years ago our forefathers brought forth upon this continent a new idea in transportation, conceived in a spirit of progress and dedicated to the public welfare.

That idea first took material form when the cornerstone of our own Baltimore and Ohio was laid on the Nation's birthday in 1828.

Today, we, workers in a common cause, are engaged in a mighty endeavor that that idea, so conceived and so dedicated, may long endure.

The decades have come and gone, bringing new difficulties, new vicissitudes. But these have been met and triumphantly overcome, and the infant Baltimore and Ohio, christened by the venerable Charles Carroll of Carrollton on that momentous day so long ago, has now taken its place in the foremost ranks of the giants of transportation, its standard ever mounting higher.

Keep that standard high. Hold to the spirit which has impelled us, and those before us, to look upon the fortunes of the Railroad as our own, its difficulties our difficulties, its triumphs our triumphs.—*E. F. S.*

America and the League of Nations

By Philip Gibbs

War Correspondent, in the New York Times

We are reprinting this article because it is written by a man who probably saw as much of the horror of war as any other person; because he is widely considered the ablest of news correspondents produced by the Great War, not alone for his marvelous descriptive powers, but also for his fidelity to fact and intellectual integrity.

We hold no brief for the League of Nations Covenant as it exists today, and think it should have the wide discussion and debate now being given it in Congress. But we believe that the question is neither political nor partisan, that some League of Nations is necessary to the safety of society, and that it requires the best thought of all citizens. There are many view-points on the subject, and the following article rings with the sincerity of one who speaks for the millions who have suffered.—Ed.



AN Englishman here in America, after being an onlooker of war for four and a half years, I confess I am distressed by the violent conflict of thought at present seething among the American people, and threatening to wreck the hopes of all those other peoples who have been scorched and tortured by the fires of that infernal strife in Europe. But one thing is comforting after an analysis of these passionate opinions, as expressed to me by many different types of American citizens—both men and women. It is that through all this division of intellectual argument there is beyond any doubt a general agreement of spiritual purpose. The soul of America, as I have seen it, is not at this moment touched by selfishness. No man in my hearing has ever hinted at a desire for commercial or political advantages which the United States might seize out of the troubles of Europe. On the contrary, hard business men, and professional men like New York lawyers, speak, not for my benefit, but among themselves as I have heard them, with an unconscious and simple idealism, profoundly touched by emotion, in spite of commonsense, practical, and direct words which have no “flummery” in their way of speech.

Their criticism of the league of nations, if they are against it, is not based on mean views, but on the fear, first, that it will be a mere political machine superimposed upon the peoples of the

world without their spirit behind it, and without real power to restrain the evil purposes of nations ready to treat the league as another “scrap of paper” when it suits them; secondly, that it will break down the traditional isolation of America and involve the people of the United States in petty quarrels, leading to war, so that her spirit and her armed power will be used not, as in this war, for the safety of civilization and the supreme needs of humanity, but as a party to the petty and ignoble quarrels of rival states. They are afraid of being “dragged in” to the old European jungle-world of hook and claw and the prowling of the beast in search of weaker prey.

I do not blame them, for it is a fearful thought to these people who before the war watched the secret intrigues, the hatred and ambitions of small kingdoms, and the alliances of great powers in Europe, with disdain and disgust. But what the American people I have met do not understand—what it is difficult for them to understand—is the passionate yearning of great masses of people for American aid in liberating them from the repetition of horrors through which they have passed in agony.

Over and over again in the early days French officers and men said to me with a thrill of passion in their voices:

“If I thought this Thing would ever happen again I would strangle my child in its cradle to save it from such torture.”

This was said to me not once, nor dozens, nor scores of times, by bloody and bandaged men, but hundreds of times. It was the common, general, passionate thought. And hundreds of times on the British front, in trenches and in dug-outs and in officers' messes, our own men spoke to me in a similar line of thought.

Deeper than their hatred of the enemy who had brought this thing upon them was their hatred of statesmen and politicians and men of wealth and learning who had failed to foresee the horrors ahead, who had gone on in the foolish old way supporting balances of power, framing secret alliances, influencing national hatreds and rivalries, and maintaining the old philosophy of material force to hold or to grab, with weakness and inefficiency even in that view of life and its meaning.

That conviction has not been killed by victory. It is in the hearts of the living as it was in the souls of the dead—and I write of what I know. It is in the hearts of multitudes of women who gave their first-born—and sometimes their second, and third, and fourth—to the devouring monster of war. It is hot in the brains of millions of workmen who watch the politicians of the world with increasing hatred and distrust, because of their failure to avert the frightful catastrophe, and their tinkering, now, with problems which must be handled largely and with an unshrinking courage, in order to make the world clean of the foul outrage against civilized ideals on those corpse-strewn fields in France.

If the league of nations fails, as it may, because it is the most daring effort to lift the organization of human society to a higher plane of hope, and that is not

easy of achievement, there is only one alternative. For a time I thought there were two alternatives, the first of which was a new combination of alliances, leading certainly to another race for armaments and another grouping of powers until the time came for the next inevitable war, far more terrible in its sweep of slaughter than the one now passed. But I am certain now that there is only one alternative. What will happen if the league is not established with the impulse of the world's democracy behind it is as clear as sunlight to discerning minds who are in touch with popular passion born out of the sufferings of the war. What will happen is the wild revolt of many peoples against their established forms of government in the mad hope that by anarchy they may gain freedom of their souls and bodies and of their unborn children to enjoy the fruits of labor in larger measure than now, and in safety against the devastating terrors of modern warfare.

America has the supreme chance of any power in the world today because she is looked upon by the peoples of Europe as a fair, unselfish and democratic arbitrator, aloof from their rivalries, and untainted by the disease which infected their civilization. American people that I have met do not realize this immense power of their mission, nor do they understand that to the European masses, when President Wilson speaks, he speaks, in their belief, for America herself. If Mr. Wilson fails and falls, America may lose this great chance in the history of mankind; and in any case, if, with President Wilson or without him, the league of nations fails, then the world will, in my belief, crash into the gulfs of widespread anarchy.

Record Movement

On March 27, extra east, engine 4075, engineer A. B. Westfall, fireman W. L. Milhorn; engine 2810, engineer J. L. Bragg, fireman Grapestine, with conductor V. B. Glasgow, moved 100 loads, 7,000 tons, from Fairmont to Grafton, the largest train ever received in Grafton yard. The train left Fairmont at 11.15 a. m., and arrived at Grafton at 1.30 p. m., with twenty-five minutes at Winona for water.

How to Make a Cold Chisel

By H. E. Blackburn

Instructor of Apprentices, Erie Railroad

(Courtesy Erie Railroad Magazine)



IN the good old days when "Dad" was an apprentice they taught him the art of using a cold-chisel. Today they give the apprentice an "air gun" and tell him to "go to it." Great skill was required by the tool dresser of ye olden times, while today any old thing with eight sides on it will pass the censor, who as a rule is some "old smith" who has worn out his usefulness in the shop, and for want of some place to put him he is pensioned on the tool fire.

In the first place, there is not enough attention given to the tool end of the blacksmith shop, and to overcome this, the work should be placed under the tool foreman's supervision. This will stop a continuous performance that is going on all day between the tool room window and the place where the men are butchering chisels.

There is no excuse for poor chisels, and there is a reason for every chisel that fails. It is mostly up to the man who orders the steel, or the one who recommends it, rather. If the steel is all right, get some up-to-date foreman, who reads what is going on in the steel world, and let him hire someone who knows something about the heat treatment of steel, and not trust this work to some "haystack mechanic."

The proper way to order steel is to consult some good chemist, and then order on a specification, and if the firm that is selling you steel knows that you have a good chemist on the job you will get what you are paying for; for instance, order carbon steel of 55 per cent. carbon, 60 to 80 per cent. manganese, 1 per cent. chromium, and not over .04 per cent in sulphur and phosphorus.

The chrome is added to the steel to increase the tempering properties desired and at the same time to give a tough cutting edge on the chisel. The manganese is added to absorb the oxygen and to combine with the sulphur so as to form manganese sulphur; in fact, if steel is low in manganese and high in sulphur the steel will be very brittle and of little use as a shock steel.

Before you start out to make chisels be sure that you have an up-to-date equipment. Purchase a closed type oil or gas furnace, one that is equipped with a pyrometer, so that you can see what is going on inside the furnace along heat lines. Remember that the eye is easily led astray (as the farmer found out after working the shell game), and you might as well try to fire a boiler without a steam gauge as to heat steel uniformly without a pyrometer.

Fifty per cent. of the chisels that pass through the tool room window are "burnt" or cracked before they ever reach the butcher; the tool dresser (in name only) chucks about a dozen chisels in an open fire at one time, and more if he is working piecework. The first four that he draws out are at a black heat, the next four perhaps the correct heat, while the last four look like a nitrogen lamp in full bloom.

Now, this cannot happen if you are heating your chisels in a closed-type furnace that has been heated up to, say, 1,400 degrees, or to the heat that the makers of the steel advise for forging the steel. One of the blacksmith shop foremen on the Erie has designed a good type of a tool furnace, and no doubt prints can be obtained for same by applying to the proper parties.

To make a number of cold-chisels, heat the octagon bars of steel so as to cut them up into six-inch lengths, keep the furnace at the heat recommended, start the chisels in the furnace end first, and work them in so that when you draw one out you are pushing another one in. This will insure a gradual heating, and you will be able to work the steel on the rising heat. Remove one heated chisel blank at a time and draw it down to a one-half inch point one inch back for the striking end of the chisel; then heat the other ends one at a time and draw them down wedge shape to one-eighth inch thick on the cutting edge and two inches back; use a Bradley hammer for this class of work, and cut off the rough ends with a power shear while the chisel is still hot.

When you have dressed all of the chisels on both ends, wind up the day's work by placing the entire lot in the furnace, and when they are heated to the critical point or a little above (the point where the steel loses its magnetism) shut off the source of the heat, close the door and go home with the idea that the steel will be homogeneous in the morning (whatever that is).

Annealing is done to break up the crystallization and to normalize the steel, to say nothing about reducing the forging strains, because when the steel is worked under a hammer, the structure changes, the thinner parts of the chisel have been worked more than the heavy parts and also cooled more rapidly than the thick parts; annealing will even up this uneven expansion and contraction.

It is good practice to grind the cutting edge of the chisels before you harden them, so as to save the man (who takes delight in annealing them on the emery wheel) the trouble later on. This will be sure to give the chisel a breathing spell before it is "murdered."

Hardening the chisel is the most important part of the heat treatment operations, and to become a successful hardener you must know what the steel consists of from a chemical point, as well as how it will act when it is hardened. Remember that there is a way to successfully treat every failure; but the application depends on your gray matter rather than what you learn out of textbooks.

The old way was to heat a number of dressed chisels in an open fire to a dull red color, say about two inches back from the cutting edge of the chisel; then to dip the end of the chisel in brine water, about one inch up until the end was black; the chisel was then taken to the anvil and rubbed with a piece of grindstone so as to polish the cutting edge and allow the temper color to run down from the heated part of the chisel to a deep plum color verging on a blue at the extreme cutting edge of the chisel.

Now, if you will stop for one moment and do some thinking, this is a very poor way to harden a chisel. In the first place you cool the thin part of the chisel off very rapidly, and still leave the heavy part of the chisel above very hot in order to give enough heat to draw the cutting edge to a temper. It is this sudden cooling that causes the cutting edge to crack as it pulls away from the heated end. Then again, although the cutting edge may be of the correct temper color, if the color is allowed to run down too fast because the chisel has been

heated too far back, the metal behind the cutting edge will be too soft and it will set under the shock of a hammer blow and be bent and later on break off; or if the color is allowed to run down too slowly, due to not enough heat in the heavy part of the chisel, the metal behind the cutting edge will be too hard and the end will break off from the body.

There is no way as yet to harden and temper a chisel that will stand the abuse given it by the average "slugger." Even a rubber chisel would be broken in the hands of the average workman, and the air hammer equipped with a chisel is the only solution for this "disease."

The writer had the pleasure of visiting a large tool shop recently where they hardened a chisel properly, and he will endeavor to describe how it was done. In the first place they used chrome steel of fifty-five per cent. carbon content. This alone is why they had good success. They dressed about 500 chisels at a time under a Bradley hammer, and annealed same over night. The next day they fired up a closed type furnace equipped with a pyrometer to 800 degrees, and started to feed the chisels in the door of the furnace (cutting edges in), and when the furnace was up to 1,400 degrees (or whatever heat the makers recommend as the critical point) they regulated the burner so as to hold that temperature. As fast as the chisels became a good cherry color they removed one chisel at a time and slowly lowered it (striking end down) so that the thin or cutting edge of the chisel touched the quenching bath last. Now, a little common sense will show you that the heavy part of the chisel where the most heat was is cooled first, so as to even up for the thin part at the edge. The flame should never touch the chisels, and it should be neutral or slightly rich in gas, and great care should be used in the time allowed to bring the chisels up to the correct temperature, so as to quench it on the rising heat. Heating should never be rapid, nor should the steel be allowed to soak after it has been heated to the critical point (or where the steel has lost its magnetism). It may be well to mention here that the fire points in the furnace should be examined occasionally, and that some electrician should look the balance of the pyrometer over now and then.

The size of the quenching tank should be large enough to keep the bath cool at all times, as the temperature of the bath must be constant if uniform results are to be obtained. A good bath is made up as follows: Use two barrels of

water containing five pounds of soda-ash to the barrel of water to one part of a good soluble quenching oil. Heated tool steel quenched in this bath will give a file hardness, and this medium will give a quenching speed between oil and water that is sharper than oil and slower than water, and consequently less liable to cause cracks in hardening, as with plain water.

The tempering part of the chisels is a very easy operation. Simply heat a bath of cylinder oil or a good tempering oil to 550 degrees Fahrenheit, and allow the chisels to stay in this bath for twenty minutes; then remove and allow to cool. The firm that makes chisels under the above conditions has but little complaint from the workman. At times some tool maker may want a special hard chisel; if this is the case the hardener uses brine water, or he may heat the steel a little higher and draw the temper to a lower degree than 550. The average output of this shop is 500 chisels per man for an eight-hour day's work.

There is another point worth mentioning, and that is that the chisels should be ground up in the tool room before they are sent out in the shop. This will give the operator some idea of the correct cutting angle, which, by the way, should be seventy degrees; and it might be well

to say that the tool-room foreman should take a trip through the shop now and then and see how they are using or abusing his chisels. A pointer at the right time might save a lot of money for the company he represents.

In a summary of the treatment of tool steel it is necessary to recognize:

The importance of strain due to unequal stresses.

The value of annealing.

That time, rather than temperature, is the factor in annealing.

That the annealing heat is a low heat.

That the refining heat be gradually and slowly approached to allow a thorough and uniform heating of the steel.

That the tempering bath should be of the right temperature.

That the combination of oil and water gives a tougher structure to steel than water alone.

That in tempering the degree of heat should be regulated according to the grade of tool steel used.

That the part of the work having the largest area should be dipped first in a vertical position.

That the hardening bath should be agitated.

And, last of all, do not think that you know the last thing about a piece of steel, because on that day it will turn around and act contrary.

Purpose, "Pep" and "Piffle"

By Charles L. H. Wagner

"Pep" without purpose is "piffle",
And purpose sans "pep" near as bad,
"Efficiency" is a misnomer
When used but to cover a fad,
The hustlers who hustle in circles
Are tired at setting of sun,
But their efforts outweigh in the balance
The weights of the work they have done.

The purposing clod will get somewhere
Even though he is lacking in "pep",
Infusion of Capsicum, maybe
Would limber his lumbering step,
But show me the man who has harnessed
Both purpose and "pep" to his star,
And I'll show you a man who is selling
His service for more than at par.

I'll show you a man who is never
In want of a man's job to do,
Who tackles a thing when he's ready
And then to the end sees it through,
Who whistles when others are swearing
When plans are miscarried or wrong,
A man who rings chords out of Service
And fits them in Industry's song.

I'll show you a man who has courage,
Who rushes the "Jinx" off its feet,
Who plucks from Life's highermost branches
The fruits that are luscious and sweet,
Whose "pep" is not bluster or "piffle",
Whose purpose is gauged by a rule
That's embodied in this bit of rhyming,
The "purposeless Pep" is a fool!



CHANGES AND PROMOTIONS

Eastern Lines

On June 1, F. G. Hoskins was appointed superintendent, Baltimore Terminal Division, vice R. A. Grammes, resigned.

On March 1, the following appointments were made: W. H. Clifton, assistant purchasing agent; D. A. Williams, assistant to purchasing agent; H. P. McQuilkin, general storekeeper. The headquarters of these officers are in Baltimore.



W. H. Clifton
Assistant Purchasing Agent

Western Lines

On March 1, J. C. Kimes was appointed division freight agent, with headquarters at Cincinnati, vice H. E. DuBois, granted leave of absence on account of ill health.

On March 15, George A. Upton was appointed agricultural and industrial agent, with headquarters at Cincinnati.

On April 16, H. N. Bauer was appointed city freight agent, Cincinnati, vice Charles E. Winall, resigned.

On May 1, C. C. Forster was appointed city freight agent, Akron, Ohio, vice W. F. Bollman, transferred.

Mr. Forster has direct charge of traffic matters at Akron, Akron Junction, South Akron, Barberton, Clinton, Warwick, Easton, Rittman, Munroe Falls, Cuyahoga Falls and Kent, Ohio.

The following changes have been made, effective June 16: B. N. Austin appointed general passenger agent, Chicago; Oscar A. Constans appointed assistant freight traffic manager, headquarters, Cincinnati; Dudley G. Gray, appointed assistant traffic manager, Chicago, with jurisdiction over freight and passenger traffic.

On June 16, William G. Brown, manager, Consolidated Ticket Offices, Cincinnati, resumed his duties as assistant general passenger agent.

W. L. Robinson has been appointed master mechanic at Washington, Indiana. J. B. Carothers, formerly assistant to the federal manager, succeeds him as superintendent of fuel and locomotive performance.

Victory Memorial Building in Washington Will Cost Ten Millions

★ ★

NINE MILLION DOLLARS to complete the fund for the \$10,000,000 Victory Memorial Building at Washington will be sought in a national canvass, which was to begin June 23 and continue a week. President Wilson has heartily indorsed the project, which calls for an imposing structure, designed to be the most beautiful in the world. Congress has provided a site, and officials of the George Washington Memorial Association organized the machinery for the canvass.

Mrs. Henry F. Dimock, as president of the memorial association, is in general charge. She is a sister of the late William C. Whitney, who as Secretary of the Navy laid the foundations of the present powerful American armada. William H. Taft, Elihu Root, Senator Lodge, Thomas Nelson Page and General Horace Porter are among the members of the advisory committee.

Dome of St. Peter's Dwarfed

The site chosen for the memorial is known as Armory Square, on the Mall, between Sixth and Seventh Streets, this city. It will be used principally for national and international assemblages. There will be a main floor of 38,500 square feet, and a gallery of 10,000 square feet, canopied by an acoustical dome three times the size of the dome of St. Peter's at Rome. It is expected that in the future the

great auditorium of the structure will be used for Presidential inaugural receptions and for public ceremonies and celebrations of all kinds.

About the main auditorium will be grouped a number of smaller halls, which will suffice for meetings of various military, patriotic, scientific and educational bodies.

Banquet Hall and Museum

There will be a great banquet hall on the second floor, according to the plans. The third and fourth floors will be reserved for a national museum and library, which will serve as repositories for relics, souvenirs, historical documents and important personal memoirs and records of victorious achievements of American soldiers.

One of the arguments for immediately commencing work on the memorial is that it will furnish employment for hundreds of skilled and unskilled workmen from the ranks of discharged service men.

In his endorsement of the project President Wilson said:

"I have noted with genuine interest the plans of the George Washington Memorial Association for a memorial to the boys of 1917. No one could withhold approval from such plans. They undoubtedly express what the heart of the whole country approves."



The chaste Greek architecture is symbolic of the purest patriotism

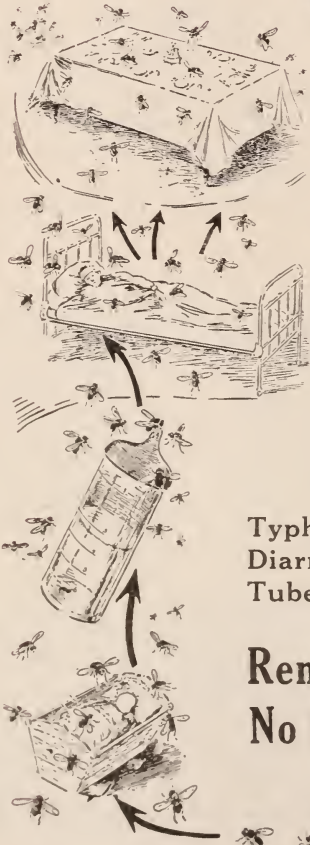
KILL FLIES NOW

WHEREVER YOU SEE THEM



All flies are harmful. A pair of flies born now may breed millions by August.

Kill the First Pair



Flies Transmit:

- | | |
|---------------|-----------|
| Typhoid Fever | Dysentery |
| Diarrhoea | Anthrax |
| Tuberculosis | Cholera |

**Remember: No Filth,
No Flies, Less Disease**

L. H. MILDEN

Here is the Reason the Railroad Cuts First Coupon from Fourth Liberty Bond

By F. H. B. Bullock

Secretary, Liberty Loan Committee, Eastern Lines



IN many instances subscribers to Liberty Loan bonds through the Baltimore and Ohio do not understand why they do not receive their bonds with all coupons attached thereto and how the adjustment made in the final payment is arrived at.

Federal manager Galloway has issued Circular of Instructions in regard to this matter, which apparently has not been seen by every one, and it has occurred to me that it would be well to publish in the EMPLOYEES MAGAZINE the following explanation as to how the final deduction on pay roll is made and why it is that the Railroad takes off coupons from Liberty Loan bonds.

A \$50.00 FOURTH LIBERTY LOAN BOND pays the holder $4\frac{1}{4}$ per cent. interest, or \$2.13 a year, in two payments of \$1.06 on April 15 and \$1.07 on October 15. The first coupon, however, on a \$50.00 Fourth Liberty Loan bond, payable April 15, 1919, is only for \$1.01, as interest did not begin until October 24, 1918, and therefore does not cover a full six months period.

Employes subscribing to a \$50.00 Fourth Liberty Loan bond had the option of making eight equal monthly payments of \$6.25 beginning—

1st plan—October, 1918, and ending May, 1919, or,

2nd plan—January, 1919, and ending August, 1919.

The Railroad charges employes interest at $4\frac{1}{4}$ per cent. (the same rate as the bond pays) on *only* the actual balance due the Railroad each month from October, 1918, to the date when last payment is made. Under the first plan this interest amounts to sixty-seven cents and under the second plan to \$1.20.

Instead of delivering a \$50.00 bond, with all coupons attached, and collecting from the employe the amount of interest due the Railroad, which would have caused inconvenience both to the employe and railroad, it was decided that the best plan to follow was to take off the first coupon for \$1.01 as part payment on account of this interest charge, and make the adjustment on the last payment by the employe as follows:

1ST PLAN—*Payments beginning in October, 1918, and ending May, 1919:*

Seven months at \$6.25 per month...	\$43.75
Last payment.....	5.91

A total cost to employe of..... \$49.66 for a \$50.00 bond.

The last payment of \$5.91 is arrived at, as follows:

The Railroad charges employe interest at $4\frac{1}{4}$ per cent. on monthly balances, the same rate it has to pay banks for money it borrowed to buy bond.....	\$.67
---	--------

The Railroad takes off first coupon for interest at $4\frac{1}{4}$ per cent., October, 1918, to April 15, 1918.....	1.01
---	------

Leaving a balance due employe of..	.34
------------------------------------	-----

Which, taken from the eighth monthly payment of.....	6.25
--	------

Makes the last payment as shown above.....	\$ 5.91
--	---------

2ND PLAN—*Payments beginning January, 1919, and ending August, 1919:*

Seven months at \$6.25 per month...	\$43.75
Last payment.....	6.44

A total cost to employe of..... \$50.19 for a \$50.00 bond.

The last payment is arrived at as follows:

Railroad charges employe interest at 4½ per cent. on monthly balances . .	\$1.20
Railroad takes as part payment of this interest, the first coupon of . .	1.01
Leaving a balance due the Railroad of .	.19
Which added to the eighth monthly payment of	6.25
Makes the last payment as shown above	\$6.44

Should payments be made by employes other than at the rate of \$6.25 per month, adjustment of interest charged by the Railroad on monthly balances will be made by the treasurer when forwarding the bond.

It is necessary and fair for the Railroad to charge interest on monthly balances due from employes, because the Railroad bought the bonds from banks at par or face value at the time subscriptions were made by employes and paid for them in monthly installments, the banks charging the Railroad the same rate of interest, namely 4½ per cent., as the bond pays on monthly balances due them; therefore, whatever interest is collected from employes has to be paid by the Railroad to the banks.

In the case of cancellation by employes of their subscriptions to Liberty bonds, the Railroad is obliged to complete the payment, therefore, out of its own funds.

★

J. M. Hughes, Representative Employe

(Continued from page 27)

instead of the ten and twelve hour day. Under the old system, the cashier's office was open from 7 a. m. until 5.30 p. m. The freight office force assembled at 7.30 a. m., with one hour for lunch, and then worked until 6, often until much later at night. The cashier closed his window promptly at 5.30 p. m., but seldom got away at that time. And when the poor bill clerk left home in the morning, his wife had not the remotest idea when he would return. Yet, strange to say, there was but little "kicking" at this order of things. Everybody seemed to feel that the long and uncertain hours belonged to the job.

Mr. Hughes sincerely appreciates our present eight hour trick and hopes that the long and uncertain days of the old system will never return again. He says, however, that there was less watching of the clock under the old system than under the new—in those days

the condition of the day's work spoke with greater authority than did the clock.

When Mr. Hughes entered the service in 1866, S. S. L'Hommodrew was president, Daniel McLaren, general superintendent, F. H. Short, treasurer and J. R. Reed, general freight agent. These and their immediate successors have all passed on. The local freight agents with whom he has served are, in the order named: A. R. Lafferty, C. A. Elliott, A. Pyne, R. B. Jones, E. F. Edgecombe, C. E. Fish, C. A. Barnard, E. C. Skinner and the present incumbent, George R. Littell. In this connection, it is interesting to note that Mr. Fish resigned the agency of the C. H. & D. some twenty years ago to accept a similar position with the Baltimore and Ohio Southwestern, and now Mr. Hughes again comes under the jurisdiction of Mr. Fish as terminal agent of the Baltimore and Ohio, which, during the twenty years, has absorbed both the C. H. & D. and Baltimore and Ohio Southwestern.

About fourteen years ago the general auditor of the C. H. & D. decided to inaugurate a new system of accounting at all stations on the line. At that time Mr. Hughes felt that at his time of life, it would be unwise to undertake to adjust himself to new methods of work and new systems of accounting, so he was assigned to special work in the Accounting Department of the office. He has always enjoyed the friendship, regard and confidence of his superiors, and is regarded highly for his faithfulness and fidelity. His career in the service has not been characterized by the brilliant and the flashy, but rather by conscientious daily application to duty.

Mr. Hughes is a close observer of men and affairs, and a constant student of current events. He has a good command of the English language both as writer and speaker, and has often been called upon to deliver short talks on matters pertaining to the interests of his fellow clerks. His addresses at several patriotic meetings held under the auspices of the office force at the time America entered the Great War, were greatly enjoyed. He knows how to say the right thing at the right time and place. His relations with his fellow clerks have always been ideal and the influence of his quiet, unostentatious life upon them has been for good. Though now somewhat advanced in years, he is remarkably well preserved, both physically and mentally. He is young in heart and spirit, and sees and enjoys the humors of life now as well as he did in the years that have gone.



SOCIAL ACTIVITIES

Relief Department Finds "Fountain of Youth" in Dancing

By H. Irving Martin
Statistician

"**M**USIC hath charms," said Joseph W. Swikert, stage manager of the third social session of the Relief Department, at Tuttle's Academy, East North Avenue, on May 13.

Possibly it was the music, possibly the spirit of good fellowship, possibly the exhilaration of dancing, or more probably all of these combined, that made everyone present feel that they had enjoyed a pleasant evening. From the first strains of Sousa's "Grand Ensemble March" to the closing note of "Home, Sweet Home" at 11.45, there was an unbroken strain of "How are you?" "Glad to see you again," "Glad to meet you," and other friendly greetings.

It was *some* dance and it is understood that many of those who claimed that their dancing days are over, or that they had never learned to dance, are about to invest some of their hard-earned dollars to acquire a knowledge of the new steps which dancers need in these days. They ought to have taken lessons from Dr. Sykes and Dr. Mathers, who spun their wives and other partners as if all had been pupils of Mrs. Vernon Castle.

Dr. Sykes isn't as solemn and judge-like as he looks, and from the time that he and Mrs. W. M. Kennedy opened the program by leading the grand march, he was very much in evidence.

It was an eye-opener to see him separate the "young bud" couples, and convince each one of the "rosebud garden" that when she wanted

to dance she should take a partner as young and as vigorous as he.

As usual, we put some musical features into our entertainment sandwich.

Miss Anita Berrett rendered "Dear Old Pal of Mine," and "Dream Boat," and Miss Elizabeth Helfrich gave "Sweethearts," from the opera "Maytime." The former has a soprano voice with high, birdlike notes and the latter, a contralto voice that reaches surprising depths. It was a pleasure to note how the beautiful tones of the two types of voices suited the songs.

George Mittendorff, with his birdlike whistle, warbled "The Mocking Bird," and other selections. Just why George hasn't his name on a Victor or Columbia record we cannot say. He surely can deliver the goods. "Our own" musical director, Wesley Silverwood, accompanied the soloists, and also selected a chorus which sang a number of popular hits, among which was, "The Stars and Stripes is His Emblem." The last song, by the way, is a creation of Wesley S. W. J. Dudley, superintendent, Dr. E. V. Milholland, chief medical examiner, Dr. E. M. Parlett, and William H. Ball, assistant to the superintendent, were among those present who helped all to feel at home and have a good time.

The boys and girls were out in full force and the few who could not come missed a big time. Refreshments were served and the balloons and favors put the finishing touches to a fine programme.

The success of the evening was largely due to the organized effort and energy of the committee and its tireless secretary, H. G. Shakespeare. Although disabled by an injury to his knee, Mr. Shakespeare was on the move the whole evening, waving his cane like a marshal's baton as he strode around the ball room and checked up the various links in his entertainment chain. He proved that, if he couldn't dance, he could "hop."

A trip to the bay shore, a straw ride, and other forms of outdoor fun are being considered by the committee for the next departmental gathering.

★

Mt. Clare Welfare, Athletic and Pleasure Association Excursion to Tolchester

ON June 14 the Mt. Clare Welfare, Athletic and Pleasure Association held its annual excursion to Tolchester Beach. The steamers Louise and Emma Giles were crowded to capacity and dancing was enjoyed on both the going and returning trips. It was an ideal day for this picnic, which becomes more popular each year.

★

Bando Club Has First Post-War Reunion

THE first post-war reunion of the Bando Club was held at a dance given by that organization at Schanze's Hall, Baltimore, on the evening of May 28. It was good to see the girls again, looking quite as attractive in their summery evening dresses as they did behind the footlights in the good old days of "Pinafore" and "The Mikado."

Another touch of color adding interest to the scene was that given by the now familiar khaki which, a little over two years ago, we hardly thought would be shown in the uniforms of some of our own boys, back in this country as veterans of the Great War. Two chaps in particular gave a good deal of distinction to the evening. The first, Willis E. Drummond, was formerly in the office of the Supervisor of Mails. The second was his comrade, and each wore on his left shoulder the fourragere of the famous Second Division, a privilege which became theirs when Marshal Petain pinned the colors



Private Willis E. Drummond, Veteran of the Second Division

of the Croix de Guerre on their standard after the battle of Chateau Thierry. Drummond was in Battery C of the 12th Field Artillery, 2nd Division, which started every important drive made by our armies—and helped to finish most of them. He was badly wounded twice, once at Soissons and again in the Argonne. We were all so proud of him that we can only imagine the far greater pride which his sister, Miss Annie Drummond of the Car Service Department, and a member of the Bando Club from its inception, must have felt.

Rosenberger's orchestra started the first dance number promptly at 8.45 and from then until midnight the floor was comfortably filled with the devotees of the light fantastic, in old-fashioned waltzes, delightfully informal introductions via the Paul Jones, and the latest steps of the modern ball room.

Miss Mabel Gessner, vice-president of the club, arranged for the evening's fun and every detail showed the managerial finesse for which she is well known. John Bopp, *restauranteur extraordinaire* of the Baltimore and Ohio Building, provided such quantities of delicious

lemonade and mints that the fast approaching day of July first lost all its terror, at least, during the evening.

J. T. Broderick, superintendent Safety and Welfare Department, and Mrs. Broderick, were there. If they came in the capacity of chaperons or patrons, they neglected their duties appallingly; they were too busy enjoying the dance numbers and repeated encores. "Ben" Anderson, treasurer of the Glee Club, and Mrs. Anderson, came in from their summer home on the Patapsco; while "Bob" Townsend, another song shouter, was heard approaching long before he reached the hall, by reason of a dandified cane which he had purchased especially for the occasion.

Where was the combined beauty and winning personality of our Josephine-Katisha, of former years; where that charming lady whose echoing refrain "And we are his sisters and his cousins and his aunts" still haunts us; where the piquant Peep Bo and the persuasive Pitti Sing,

of glorious memory? These and others were conspicuous by their absence and we hope we may see them all at the next dance, which we understand Miss Gessner is already planning.

★

Baltimore Veterans Plan Summer Outing

By W. H. Shaw
Recording Secretary



ARRANGEMENTS have been made by the Veteran Employes' Association of the Baltimore Division to hold a Basket Outing at Brandywine Springs during the middle of August. It is proposed to take each member and his family, consisting of those who are dependent on the veteran for support. Invitations will be extended to other division veterans' associations to accompany us on this jollification. Notices, giving the exact date, will be posted later.

One Safe Place for Liberty Bonds—the Bank— Put Yours There

Mrs. William B. Dever, wife of fireman-engineer Dever, Baltimore and Ohio Railroad, of Rowlesburg, W. Va., threw \$1,650 worth of Liberty bonds into the Cheat River, back of her home, by mistake, with rubbish she had cleaned from their home. The valuable bonds have not been recovered, although a diligent search of the Cheat River bottom in that vicinity has been made.

W. B. Dever's great loss of bonds had a parallel. W. W. Wood, Baltimore and Ohio Railroad engineer, Brunswick, lost \$150 worth of Liberty bonds from his pocket on Monday. They were a \$100 and \$50 issue. He had secured one at Brunswick and the other at the superintendent's office, Queen City Building. Engineer Wood walked into the caller's office here Monday to report. He discovered his loss there. The engineer had intended to deposit the bonds in a local bank. They have not been located.

A laborer unloading a car of coal at Paw Paw Saturday, found a \$100 bond in the coal. It is thought to have dropped from the pocket of a car loader at the mines. The laborer reported the matter to the Company's station agent at Paw Paw, it is said, with a view of returning it to its owner.
—*Cumberland Evening Times.*

Good and Bad Athletic Types

THESE illustrations, taken from the excellent book "Exercise in Education and Medicine" by Professor R. Tait McKenzie, of the University of Pennsylvania, and member of the Hygiene Reference Board of the Life Extension Institute, contrast mere muscular development and symmetrical and really efficient bodily development.



The ideal college athlete



Extreme muscular development without corresponding increase in heart and lung power. This man could not float in sea water and died prematurely

Professor McKenzie has rendered important war service as Major in the R. A. M. C., giving special attention to problems of physical development and reconstruction. His recent work on "Reclaiming the Maimed" is an important contribution to the medical literature of the war.

There is so much of real benefit in exercise that all who are interested in extending knowledge of the subject should consult such works and not draw their inspiration from pseudo-scientific systems often grossly exaggerated as to their value.—*Courtesy Life Extension Institute.*

Interest in Fuel Economy Can be Maintained

Crew and Divisional Rivalry, Good Result Bulletins, Personal Demonstration by Supervisors and New Suggestions Will Do It

By J. M. Mendell

Road Foreman of Engines, Ohio Division



IF ANY Division wants to make a good showing in fuel performance, officials and employes must work together with one object in view, and that is, Good Railroading. For when we are doing Good Railroading, we are conserving fuel, and when we are conserving fuel, we are doing Good Railroading.

In order to keep our employes interested they should be furnished with all information possible with reference to the fuel performance on their own and other divisions. Results should be discussed not only at fuel meetings and in personal talks with the men, but bulletins should be issued as often as possible, showing the ranking of the divisions, the amount of fuel consumed per passenger car mile, the amount consumed per thousand gross ton mile and the amount per yard engine hour. Information should also be furnished showing the amount of fuel consumed on home divisions in the past month and the cost in dollars and cents.

On some divisions good results have been obtained by posting bulletins made up of the Daily Fuel Consumption Report, which makes a comparison between the different territories having assigned crews. This creates a feeling of rivalry among the crews, each wanting to accomplish what the other cannot, and thus causes the men to put forth efforts to conserve fuel which they otherwise would not. The same feeling can be created between crews by the road foreman counting the scoops of coal over a certain territory and furnishing crews with all information pertaining to his investigation. Each crew will try to do better than the other and the result is that we are conserving fuel.

Whenever an employe reports a condition to his superior that causes a waste of fuel, the latter should see that the condition is corrected, for if employes lose confidence in their superiors, the division affected is going to make a poor showing in fuel performance.

Not only must the road foreman and traveling firemen talk fuel continually to the employes, but the superintendent, trainmaster and entire staff. When fuel meetings are held the staff should be present and the employes convinced that the entire division is interested in fuel conservation.

When the road foreman is riding with a crew and the fireman is of the opinion that an engine cannot be fired on two and three scoops at a fire, the road foreman should take the scoop and convince him that it can be done. He is thus not only educating the man but is interesting him in something that he will practice in the future. We had a case recently where a road foreman was riding with a crew and requested the fireman to practice two scoop firing. The fireman said, "I will go you one better and only use one." He has been following this system of firing ever since and is one of the best coal savers on his division.

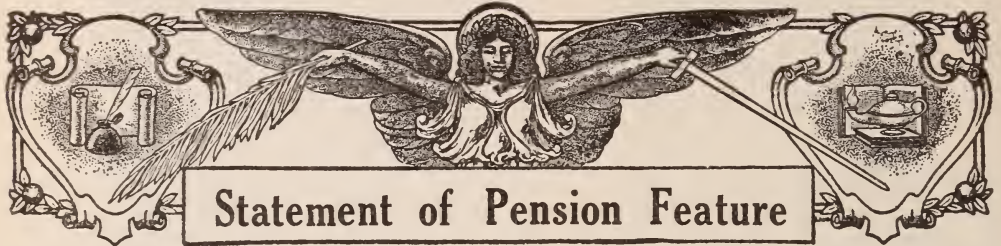
If a man is to be a success in his line of work it is necessary that he be sufficiently interested to put forth his best efforts and take advantage of all valuable information or instructions available. On every division, in fact, in every field of activity, we have men who are not interested in their work but look only for pay-day. But if we can continually put something new before them, something which they have never thought of, even they will become in-

terested, be more efficient and consequently be better satisfied and render the Company better service.

As an example: we recently had a freight fireman on one of the divisions who made a practice of using eight or ten scoops at a fire and then riding as far as possible. On one trip the road foreman was on the engine and asked him to put in four fires of two scoops each and notice how much farther it would take the train

than eight scoops put in at one fire. It is not necessary to say that he was convinced and was afterwards a better fireman.

The road foreman cannot maintain the splendid interest now displayed by most of our employes unless he has the support of the entire staff. If he has this support the employes on any division can be interested and as a result the division will make a better showing in fuel conservation.



The following employes, who have been honorably retired during the month of May, 1919, have been granted pensions:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Athey, Elias J.	Watchman	C. T.	Shenandoah	42
Doyle, Daniel	Crossing Watchman	C. T.	Newark	22
Greaney, Patrick	Engineman	C. T.	Cumberland	39
Maroney, Timothy D.	Supervisor	M. of W.	Chicago	44
Mitcheltree, John C.	Yard Clerk	C. T.	New Castle	29
O'Neill, Hugh	Stationmaster	C. T.	Baltimore	33
Ridenour, Samuel W.	Tender Repairer	M. P.	Grafton	44
Scheller, Frank	Laborer	M. of W.	Indiana	30
Weigman, John	Laborer	M. of W.	Baltimore	22
Wharff, Hugh	Trackman	M. of W.	Ohio	12
White, Thomas J.	Switchtender	C. T.	Newark	38

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

During the calendar year of 1918, \$322,188.20 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amount to \$3,698,443.80.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Show, Josiah	Engineman	C. T.	Cumberland	Apr. 20, 1919	41
Green, William H.	Conductor	C. T.	Baltimore	May 4, 1919	50
McGushin, Patrick	Trackman	M. of W.	Cleveland	Apr. 26, 1919	43
Shaw, Thomas J.	Fuel Station Laborer	M. P.	Ohio River	May 4, 1919	45
Meyers, William K.	Switchman	C. T.	Baltimore	May 10, 1919	36
Weekley, Isaac A.	Engineman	C. T.	Monongah	May 14, 1919	26
Timms, Eli	Helper	M. P.	Newark	May 10, 1919	21
Morton, Joseph A.	Passenger Conductor	C. T.	Ohio	May 16, 1919	52
Ingels, Abner T.	Passenger Engineer	C. T.	Baltimore	May 20, 1919	53
Fleming, Zacharias W.	Engineman	C. T.	Monongah	May 20, 1919	46

United States Railroad Administration

Washington Information

Director General Hines Urges Economy

In a letter which he has sent to all officers and employes of railroads under federal control, Walker D. Hines, Director General of Railroads, points out the absolute necessity for the practice of economy all along the line in order that operating expenses may be reduced and improved wages and working conditions maintained.

"The increased payroll cost," says the Director General in his letter, "due to improved wages and working conditions, and the increased cost of material and supplies, are now resulting, in connection with the falling off in business, in the United States Railroad Administration incurring heavy deficits in railroad operations.

Efficiency and Economy Should Be Watchword

"I ask every officer and every employe to redouble his efforts to do efficient work, to economize in the use of railroad materials, fuel and other supplies, and to use great care not to injure equipment, tools, office furniture or property being transported by the railroad and for which payment must be made if injury occurs, and further than this, to try to encourage others to do the same.

Government Has to Bear the Loss

"Please remember," the Director General continued, "that if you should fail in any of these respects to do what you reasonably could and ought to do you would impose unnecessary cost upon the government. This is true because it is the government which has to bear the loss if there is one, or which will receive the profit if any is earned.

Don't Wait, but Begin Now

"Do not wait for the other fellow to begin this improvement but begin yourself. Do not

decline to help because some other fellow is not helping; turn in and help, and keep on setting the other fellow a good example.

Keep Down the Cost of Living

"You are interested in the great movement for the improvement of the condition of the individual worker. You can aid in that great movement, through efficiency and saving in reducing the cost of railroad operation, because thereby you help to keep down transportation rates, and thereby you help to keep down the cost of living. An increase in rates will give occasion for an increase in prices of what the public consumes and that will mean a new cycle increasing still further the cost of living. It is to the interest of every man, woman and child in this country that this shall be avoided as far as possible.

Rights of Railway Employes Recognized

"The Government, during Federal operation of the Railroads, as a result of its nation-wide control, has been able to do much to promote justice to railroad employes through making proper increases in their wages and proper improvement in their working conditions. In the nature of things the result cannot be equally satisfactory to all, involving 2,000,000 employes, because it is not possible in this vast undertaking to satisfy equally every one or even every class of those employes. If any employe feels he has ground for such dissatisfaction, he ought to remember the remarkable strides that have been taken by the government in the last twelve months in the recognition of the just rights of railroad employes and compare the situation today with what it was in December, 1917, before Federal control began.

Employes Should Justify Wage Increase

"It has been a source of satisfaction to me to aid in this great work. Will you not, in

turn, do justice to the government and help sustain my work as Director General, and also justify what has been done for you, by doing all that you can reasonably do to save the government money and to increase the efficiency of your work? I sincerely want your assistance in demonstrating that the railroads may be operated successfully even though the wages of its employes have been materially increased."

Director General Talks to Ticket Agents

In an address before the annual meeting of the American Association of Railroad Ticket Agents held at Chicago the first part of June, the Director General called attention to the fact that there is no class of employes on the railroads which has a more important relationship to the great object of public service than the ticket agents.

Their Influence on Public

"I believe that public service towards the railroads," he declared, "is more influenced by the relationship which you establish with the public with which you deal than by any other thing. Of course, the purpose of the railroads is to render a public service, and you are the representatives of the railroads who come in more direct contact than anybody else with the great mass of the American people, for whom that service is rendered, and to a large extent the people who come to you to be served are people who are not versed in the ways of travel and who are greatly impressed by courteous and helpful treatment."

Reduced Rates for Meetings and Conventions

The recent order authorizing a rate of one and one-third fare for the round-trip for meetings or conventions of religious, fraternal, educational, charitable and military organizations became effective June 10. It was found necessary to print and distribute several million certificates to 50,000 or more ticket offices, to correspond with the officers of the various organizations for the purpose of establishing regulations under which the plan will be operated, and, as a result the order had to be delayed. It was likewise necessary to file tariffs with the Interstate Commerce Commission and give instructions to ticket agents.

Regional Director Smith Resigns

Announcement has been made of the resignation of A. H. Smith, Regional Director of the Eastern Region, effective June 1, 1919. Mr. A. T. Hardin, Assistant Regional Director, was appointed to succeed Mr. Smith. Mr. Smith returns to his former position as President of the New York Central Lines, which he relinquished on December 28, 1917, in order to assume charge of the operation of a portion of the railroads in the Eastern District.

This Ticket Agent Always Smiles

The Railroad Administration has received an extract of a letter written by a Philadelphia lady which refers to a young woman employed as a ticket seller in the Broad Street Station, Philadelphia. The example set by this ticket agent is well worthy of emulation by other railway employes.

"The other is a blue-eyed girl," the extract reads, "safely behind bars, who, in the afternoon in the third window, sells tickets to Devon. She greets one with a smile, is delighted to give you a ticket and hands you your change in such a way that really it has an added value. And when you leave you think of how soon you can take another journey, so she may give you another ticket, with her smile and cheerful 'Surely I will.' She is so refreshing and so quick and efficient that it is the greatest pleasure to speak to her. I only wish I knew her name."

Adequate Transportation Facilities for Troops from Overseas

In order to provide every possible accommodation for the return movement of American troops from overseas, which is now at its height, Director General Hines, after correspondence on the subject with Newton D. Baker, Secretary of War, has issued orders that railroad equipment for excursion and recreation purposes shall be limited to an absolute minimum so as not to interfere with the prompt and proper despatch of troops as soon as they reach this country.

"The splendid cooperation received from the railroads," Secretary Baker says in a letter to Mr. Hines, "both in the prompt despatch of the troops overseas and to date, in handling the return movement, is greatly appreciated by the War Department and the magnitude of

this undertaking is the admiration of all. I feel, therefore, that I would be negligent if I did not ask that the matter of limiting to an absolute minimum the use of railroad equipment for recreation purposes in order that the men of our overseas forces may in no way be delayed in reaching their homes."

Director General Promises Cooperation

In replying to the Secretary of War's request, Director General Hines said:

"You may be assured that every provision will be made for providing the necessary equipment for the movement of American troops and that the cooperation received from the railroads in connection with the overseas and return movements which you are good enough to mention in your letter, will be continued."

Notice to Public

As a result of this correspondence, the Director General has arranged for the posting in all railroad station waiting rooms and other railroad property, a notice calling attention to the fact that passenger equipment must be provided at the Atlantic ports for the transportation of several hundred thousand soldiers during the last week of June and the first week of July, and that it is the paramount duty of the Railroad Administration to provide adequate facilities for the safe, prompt and comfortable return of these men to their homes.

"Every effort will be made," says the notice, "to perform this duty with the minimum of inconvenience to those who travel for business or pleasure, but until the troops have been moved coaches and sleeping cars will be crowded and temporary discomfort will result. The Railroad Administration confidently relies upon your cooperation in carrying out this necessary program."

About Female Employees

Miss Pauline Goldmark, Manager, Women's Service Section of the United States Railroad Administration, recently returned from an inspection tour to the Pacific Coast.

The purpose of the trip was two-fold—to observe the actual conditions of women's work, and to confer with the women officials employed by the roads to look after their health and comfort provisions.

The federal managers very kindly made arrangements for Miss Goldmark to visit the

places where women are employed. On the Southern Pacific Lines she travelled in company with Mrs. G. A. Reilly, Supervisor of Women's Welfare, beginning with the General Offices at San Francisco, where 1,100 women are employed in one building. The tour of inspection took in the West Oakland Yards, where fifty women are employed to clean coaches and where the Commissary Department runs finely equipped laundry and linen rooms employing sixty-three women, and including also the Los Angeles offices and Sacramento shops. At the latter, women have to their great satisfaction been retained in a variety of novel occupations, namely, as pattern makers, helpers in the car shop, as drill press operators in the machine shops and moulders in the foundry.

Women Workers Make Good Showing

On the Southern Pacific Lines north of Ashland, and on the Oregon-Washington Railroad and Navigation Co., Miss Avis Lobdell, Head of the Bureau of Women's Activities of these lines, accompanied Miss Goldmark to Portland, Tacoma and Seattle. At the Albina Shops, Portland, women workers are making an especially good showing. It was especially interesting to the visitors to watch the woman operator of the transfer table. She answers the signals promptly and performs her work in an altogether business-like way, manipulating the motor of the transfer table exactly as a motorman runs a street car and bringing it to rest under perfect control. She takes great pride in her work and was particularly pleased that during a recent visit to the shops the Director General commented on a woman holding this position.

All Comforts Provided

The policy of both these Railroads is to make ample provision for its women employes in the matter of rest and dressing rooms, and to provide attractive lunch rooms with tables and chairs where hot coffee and tea can be secured. The women are encouraged to leave the offices and work rooms and spend their luncheon hour in a restful environment. It is believed by the management that the women have responded well to the attentions given their needs. The expenditure involved is believed to be well repaid also in the added efficiency of the workers.

Faithful Service to be Rewarded

Miss Goldmark was very favorably impressed with the attitude of the Western railroads

towards its women workers and the possibility of advancement which is offered them. She expressed the hope, in speaking to the women employes, that they would exert every effort to make good in their various positions. The war time emergency has passed, and in future women will be retained only in those positions in which their accomplishment is equal to the men's. She explained that every class of worker is being encouraged to give full measure

of work as a recognition of the greatly improved conditions as to wages and hours and consideration of complaints in the Railroad service. She reminded the women that in no other industry has the principle been so fully established that women should receive the same pay as men in the same class of work, and that for this reason women should, above all, show their appreciation by their accomplishments.

Electrical Dangers and "Don'ts"

Many of our fire losses are attributed to defective electric appliances and careless handling of electrical equipment.

Rules of the Railroad prohibit unauthorized interference with electrical installations, yet our inspectors discover many cases of such tampering with circuits and appliances. Employes are cautioned that tampering with electrical equipment will not be tolerated.

Do your bit in helping us in our fight against the fire waste. Report promptly all defective conditions which you think should receive attention.

See that fuses no larger than the rated capacity are used in circuits. For ordinary branch lighting circuits, six to ten amperes is standard.

Have the electrician replace frayed and broken cords and wires.

Do not hang extension cords on nails or any metallic surface whatever.

Put wire guards on lamps used near inflammable material.

Do not fail to call the electrician promptly should any trouble develop.

Do not hang ornaments, clothing or any material whatever from the electric wires.

**Help Us Prevent Fires
Be Careful**

B. S. MACE,

Superintendent of Fire Prevention.

Benedicts, Federal Manager's Office, Eastern Lines, Beat Bachelors in First Annual Baseball Game

By H. H. Hartlove
Chief Graphic Clerk



OUR first annual ball game, Married vs. Single Men, was played at Clifton Park on May 31, the "Coupled Crew" winning by a score of 15 to 11. Here is the line-up:

	"HARNESSED"	"NOT YET BUT SOON"
c....	Hause, R. L.....	Charlton, R. E.
p....	Wilt, G. B.....	Cobb, C. S.
1b...	DuBois, B. M.....	Spurrier, W. L.
2b...	Frazier, O. C.....	Malone, W. J.
3b...	Braden, W. F.....	Fitzgibbons, J. M.
ss...	Kresslein, C. H.....	Prince, E. A.
rf...	Hazelton, J. A....	{Crist, Milton and Wrightson, E. P.
cf...	Fowler, W. L.....	Hassenauer, J. E.
lf...	Fankhanel, H. O...	Lochboehler, C. N.

Now followeth the version of the "lonely losers":

After one or two unsensational innings, in which the score stood about even, the "Shackled Sufferers" suddenly felt the elixir of youth coursing through their veins and surprised themselves by assuming the lead of 6 to 4.

THIRD INNING—This was short-lived, however, for the "Singles" started in to show some of their previous form and took the lead with a score of 8 to 6, several sensational plays featuring the rally.

FOURTH INNING—Cobb was unable to stop the onslaught of the Benedicts and retired at the close of this inning with the score of 11 to 8 against him.

FIFTH INNING—"Jerry" Fitzgibbons then took the mound and pitched masterly ball for the first two out, when "Buck" Kresslein, a recent addition to the "Midnight Paraders" lifted a high fly to center field. "Shorty" Hassenauer became lost looking for the ball in the tall grass, and "Buck" scored the only home run of the game.

SIXTH INNING—This inning found "Colonel Cy" Spurrier in the box for the fast tiring, panicky and horrified Single Men and the "Married Expeditionary Force" continued to annex some mileage around the bases, bringing the score to 13 to 8. The "Singles" showed a slight flash of form and scored one run in their half.

SEVENTH INNING—The Single Men came to bat confident and determined to overcome the lead against them. Hassenauer reached first; Malone sacrificed him to second; Crist fanned out, and then "Eduardo" Wrightson, who had just made his appearance, came to the bat.

Hause, feeling friendly toward "Eddie," signaled for a straight one and the ball floated to center field where Fowler, a ringer for the "Baby Boosters," made a lucky catch and threw Malone out by a pretty fling to "Hal Chase" Du Boise at first.



"Waiting to be Coupled"
Left to right, standing: Prince, Lochboehler, Fitzgibbons, Malone, Spurrier, Cobb; sitting, Hassenauer, Charlton

The "Kiddy Kart Karéakers" then took advantage of "slight" errors on the part of the "Singles'" infield and scored two runs in their half of the seventh; and it was then that the "wrecking crew" of the "Singles" commenced to get busy.

Charlton reached first. Cobb lived up to his name and drove him to second. Lochboehler walked confidently to the plate, looked the first two over and drove out his second two-bagger of the day. Then, with Cobb on third and "Loch" on second, Captain Spurrier set a fine example for his men by driving in two runs, making the score 15 to 11.

Not to be outdone by Lochboehler, Fitzgibbons smashed a fast one past "Henny" Fankhanel in deep left, making the third successive two-bagger off of the rattled Wilt.

With victory within his team's grasp, "Eddie" Prince (who was dressed for an afternoon tea) came to the bat, but was suddenly stopped in order to allow two minor teams, who needed the practice, to take the field in order to try to play baseball.

The old-time adage "Age before Beauty" again came out on top.

Married Men's Sidelights on the Game

J. A. Hazelton was the star of the game. He played right field and it seemed as if the Bachelors took particular delight in whanging the curved sphere into "Jack's" area, causing him to root in the deep grass in search of it. After looking to the north, east, west and south, he invariably found the pill and carried it, cafeteria style, to Frazier, second base, who vibrated it to the catcher.

Wilt pitched a splendid game. Hause, whose brilliant auburn hair glittered in the sunlight, did excellent work in the catcher's box; and Du Bois surprised the spectators and even the somewhat disgruntled Bachelors by his fine fielding and heavy batting.

The "Singles" expected to have a walkaway but the "Home Hunters," being experienced in ducking rolling pins and other culinary ornaments, went over the top. They drove three of their pitchers out of the box, causing the Bachelors to continually warm up new material.

Fitzgibbons, of the "Lonely Lovers," was unusually noisy at the beginning of the game, but as the Married Men forged to the front he became less and less vociferous, finally dying to a whisper and at the conclusion of the game could not be heard at all.

Two Bachelors, champing at the bit, became so indignant at the final results of the game that they offered to wager anyone ten dollars on the next game. As no one took them up it is presumed that their coin was Mexican Money or Russian Roubles.

T. M. Jones, who was supposed to play on the Married Men's team, after seeing part of the game said it looked too much like work and that he preferred to remain a spectator.

"Bachelor Eddie" originated the slogan "SEND THEM SLOW" and, after reaching first base, took a sudden fancy for the spot and erected a tent, camping there for the duration of the game.

★

The Home Coming

By Louis M. Grice
In "Baltimore American"

They come, they come in brave array,
With pomp and panoply of war;
These warriors who amid the fray,
The flag of Freedom proudly bore.
Now mothers their young heroes meet
And wives salute their soldier mates,
While kinsmen, reunited, greet—
Yet, pale and pensive, some one waits.

A paean now the people sing,
As tales of victory unfold,
And plaudits to the welkin ring
In honor of these spirits bold.
The cup of joy filled to the brim,
Is quaffed on this triumphant day,
Yet from the vessel's golden rim
Someone in sadness turns to pray.

Recedes the awful battle wrath
Before the glory and acclaim
That mark each young crusader's path
Along the corridors of fame;
Yet one who kept the torch ablaze,
In poppy fields far distant sleeps;
Now someone walks the lonely ways,
And broken-hearted, softly weeps.

Yet through the heavy clouds of gloom
That grief assembles o'er a soul
Whose joys seem buried in a tomb
Enshrined on some embattled knoll,
The light of hope shall burst and gleam
Like sun-gold dropped from heaven's dome,
For just beyond the Stygian stream,
That soldier-saint at last is Home!

American Doughboy Draws Valuable Lessons from Operation of French Railways that Might Be Adopted in United States.

Interesting Differences in Materièl and Method Suggest
• Racial Characteristics



The following letter was received by E. B. Tullis, freight tariff agent at Cincinnati, from his son, F. L. Tullis:

RIMAUCCOURT, HAUTE MARNE,
December 1, 1918.

Dear Dad—Due to the rush of business for the last few days, didn't have the opportunity of writing you a Father's Christmas letter, as most of the boys on this side of the pond did. As you perhaps now know, the censorship has been lifted to a great extent, permitting me for the first time to make mention of my work in its entirety, as well as the station at which I am located. I am stationed at Rimauccourt, Haute Marne, midway between Chaumont, which is General Headquarters, and Neufchateau, on the Chemins de Fer del'Est, at the junction of the Est and a privately owned road known as the Societe Generale des Chemins de Fer Economiques, a road which is just about twenty kilometers shorter than its name.

Have been trying to get hold of an "Official Guide" of the French railroads, but so far have been unable to get one in addition to the one which I bought for use in the office. However, I did get hold of an extra one covering the Est, and mailed it to you recently. Thought that with the map of the system before you, you could get a better idea of my location, as well as being able to understand why some of the battles were fought as they were and why the

Germans fought so hard for certain points, for you must understand that the Est system covers the most important battlegrounds of the war.

You will notice one feature of the map of the road that could very well be adopted by our roads, inasmuch as there is printed opposite each section of the system the number of the table covering it, which is a wonderfully saving system. Then, too, with a copy of one of the time tables before you, you can better understand the "march" system, which the French use in lieu of train dispatching. You probably have heard of this latter fact, and wondered just how it is done, but I'm afraid I will not be able to throw much light on the subject as the French station people guard their books, and I can not splutter nearly enough of their language to find out all about it.

This much I do know, as I have been able to look over the *Grande Vitesse Marche* book of the Est. They have two *marche* systems, it seems, one covering *Grande Vitesse*, or fast time, and the other covering *Petite Vitesse*, or slow time. They have in the front of the book, which resembles for all the world one of our tariffs back home, a map of the system, identical with that I sent you, and numbered in much the same way, if not the same. It also carries the routings between the various points, and a distance table in kilometers.

A *marche* is a schedule of movement, covering either an entire section, or district, as the case may be, and gives the time of arrival and departure at every station. On this division, the *marches* are twenty minutes apart, and the trains passing in the direction of Chaumont arrive on the nine, twenty-nine, and forty-nine minutes after the hour, while those in the direction of the Neufchateau arrive at one, twenty-one, and forty-one minutes after.

To illustrate. Turn to table 64. The first train through Neufchateau in the morning comes on *Marche* 24022, a *marche* extending from Neufchateau to Chaumont. Although this train comes through Mirecourt it travels on two *marches*. In this way if there is a big movement through Neufchateau, the passenger trains may be sent through on a later *marche* into Chaumont. By further referring to the same table, you will also see that all the even numbered *marches* run in the direction of Chaumont, the odd in the other direction.

The private owned lines, of which we hear but little back home, are listed under *Compagnies Diverses*, of which the little line I mentioned is listed under table 85. The job of your tariff men over her in France would be a snap. They have one tariff, which as far as I can gather covers *Grande* and *Petite Vitesse* passenger and freight rates, from any place to anywhere, as it is a kilometer affair wholly, cars being based on a car-kilometer basis, passengers on a passenger-kilometer basis, first, second, and third class, and less carload freight and express on a kilogram-kilometer basis. Of course things aren't quite that simple now, as certain commodities are subject to a war tax, which seems to involve some complicated figuring.

You see, the mere fact that there is no river competition or competition via rail, makes it possible for such a condition to exist, especially so under government ownership. But whatever else may save them time and effort, all of it is lost in their complicated accounting systems. I have seen the L.C.L. man with fourteen different books spread out before him trying to strike a balance for the day. You see, the L.C.L. end of the game also includes express and parcel post, due to the fact that they are all government controlled and operated.

Railroading on the Est seems to be one continual stream of records and accounts, of such a nature as only the French mind could conceive. The *Chef de Gare* (Chief of the Station, or Station Agent) pays the employes of his

station from the weekly receipts, and then forwards the rest to the Paris office, listing by number every note of one hundred francs, or over. They don't handle this through the banks, but actually forward the cash. And if there is no cash to be sent, as frequently happens during these war times in the smaller towns, the *Chef* has to fix up a dummy package and forward that just the same way.

Imagine a station agent at home listing by number all bills received of a denomination of twenty dollars or over.

I rather like to go over to the station of an evening when they are receiving their dispatches for the night over the wire. The telegraph instrument used is of the recording type, printing the dots and dashes on a thin strip of paper as they are ticked off. The Frog (we call the Frenchmen Frogs) sits down, and copies the message in longhand off the strip, then repeats the message to the sender from his longhand transcript, and then rushes to the phone and calls up the sender to find out if there is any mistake. The same line is used for the railway phone as for the railway telegraph, and to get the sender on the phone all that is necessary is to plug in the phone. The same bell rings for a telegram as for a telephone call, and no telephone board is necessary.

The signal system is very complicated. All signals are operated from the station by a wire and lever system, the levers operating in the same way as an interchange lever. The wires are run alongside of the tracks on pulleys, and when extending any great length, are relayed by the use of weights. Indeed I have seen wire-operated signals over three miles from the station.

What strikes an American as odd is the age of things. On the "Economique" they use two engines of the whaleback type of 1875, one of which is thirty-two years old, and the other, I believe, even older. The ties and rails of this same road, according to the markers, were laid in '77. I have mentioned the age of the ties and rail of the main line through here in previous letter. Fifteen to twenty years is by no means the rarity.

But I believe our American trains will soon put an end to this. The rail is light, corresponding, I am told, to our eight, and of about twenty-foot length, entirely too short and light for our Americaine equipment (pardon the spelling of American, it is force of habit).

There is one thing which I believe could be

adopted by our roads at home, and that is the lantern used by the switchmen for work at night. It is four-sided—one side covered, one side white, the third green, and the fourth red. The advance signal is given with the white, the stop with the red, and the reverse with the green. This makes signalling comparatively simple at night.

The caboose of the French trains is not in reality what we would call a caboose, but is an employes' car, or portion of a car, large enough for the use of the conductor, and is placed next to the engine. The rope, or chain of the bell on the engine is relayed back to this compartment, or car, so that in an emergency the conductor can pull the rope, and get the engineer to stop the train.

On a French locomotive the bell is placed on the tender, and is fixed, with the clapper on the outside, and the rope fastened on the clapper. So there is no extensive engine bell ringing in France.

Another strange thing to the American is the smallness, or rather narrowness of the clearance. We have had more than 120 of our boys killed aboard troop trains due to the fact that the clearance is only six inches, not only of tunnels and bridges, but cutouts, signal posts, and the like. So each station where there is any

loading done has a frame the size of the maximum clearance through which every car is pulled before being accepted for handling. And it is not a bad idea at that.

It certainly is worth your while to see a French wrecking crew at work. There have been two derailments of locomotives here recently, so I had some chance of seeing how the wreck crews act. They do not use a crane, but hand-power jacks of various sizes, raising the engine up on blocks and ties, and gradually pushing it over upon the track. On a simple derailment they use large crank-operated jacks. In serious derailments, such as the last one (when the little switch engine split a switch, knocked over a jumping post, and proceeded to bury itself up to its axles in the clay), they use a larger jack, working on the same principle as the capstan on a boat, with the possible exception that the lever works on a ratchet. A rope is attached to the handle, or lever, near the end. One man stands at the jack and pushes on the lever while two or three pull on the rope. The man at the jack then pulls it back on the ratchet, and they pull again, until by this laborious process they get another block underneath.

Will drop you a line later, when I get the opportunity.

FRANK.



Standard Track and Station, Woodlyn, Pa., Baltimore Division



In the wake of the modern lumberman in Pennsylvania. Still possible for another forest crop if fires are kept out

Help Save Our Valuable Forests !

By George R. Wirt

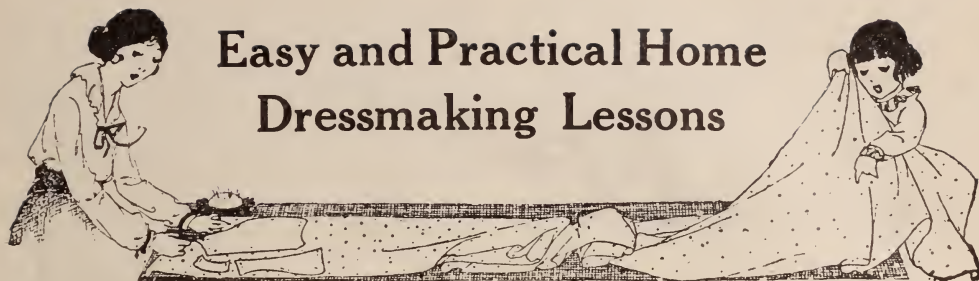
Pennsylvania Commissioner of Forestry

THERE never has been a time in the history of our country when there has been such a demand upon our forests as at present. From all signs, now apparent, this demand will not decrease for some time after the war, if ever. For years we have been eating into the capital of our forest resources. We have been indifferent about taking care of interest, or increment which might be available, as well as of the new capital that could have been developed.

Some of the results of our foolishness may be seen in the increased price of all kinds of wood products and of everything of which wood is a part or for which it is necessary in production. Railroad ties for example, have doubled in value in the last three years. Newspapers have doubled or tripled in value in the last five years. Books have increased in value. Some kinds and sizes of timber can't be purchased. Short lengths and low grades are the rule now. Housing problems which react upon morals, produce ill-health and crime, are in part attributable to the high price of wood. Agriculture, mining, transportation by land and water, education, morals and health are affected adversely by unwise use and criminal lack of care of forest properties.

Railroad men are constantly riding through our great forests. They know how they can help prevent fires and we earnestly ask their cooperation.

Easy and Practical Home Dressmaking Lessons



Wool Jersey and Shantung Popular for Suits and Dresses

By Maude Hall

THE doctrine of freedom from foreign domination in dress is admirably followed in the stunning styles which now grace American salons. Although many novel ideas are exploited the best models are so simple that they can readily be copied by home dressmakers.

The question of the most fashionable silhouette may be solved with either a blouse, a tunic or clever arrangement of tucks and flounces, for these are the features which determine the outline of the favored styles. The last word in tunics is an apron-shaped affair, pointed at the front, and edged with narrow velvet ribbon with chenille fringe. Silk, shaggy furs, chinee ribbon and many different materials enter into the composition of the fringes which finish velvet ribbons and they are so attractive that their success is assured from the beginning.

A delicate pink challis printed with tiny circles of dark blue is made with one of the new tunics. Both skirt and tunic are gathered under a girdle of pink tub satin. The waist has an open front, with a vest of white organdy, the collar having a deep ruffle of accordion-plaited pink chiffon. A lining of the chiffon shows on the flare sleeves when the lower edges are turned back in roll cuff effect. About the edge of the tunic is a single row of pink velvet ribbon, the chenille fringe being in pink and blue. One cannot follow the latest whim of fashion without having a challis dress. Not in all of its twenty-five years' existence has this fabric been in such great demand as this season.

It gives splendid service, adapts itself to all of the caprices of dress development and possesses a demureness and quaintness of charm that one never fails to resist.

Plaid challis combined with moire expresses a new idea. Two shades of brown and two of green are featured in one of the prettiest plaids of the season. They appear in the skirt of a costume which also includes a waist trimmed with dark green moire silk. The skirt is a two-piece model with deep inserted pockets and closes at the left side seam. Featured on the waist is an applied front and back of moire, held in with a string sash of self-material. The underblouse of challis has the sleeves cut in one with the waist, while the neck is finished with a wonderful roll collar of georgette.

Some of the silken frocks are befrilled to look particularly youthful. Georgette, chiffon cloth, China silk and crepe de chine are used for the ruffles while organdy and net rival them in favor. There is nothing that organdy does not ornament this year. If untrimmed, it is organdy; if embroidered or lace-adorned and used as yardage or trimming, organdy becomes almost anything one wishes it to be. Ruffles of chiffon cloth are more than pretty upon a summer silk in blue and white. The front of the skirt is laid in a broad box plait, the ruffles running around the back and sides in slanting outline. A plait at the front of the waist, as broad as that on the skirt, carries out the panel effect and lends length to the figure. About the round neck there is a frill of chiffon, much deeper than those on the skirt. The sleeves

are gathered into straight bands of self-material with frills falling over the hands.

In considering ultra-smart materials for summer toilettes, wool jersey must not be omitted. In all-white, trimmed with embroidery or braid, it supplies one of the smartest ideas for a dress. Built for both style and service is a model with a long blouse, with gathered peplum at either side. Bordering the peplum and edge of the straight skirt is a band

of embroidery composed of braid and rope silk. Finishing the open front of the blouse is a collar which forms revers in front. The vest is mounted on an underbody and the sleeves are elbow length. For warm days the collar may easily be removed and a ruching of fine net substituted for the neck finish.



8268—LADIES' OVERBLOUSE (25 cents). Seven sizes, 34 to 46 bust. As illustrated in first view, size 36 requires $3\frac{1}{2}$ yards 36-inch material. As illustrated in second large view, size 36 requires $2\frac{1}{2}$ yards 36-inch material. Closed in back; perforated for U-shaped neck finished with a round collar, also perforated for low, round and square neck outlines and for shorter length. Overblouse may be slashed at left side front and the edges bound. Back of overblouse extends over the shoulders and joins to the gathered front. Long one-piece sleeves, or short one-piece sleeves which may be slashed at lower edge. Inserted pockets which may be omitted and a narrow straight belt.



8247—MISSES' DRESS (25 cents). Four sizes, 14 to 20 years. Width at lower edge of blouse and skirt about $1\frac{1}{2}$ yard. As illustrated in first view, size 16 requires 5 yards 36-inch material, $\frac{1}{2}$ yard 36-inch lining for underbody. Second view requires $4\frac{1}{2}$ yards 36-inch material. Closed in back. The blouse with round neck perforated for U-shaped outline with set-in shield straight at top. The U-shaped neck may be finished with a rolling collar having points at back; or with revers and a square collar. The back of blouse extends over the shoulders in yoke effect. Long plain one-piece sleeves with turn-back cuffs, perforated for short sleeves. The blouse is perforated for shorter length. One-piece gathered skirt (with straight lower edge) attached to sleeveless underbody at one-inch raised waist-line.

Equally as smart as wool jersey is white shantung. It is glorious made up into one of the three-tiered skirts and trimmed with embroidery. The skirt and waist are models of simplicity, both being joined under a saucy little belt of black velvet ribbon. The vest is of crepe georgette.

Check voile retains its hold upon fashionable favor solely upon its worth. It is serviceable, beautiful and inexpensive. In fact some of the voiles at less than fifty cents a yard are such clever imitations of floral printed and check georgettes that it is impossible to distinguish the difference at a slight distance. Check voile trimmed with white organdy is exceedingly good looking. A design so planned is in blouse effect, the peplum being hemmed with a deep

band of white organdy. The belt, tucked vest and roll collar are also of organdy, while the elbow-length flare sleeves are untrimmed.

So many unusual things are done with collars this season that it is difficult to describe them all. The organdy and georgette designs lead in originality and popularity. Most of them are hand embroidered in eyelet, daisy and dot designs—simple decorations that almost any woman can reproduce. For tailored suits there are the long shawl collars, little "shoulder" collars and various pointed effects. As a rule collars for sheer frocks are of the frilly sort. Most of them have cuffs to match.



8215—LADIES' TWO-PIECE GATHERED SKIRT (20 cents). Eight sizes, 24 to 38 waist. Width at lower edge about $1\frac{1}{2}$ yard. Size 26 requires $2\frac{3}{8}$ yards 44-inch material for skirt 39 inches long without a hem. Skirt has two-inch raised waist-line; closed at left side seam.

Two Fascinating Ideas in Beaded Bags

By Kathryn Mutterer

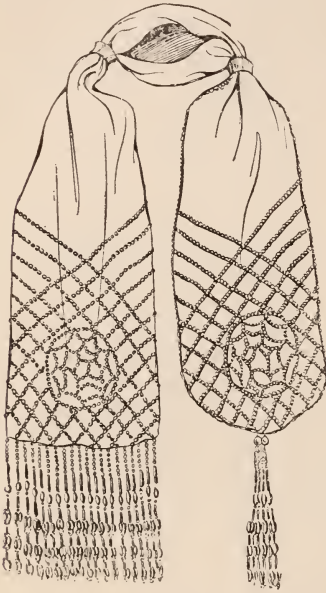


SMART shops that specialize in novelties are devoting much space to the display of new beaded bags and there is sufficient variety in their shape and coloring to make them intensely interesting. Everything that can be made with beads is exceedingly smart this season. Women who



No. 12513. Beaded bag in blue and tan

never thought that they would have the patience to attempt them are making beaded bags. Two pretty novelties are shown here. One is a large affair in blue and tan beads sewed on in tiny squares. The handle is entirely of blue beads. Each square measures $\frac{1}{2}$ inch high by $\frac{1}{2}$ inch wide and each square requires from 32 to 36 beads.



No. 12514. Miser's purse with steel beads

Many of the handsomest bags are so expensive that it is far more economical to make them at home. To develop a design in the beads these may be sewed on single, a back stitch taken with each bead. Another way is to string the beads on a strong thread, then couch down the string, taking stitches between the heads. Either method may be used with satisfaction, and frequently the sewer imagines that she is making better progress if she strings the beads before sewing them onto the frame.

Miser's purses are very fashionable this year and some beautiful designs are shown. The one illustrated is made of black silk tricolette embroidered in steel beads. One can work out a number of delightful color schemes with these bags. One of the loveliest designs shown thus far was in white tricolette embroidered in pearl and silver beads, with the

rings on either side of the opening in mother-o'-pearl, initialed in silver. The opening was lined with very delicate blue satin.

The miser's purse has a deep fringe of steel beads at one end and a heavy tassel of the same beads at the other end. It is seldom that both ends are finished alike in the newest effects.

BEADED BAG No. 12513, transfer yellow, 20 cents.

BEADED BAG No. 12514, transfer yellow, 20 cents.

Pictorial Review patterns may be had at the following stores:

- | | |
|---------------------------|---------------------------|
| NEW YORK CITY: | BROOKLYN, N. Y. |
| R. H. Macy & Company. | Abraham & Straus. |
| Stern Brothers. | Price & Rosenbaum. |
| Bloomingdales. | A. I. Namm & Son. |
| PHILADELPHIA, PA.: | BALTIMORE, MD.: |
| N. Snellenburg & Company. | Hutzler Brothers Co. |
| | A. Eisenberg. |
| WASHINGTON, D. C.: | CUMBERLAND, MD.: |
| S. Kann Sons & Co. | Rosenbaum Bros. |
| Palais Royal. | |
| CONNELLSVILLE, PA.: | PITTSBURGH, PA.: |
| Wright Metzler Co. | Kaufman Dep't Store, Inc. |
| | Joseph Horne Co. |
| NEW CASTLE, PA.: | GRAFTON W. VA.: |
| New Castle Dry Goods Co. | G. L. Jolliffe. |
| PARKERSBURG, W. VA.: | NEWARK, OHIO: |
| Dils Brothers. | John J. Carroll. |
| CHILLICOTHE, OHIO: | CLEVELAND, OHIO: |
| Norwell & Hartley. | The May Co. |
| Masonic Temple. | The John Meekes Son Co. |
| COLUMBUS, OHIO: | CINCINNATI, OHIO: |
| The Dunn Taft Co. | The John Shillito Co. |
| The F. & R. Lazarus Co. | The H. & S. Pogue Co. |
| ST. LOUIS, MO.: | |
| | The Famous & Barr Co. |



SAFETY ROLL OF HONOR

Baltimore Division

The following letter speaks for itself:

BRUNSWICK, MD., May 19, 1919.

R. B. WHITE, Superintendent,
Baltimore, Md.

Dear Sir—I am sending you photograph of engineer W. E. Seibert and fireman R. E. Royce, with their engine 2027, which runs on trains No. 51 and No. 56 between Brunswick and Strasburg. On April 20 these employes made a test on coal consumed and handled on round trip, mileage 117, with four cars west and four cars east. They made the round trip with

379 scoops of coal, or 2.8 tons of coal for the round trip. Would like to have this photograph put in our MAGAZINE as these men are two of our good coal savers on the Shenandoah Valley and should be complimented.

J. J. McCABE.

On account of efficient service and courteous treatment to our patrons, one of them wrote a letter to the Director General of Railroads, according commendation to Miss Weinert, agent at Ogden. An entry has been made on her record as further commendation of her efforts in the Company's behalf.



Here is a combination which made a Record Run for Coal Saving

While extra east, engine 4084, was passing North Avenue, Baltimore, operator E. H. Kramer noticed brake rigging dragging under train and had it stopped at Huntingdon Avenue, where crew were notified and repaired same. He is commended.

While 1st 13, engine 5111, was passing Huntingdon Avenue, Baltimore, operator W. J. Baxter noticed brake rods dragging under Baltimore and Ohio car 1890, and had train stopped at Mt. Royal and crew notified. He is commended.

On May 28, operator W. F. Hill at Boyd, Md., observed hot box on express car on train No. 10, which was stopped at Germantown. The car was backed off at Gaithersburg as the journal was found unsafe. Mr. Hill is commended for his close observation.

On May 9, operator R. S. Main, at Gaither, reported something dragging under train of extra engine 4545, east, about eighteen cars from engine. The train was stopped at Hollofield for examination of train and report. Engineer reported from Hollofield that bar connecting one brake rigging to another on Baltimore and Ohio car 14792 was disconnected and dragging. We wish operator Main to be mentioned in our honor roll.

On May 16, operator H. C. Meems, at Dickerson, reported car of pipe in extra east 4879 shifting, causing it to project dangerously. The crew was notified to make load safe. For close observance of matters of this kind, commendatory notation has been placed on Mr. Meem's service record.

On March 28, brakeman J. H. Summers, with other members of his train's crew, was highly commended by a passenger because of the attention he gave a person who was taken ill on train. The correspondent states that every courtesy and aid possible was extended, and our employe is duly commended.

Cumberland Division

About 9 o'clock on the night of May 1, a fall of rock occurred near Everetts Tunnel Cut on the seventeen mile grade, blocking the east-

ward track. C. N. Madden, a trackman living nearby, hearing the crash, investigated the cause and found the obstruction. He protected the track, and went to Big Curve telephone office to report, meeting train No. 12 on his way, which he stopped. With the assistance of the train crew the obstruction was removed. His interest and prompt action in the matter are commended.

While on his way to work on the night of May 14, operator R. T. McKenzie heard an unusual noise made by train of extra 7205 east which was pulling into Keyser yard. Investigating, he discovered a brake rigging caught and wedged in frog. Being unable to remove the rigging alone he arranged with yardmaster to send a trackman, and after his arrival the obstruction was removed. Mr. McKenzie deserves commendation for his watchfulness and prompt action in the matter.

On May 17, R. A. Nine, fireman at M. & K. Junction, discovered a defect on No. 1 track just ahead of train No. 11. This is the seventh defect which Mr. Nine has found on the West End since November 28, 1918, and an entry of commendation will be placed on his record for his vigilance and as an appreciation of his interest in behalf of the Company.

On May 3, yard brakeman E. E. Wilson noticed a defect near ladder track in Keyser yard, and saw that it was a new break. He made a search and located P. L. car 738514 on No. 7 in eastbound classification yard with flange missing. The car was switched out and placed on repair track for new wheel. He is commended.

Connellsville Division

On April 22, C. F. Smith, pensioned section foreman of Meyersdale, Pa., discovered a defective switch and showed it to supervisor, who had the condition corrected. Mr. Smith was in the service of the Company for forty-six years and a member of the Relief Department for thirty-five. He is a member of the Veterans' Association and we are glad to be able to show our readers here a picture of him with his grandson, Elwood R. Smith. Mr. Smith is heartily commended for his close observation



C. F. Smith and his Grandson Elwood W.

and prompt report of the defect. We hope that for many years to come he will be in such good health as not only to be able to get about and enjoy himself but also to be of further service in the way suggested by this paragraph, should the opportunity again occur.

Pittsburgh Division

On April 26, extra east 2616 was stopped at Alliquippa on the P. & L. E. R. R., and during the interval train was standing, conductor R. E. McClintock, while inspecting, discovered one wheel of P. R. R. 87757, twenty-second car in train, with forty-eight inches of flange missing. He had yard engine set car off in yard, thus preventing a derailment and possible serious accident, for which he has been commended.

On May 8, A. R. Hepler, agent-operator at Shippensville, discovered brake shoe on tank of engine 1379 dragging on rail. He notified crew so that repairs were made before an accident happened. He has been commended.

Glenwood Shops

On May 24, J. A. Shuck, carpenter, noticed C. & N. W. car 135900 in train at Glenwood which had top side bearing broken off and hanging on column bolts. He called conductor's attention to this defect and had car shopped at next station. Mr. Shuck is always

interested in Safety and should be heartily commended.

Cincinnati Terminals

On May 28, as train No. 63 was passing Cincinnati Junction, brakeman Walter Bellingham discovered a loose wheel on the leading truck of ladies' car 4093. It was also the lead wheel on this truck. He immediately signaled to the engineer to stop, notified him of the condition, and they proceeded to the Cincinnati Passenger Station slowly on account of wheel climbing every frog, arriving in the station without being derailed. However, while coach engine was handling this car from the station to the repair track, it was derailed three times, but there was no trouble in rerailing it because it was moving slowly. The derailment always occurred at a frog. Bellingham entered the service as a passenger brakeman on August 22, 1904, on the Toledo Division. He has been commended.

New Castle Division

On June 5, operator R. J. Cox discovered brake rigging down on car in train No. 82, engine 4077, while passing State Road, and immediately notified the crew, who made repairs. Commendatory entry has been placed on his record,



Brakeman W. Bellingham, Cincinnati Terminals

and the personal appreciation of superintendent Stevens has been conveyed to him.

On June 3, messenger A. G. Hanna noticed brake beam down in train No. 13, while it was passing through New Castle Junction yard. He made report to yardmaster, who stopped train and had brake rigging removed. For his careful observance of unusual conditions commendatory entry has been placed on his record.

On June 5, lineman W. A. Mott discovered a piece of iron in switch point of cross-over at McDonald. He removed it and arranged for repairs. As the interest displayed possibly prevented a serious accident, suitable entry will be placed on his record.

On the night of May 7, conductor C. W. Senheiser discovered a defect in the westward siding at Warwick and immediately notified local people so that repairs could be made. For his prompt action in this manner he has been commended and suitable entry will be placed on his record.

On April 11, brakeman M. L. Ringer, employed in New Castle Junction yard, noticed switch not properly lined while engine 4531 was moving into yard and immediately threw switch to prevent engine backing through. On this same date he discovered and reported brake rigging down on car in train of engine 4534, stopping the train and having the brake rigging removed. Letter of commendation has been sent Mr. Ringer for his actions in these two cases and arrangements have also been made for suitable entry on his service record.

On April 17, brakeman J. F. Hites, while working on the "Pick-up" local, observed Baltimore and Ohio 150296 with broken flange and immediately arranged to have car set out. Mr. Hites has been commended for his careful observance of this condition and commendatory entry will also be placed on his record.

Illinois Division

On arrival of extra 2565-2036, coupled at Vincennes on the morning of April 27, crossing watchman William Foutch discovered a broken arch bar on Missouri Pacific car 34802, loaded with wheat, and notified the crew promptly.

He is to be commended for his watchfulness and interest he takes in the prevention of accidents.

On the morning of May 6, two ladies got off No. 51 at Pleasant Plains and word was received as the train was pulling out of Ashland that one of them had left her pocketbook in the ladies' coach. Two gentlemen sitting opposite the seat these ladies had occupied informed the conductor that a man, a clear description of whom they furnished, had taken the pocketbook, remarking at the time that he knew the ladies and that as he was going back to Pleasant Plains on the afternoon train, he would see that it was delivered to them. He left the train at Ashland. The conductor immediately informed patrolman Adams, who, as usual, was right where he was needed. He telephoned back to the Chief of Police at Ashland to keep an eye open for the suspected party and, encountering a section gang at Cass, commandeered a hand car, went back to Ashland, and located his quarry in a hotel dining room. This person had already made arrangements to visit an inland town by automobile in the afternoon, but maintained that he intended to return the pocketbook. Our patrolman, however, managed to get him to surrender it. It contained a gold watch valued at \$50.00, a pair of diamond earrings, a pair of eye glasses, and although Mr. Adams had no intimation that there was any cash, he said that there was, making good his suspicion when the accused admitted that he had put the cash, amounting to \$14.57, into his pocket for safe keeping. After giving the man a lecture on the w. k. subjects, "Honesty is the best policy," and "Be sure your sins will find you out," and with the further suggestion that the only straightforward procedure would have been to turn the pocketbook over to the conductor or the agent at the point where he left the train, Mr. Adams returned to Pleasant Plains on No. 54. He found the anxious owner and delivered the lost property, being thanked most profusely and declining in his most becoming way any reward for his services. His quick and successful work deserve hearty commendation.

Toledo Division

On February 18, John Flynn, crossing watchman at Freeman Avenue, Cincinnati, noticed a defect near the center of his crossing. He had section men called and repairs were made before

a possible accident occurred. For his close attention and subsequent action he is commended.

On March 20, Henry Vettle, tallyman, Cincinnati freight house, gave prompt attention to the interests of the Company, in helping to extinguish a fire that had started in M. C. box car No. 51881. For his helping to reduce damage to a minimum, he is commended.

On March 27, P. Dyas, operator on duty at New River Junction, observed something wrong with a truck under car of passing extra south 4117. He notified the station ahead and train was stopped. Inspection developed the fact that two truck springs were missing. Car was set out for repairs and a possible serious accident thereby averted. For his close attention he is commended.

A passenger on a C. C. C. & St. L. train, en route from Detroit to Cincinnati, missed his

train at Toledo. Upon entering the station at Toledo, the first person he met was one of our popular conductors, J. C. Clifford, to whom he told his troubles. The passenger states that it was with the greatest courtesy that Mr. Clifford directed him to obtain a ticket over the Baltimore and Ohio, by which he made his connection at Cincinnati with the Southern Railway. The passenger was so much impressed that he wrote a letter to the superintendent, making special mention of the treatment he had received, and asked that conductor Clifford be commended. We, therefore, take this opportunity of doing so.

On May 10, George Brown, employed as track laborer at Lima, Ohio, observed defect under a car in passing extra north, engine 4317. He promptly notified all concerned with the result that the car was set out and repaired, thereby averting a probable accident. For his watchfulness and interest, he has been commended.



Canadian Official Photograph from Unzerwood & Underwood, New York

German Freight Trains Left Intact at Mons

Endless chains of freight trains left behind by the Germans in their hurried retreat from Mons. Many of the trains loaded with munitions of every description were found practically intact by the Canadians

The Right and Wrong Way of Handling Trucks



A truck out of repair may mean a broken leg



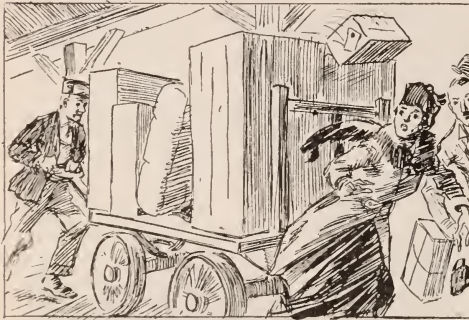
Play safe. Keep your truck in good condition



When "the other fellow" is to blame



The truck handle should be hooked up



Don't push your truck—it's dangerous



Pull your truck and avoid accidents



An empty truck left too near the train



A careful expressman avoids accidents



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Office Federal Manager

Correspondent, H. H. HARTLOVE

Miss Martha Rawlings recently spent an enjoyable week-end at Xenia, Ohio, making a number of automobile trips and horseback rides. On one of the former, she toured Dayton, and became so interested in the scenery that she forgot one of her meals.

In looking over the scenery at Glyndon, Md., your correspondent discerned a large object coming toward him. Upon close inspection, it was found to be "Andy" B. Moore, who was visiting Taylor Stringer. "Andy" had a big time with the boys, beating them at tennis and skylarking with them in general. The next morning I met him at the station where he purchased a ticket for Baltimore and moaned to the agent as he paid for it:—"SIXTY-FIVE GOOD CENTS."

Earl Hammond and George Fromtling slipped quietly away in the month of May and became members of the Married Crew. Earl was serenaded at his home in Glyndon by 150 of his friends and he set the whole crowd up to refreshments.

Law Department

Correspondent, G. W. HAULENBECK

In opening my July remarks, I should like to ask my friends who operate our big locomotives,

why it is that in coupling a car to a train, especially if that car is a sleeper, with every berth filled with weary patrons, it is necessary to give it a dreadful bump.

In Union Station, Washington, this occurrence is quite frequent. No. 3, going west, backs in to take on a sleeper, and everybody in that car is apt to be aware of it, for it feels to the aroused passenger that an effort is being made to back right through him.

Again, a similar operation is frequently enacted at Cumberland and there is the same old jar and jolt.

Now in the next number of the MAGAZINE, there will be space, I hope, set apart for an explanation by any engineer who chooses to answer my question.

I am so wedded to the Baltimore and Ohio that I rarely ever ride on other roads in sleeping cars, and so I do not know how this thing is managed elsewhere. But it seems to me that with proper signaling, a sleeping car could be coupled to a train without so much bustle and ado.

Again, when a No. 17 or No. 29 street car going up Charles Street crosses Mt. Royal Avenue in Baltimore, the conductor barely mentions even the name of the street, to say nothing of calling out "Baltimore and Ohio Mt. Royal Station," but when Union Station is reached, everybody knows what is coming, and the passengers fall all over each other in getting to the Pennsylvania trains.

We can all do our bit, however, by giving the Baltimore and Ohio a boost among our friends. It does me good to sit in the seat with a man who is going over our lines for

first time. I say to him. "isn't this all right?" and he is obliged to respond in the affirmative.

I believe in being absolutely loyal, and in praising the bridge that carries me over, for, when put to the test, an ounce of loyalty is worth a pound of cleverness.

Major A. Hunter Boyd, Jr., general attorney, is home again, and our rejoicing is general and triumphant. He came in to see us the other day; indeed, he lost no time in coming to the office upon reaching this side. His advent on the third floor of the building was like a ray of sunshine after the copious and unremitting showers of May. He was warmly greeted and it was a joyous occasion. Later in the week his parents, Judge A. Hunter Boyd and wife, came to Baltimore from their Cumberland home, impatient, naturally, to join in the welcome.

Lieutenant A. S. Bowie, Lieutenant Francis Rawlston Cross and Sergeant-Major Melville Gemmill complete our list, and in a little while they will all be in harness again as in ante bellum days. "How well they all look," is the universal exclamation.

J. Harry Garner, of tax agent Griffith's office, has terminated his military career and is pegging away at tax statements and things of that kind as though there had been no disturbance "Over There."

And then, too, our cup of happiness has been made full to overflowing, pressed down and running over by the return of the two sons of our George Dobbin Penniman, namely: Captain George D. Penniman, Jr., and his brother, Lieutenant John A. Dushane Penniman.

Both of these young gentlemen served in Battery "C," 313th Field Artillery, 155th Brigade, 80th Division. Sometime I shall induce them to talk for publication and then look out for something entertaining.

Relief Department

Correspondent, H. IRVING MARTIN

During the last week of May we missed T. Parkin Scott, the mentor of the Savings Feature, and discovered that he and Mrs. Scott were busy getting acquainted over again with T. Parkin, Junior, just back from France. Our congratulations to him and Mrs. Scott on the fact that their sturdy son, although near the St. Mihiel front, missed personal contact with gas, shell and shrapnel. He has not, however, in his modesty, given a satisfactory explanation for the two dents in his tin helmet. He looks courageous enough to tackle any job in his home land.

Lumber Agent

Correspondent, S. O'NEILL

Mrs. Edna V. Thomas, clerk in office of Lumber Agent, entered the service as clerk in

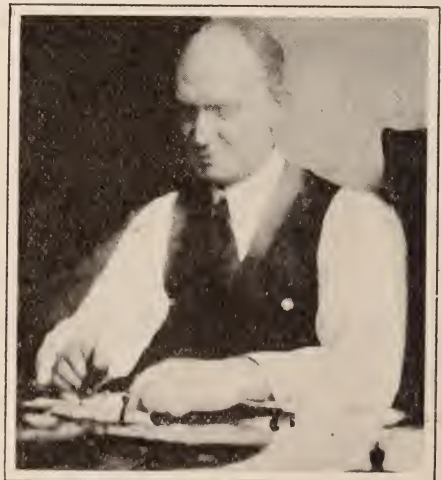
Stationery Storekeeper's office, Camden Station April 21, 1917, and was transferred to the Voucher Department in the Purchasing Department in November, 1918. That's when the romance started. She met that attractive clerk, Harry L. Thomas, and every one knows how quickly these love affairs gain headway. On June 15 they were married, and instead of Mrs. Thomas keeping records for us, she took care of Mr. Thomas' books until the war broke out, when he entered the Navy as a storekeeper. He is still there while Mrs. Thomas is working in our department in order that she may not get out of practice.

Miss Mabel Leutner, stenographer in the Purchasing Agent's office is an attractive young lady and has many friends in that office. She has a beautiful soprano voice and sings in one of our church choirs.

We are glad to state that our boys subscribed \$10,500 to the Victory Loan.

We extend our congratulations to Mr. and Mrs. Eugene Lowe on the arrival of a bouncing baby girl, born May 15. Good luck, "Jean."

John Wilmer, voucher clerk in the Purchasing Agent's office, and a brother of W. Wilmer, chief of Payroll Bureau, is a merry old soul. Note his smile in the accompanying picture. John is a regular home man, and a gardener of no mean ability. Anyone passing his home in the evening can see him working the garden, and he is so interested in his morning work there that he has to run over the hills in order to catch the Halethorpe Special for Baltimore. John has a splendid service record of nineteen years.



John Wilmer

Transportation Department

Correspondent

MISS MARGARET TALBOTT STEVENS

On Friday, May 23, there was considerable excitement at our car distributor's desk, about lunch time. We were receiving a visit from Mr. F. S. Davis, alias "Jeff" Davis, otherwise "The Carbondale Swede." It seems as though in days gone by there must have been some kind of a feud between our car distributors and this notable C. D. from Hagerstown. As a result of this quarrel, our Mr. Murphy is said to have sent a very cordial (?) invitation to Mr. Davis to come down to visit us and incidentally to settle up this old score. However, when he arrived, Mr. Murphy saw that he had grown to a considerable size during the past year or so, and decided to settle up in a most agreeable manner. He invited Mr. Davis to lunch, after which that gentleman kindly initiated our car distributors into a worthy club, to which he stated that all good car distributors should belong. Mr. Murphy and Mr. Evans will be glad to show you their certificates of membership.

A hint to those who wish to paper their walls: "Pop" Oehrl decided that his house needed papering, from cellar to rafters. Owing to the high cost of the quality of paper, he was some time in finishing it. But 'tis done, and they do say that he made a fine job of it. The first, second and third floors are papered with Liberty Bonds of the first, second and third issues, respectively, the garret with notes of the fourth issue, the cellar with Victory Bonds, while the back fence is said to be glowing beautifully with Thrift Stamps.

Engineering Department

Correspondent, WILLIAM H. FRALEY

Assistant engineer Joseph K. Burke has returned from overseas. Captain Burke received the Croix de Guerre, also a second citation.

Sergeant Thomas Ralston, 110th Machine Gun Corps, has returned from France, taking up his office duties on June 9.

The Draughting Room advises the return of the following men from military and naval duty:

Ralph P. Milburn, who was located consecutively at Columbus Barracks, Ohio, Monterey, Cal., 301st Cavalry and Camp Kearny, Cal.

J. Beale Helm, Troop A, Maryland Cavalry, Anniston, Ala., and in service in France in 29th Division, 104th M. P.

George W. Steinmetz, Second Lieutenant of Artillery, Camp Meade, Md., Washington, D. C., and Camp Taylor, Ky.

Harry T. Roebuck, with the Merchant Marine at Porto Rico.

Herbert Dawkins, with the Engineers at Camp Meade.

Luther Westerman, Reserve Officers' Training Corps, Annapolis, Md.

We are glad to have these men back with us and that their former positions are open to them.

J. V. Bromwell, book-keeper, has been promoted to position of special accountant on D. C. E. work. W. E. Zschiesche, former file clerk, is promoted to succeed Mr. Bromwell.

Our astrologer and psychic specialist in affairs of the heart, Miss Simpson, is prophesying the early entrance of Harry L. Wirsling, Architectural Department, into the solemn state of matrimony. We are proud of Miss Simpson's ability in this line, and are sure of the correctness of her forecast, especially as we note Mr. Wirsling's all but too prompt departure, frequently at noon-time, in all the glory of "Sunday best," to enjoy the blissful companionship of a blushing member of the fair sex in the haunts of cafeteria, grills and tea houses. The lady's identity, the date, and the place are questions of great moment among Mr. Wirsling's associates.

Otto C. Linhardt, levelman, has returned from his work in the office of the assistant engineer at Clarksburg. With him, to our surprise, came Mrs. Linhardt. Otto's plunge into matrimony on May 4 caused the breaking of many fair hearts in Clarksburg and Parkersburg, W. Va.

Colonel Frye is doing ten to fifteen miles every night in training for a marathon. We notice a slight reduction in weight, perhaps a pound or so. It is reported that he ran into an automobile on a narrow road, leaving the car in a wrecked condition.

John Waters, of engineer of survey office, has returned to work after an illness of a week. He brought along the good news of the arrival of William Joseph Waters, nine pounds. All well and happy.

Captain Klebe, of the ball team of the district engineer's forces, is working energetically to get a suitable organization together for a contest with the Valuation Department team.

Farmer Hilleary reports prospects of good crops of beans and onions.

Miss Delahay's glasses have developed heavy shell rims.

Miss Apple continues to scatter her smiles among the infantry.

First Sergeant M. C. Sparks, Headquarters Company, 313th Infantry, visited us on his return from France. He is in the best of health. In appreciation of his leadership, his associates presented Sergeant Sparks with a handsome ring. He has a large and interesting collection of pictures of the country over which his regiment fought, taken after the armistice.



First Sergeant M. C. Sparks (Engineering Department), of Headquarters Company, 313th Infantry, on the right. This picture shows Sergeant Sparks and "buddy" after the Armistice, enjoying a "feed" in the same shell hole from which they fought at Montfaucon

Telegraph Department

Correspondent, MISS DELLA M. HAIN

Miss Frankie Offutt was very agreeably surprised recently when her brother, Lieutenant Rex Offutt, walked in. He is a member of the 35th Engineers, just returned from France.

Our "buzzer man," Washington L. Wilson, recently made a flying trip to Camp Merritt to see his son, Robert, who has spent about nineteen months in France in the fighting zone.

Instructions in regard to care in sending telegrams over both railroad and Western Union wires, including all railroads under jurisdiction of federal managers Galloway and Begien, have recently been issued, and we hope all of our people will cooperate and thereby enable us to effect a large saving in this direction.

Miss Pauline Flayhart smiles more often than usual now—her soldier boy has returned after almost a year's foreign service.

John E. Spurrier recently met with a painful accident, caused by slipping and falling down stairs. He is getting along nicely and we hope soon to have him with us again.

Corporal Alva Stevens, son of our general foreman, has returned from France after many months of service.

Miss Nettie Appel daily demonstrates the fact that she is efficient at some things in addition to stenography. Every once in a while she appears with an additional Marine insignia—pin, ring, bracelet. Now, what next?

Lineman J. D. Kennedy, at Pittsburgh, was lucky enough to win a German helmet in the Victory Loan campaign.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPert

It is with the greatest pleasure that we announce the safe return of Messrs. Carter, Van Buskirk and White from "Over There." A most hearty welcome, boys. Carter is wearing the D. S. C., and in a future issue of the MAGAZINE we will have something interesting to say for him in connection therewith. This still leaves two of our boys in France who, we trust, will be home shortly. In this as well as all other war matters, our office takes front rank, for while there were but seven of our men furloughed because of military service, five of them actually got into the big serap.

Our Own "Haul" of Fame

We understand the Toonerville Trolley (Carney jerk-water) is hauling an extra passenger every night now. Trying to make up lost time, as it were.

Subscriptions to the Salvation Army "Home Service Fund" amounted to \$158.75. Splendid!

Two wins in as many starts is the record of our Junior Ball team up to June 7.

It's in the air. You can almost feel its presence. It is most deadly in effect, that is, after once being affected, you seldom get over it. Believe they call it a bee—matrimonial bee. This animal has been flipping around pretty promiscuously of late, judging from the comments in our MAGAZINE for the past few months. Why the "Flu" was a mere "bag of shells" compared to this malady. The "Flu" would leave a fellow groggy for a spell, say a couple months or, at the most, a year, but this other thing, why, they tell me you never get over it. Right here in our own office, first it's Mame, poor Mame, then Edith; now they tell me it's Alois and Grace; something fierce the way it's knockin' 'em off. We wouldn't be s'prised in the least to hear of Our Mary, Little Elsie or even "Vamp" Tillie being stung. The worst is, you don't know whose gonna be next. Ain't it awful, ain't it?

The sale of Victory Stamps by the two teams of this office for the month of May was as follows:

	VICTORY GIRLS	VICTORY BOYS
May.....	\$ 79.50	\$137.00
Previous sales.....	691.00	196.00
Total.....	\$770.50	\$333.00

Boys, it begins to look encouraging. You hit the line for a nice gain that time, but it will require consistent and steady gains if you are to overhaul or even get near the other team before the end of the year. It can be done, however, and we would like to see a similar gain during June and all succeeding months. Keep a going, men.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

Here is Daniel J. Gibson, assistant chief clerk, in charge of the Statistical Bureau. "Dan" entered the service June 1, 1888, and is strong on big figures; his hobby is averages, and everything pertaining to tons per mile. An admira-



This interesting drawing is by J. R. E. Hiltz, of our Real Estate Department. He was in khaki during the war and we are wondering to just what extent the dream is subjective



Daniel J. Gibson

Assistant Chief Clerk to Auditor Merchandise Receipts

ble trait is his devotion to his family. Bright and early Sunday morning finds him assisting the Mrs. primping up the "six little Gibsons." This devotion is further exemplified by the ample provision he makes every Saturday afternoon when he makes his usual rounds in Lexington Market, providing the next week's larder. "The Duke" is some advocate of the "full dinner pail."

We wish to recognize in the MAGAZINE the following 100 per cent. Groups, representing 185 employees: Interline, Group Heads: McNinch, Hohman, Waldschmidt, Everitt. Local, Group Heads: Atwood, Mrs. Boyer, Schindhelm, Leonard. Revision, Group Heads: Bourne. Averages for our departments follow: Whole office, 86%, \$29,100; Local, 98%, \$9,750; Interline, 97%, \$10,500; Revision, 71%, \$6,900; Statistical, 66%, \$2,100.

The results of our ball team's season to date, follows: April 19, A. M. R. vs. Wilkens, A. C., 8 to 4 in our favor; April 26, A. M. R. vs. Baltimore C. C., 10 to 4 in our favor; May 3, A. M. R. vs. Sonneborn, 13 to 8 in our favor. In the last game the score was 8 to 1 in favor of the "Style-plus" people in the sixth inning, when some one suggested a rush to Victory and it was accomplished with much gusto. Some of those responsible are: Bradley 1st and 3rd, Tewey lf, Scharf lf, Sterner 2b, Vinci ss, Hall p., Raap p, Orwig p, Sparrow 1b and rf, Paret rf, Shipley cf, Gannon 3b, Brubaker rf, Beck, manager and p, Glasser c, Ross c, Goeller p. The correspondent will book dates for you.

On Saturday, May 24, our girls volunteered to "doughnut tag" the business section of Baltimore, their receipts amounting to \$467.74. Contributions varied from \$5.00 to 2 cents, the

latter being a "widow's mite" and she wore a gold star. The hustlers on this occasion were the Misses B. E. Cordray, Mae Fleming, Alice Gill, D. Dryden, M. Medinger, E. Mulcahy, I. Hall, M. Reinhold, Ada Williamson, M. Gustin, N. Biggs, Lula Schuman, R. Force, H. Nugent, F. Sellman, L. Auld, M. Batchelor, H. Wehe, B. Ward, C. Zeis, M. Sauerwein, B. Graham, A. Lilly, R. Baron, O. Freeburger, E. E. Finckman. Subscriptions by card in our office amounted to \$485.25.

John W. Thomas, one of our veteran employes, confined to his home on account of illness, was recently sent a bouquet of flowers and a basket of dainties containing fruit, candies, grape juice, etc. Here's wishing you speedy recovery, "Uncle John."

An aggregation of employes expect to have a subscription dance in Mrs. Murphy's barn, Halethorpe, July 17. A most enjoyable evening was spent there last year and we expect even a better time this summer. For further particulars see "Jimmie" Scharf in the Revision Department after office hours. As this is an inter-department affair, our young folks ought to get together on the proposition.

Our crack baseball nine is scheduled to play Connellsville in that city on Saturday, July 12, during the big Home Coming Celebration there. A friendly rivalry exists between the two teams, and all that are able should attend. Mr. O'Malley, now auditor of revenue, was so much interested on one occasion that he journeyed to Connellsville to see the game between these rivals.

Auditor Passenger Receipts

Correspondent, FREDERICK S. JOHNSON

Here is the picture of George P. Huber, age three, out for a morning ride. George is the attractive son of our Government Department clerk, George C. Huber.



George P. Huber



The Misses K. Evans, E. George, H. Will, J. Disney, H. Pate, M. O'Leary and M. Feighenne at the ball game

Our baseball club journeyed to Laurel, Md., on Saturday, May 24, to meet the team of that place; nearly one hundred rooters, including about sixty young ladies, went with the team, leaving in a special coach attached to the two o'clock train from Camden Station.

Before and after the game the visitors were entertained at the home of Harry S. Phelps, of our office, with selections on the piano and dancing; singing also enlivened the occasion.

The ball game was called promptly at 4 p. m., and had gone four innings when a heavy down-pour of rain put a stop to a snappy contest, the score standing 2 to 1 in favor of our boys, with the home team at the bat. The game had been interesting, the clubs appearing about evenly matched.

Another game has been arranged for Saturday afternoon, June 21, at the "Midway City," with a dance following.

On May 28, Edward J. Kuehn, of our office, was married to Miss Edna Brewer. They spent their honeymoon in New York and the office force, with whom "Ed" is very popular, presented the happy pair with a mahogany and tapestry chair. Mr. and Mrs. Kuehn have our best wishes for a long and happy married life.

On the evening of June 2, at Druid Hill Park, the local sluggers, an opposition baseball team of this office, tested the strength of the "Regulars." Sporting spirit and clever advertising brought out the rival camps in great fashion. Both sides adopted colors; the "Sluggers," red and white, the "Regulars," old Maryland's yellow and black. The "Regulars" won the game to the tune of 17 to 6, Knouss and Johnson both pitching good ball, and Brandt's playing at short-stop showing he has a great future. The Misses Theresa Cook and Marjorie Taylor managed in fine style the rooting and boosting for the "Sluggers" while Miss Jessie Disney's rooting camp cheered the "Regulars" to victory. Robert Machin was manager of the "Sluggers" while "Fuzzy" Seems directed his "Regulars." Our chief clerk, Mr. Grice, was present and complimented the players on their playing and good sportsmanship.

Miss Catherine D. List, of our office, became the bride of Mr. George Edmond Hardy on

April 19, at McKendree M. E. Church, Arlington, Md. The bride and groom were attended by Miss Pauline Dobbler of West Forest Park (formerly of this office) and Mr. Thomas Weaver of West Arlington. The bride was dressed in lavender georgette with hat to match and the bridesmaid in blue georgette with a hat of the same material. Both carried bouquets of pink sweet peas. After the ceremony, which was very simple, the couple left for a short trip to Washington, D. C., and Richmond, Va. Upon their return they are going to make their home at 4301 Groveland Avenue, West Arlington. Her fellow clerks presented Miss List with four beautiful pieces of silver, a meat platter, bread tray, vegetable and tomato dishes. Mrs. Hardy has the best wishes of her former associates.

100 Per Cent. on all Five Loans

For the Victory Loan we beat our fourth loan figures by \$50; two hundred and two subscribers pledged \$18,050—100 per cent. The following committee, which got 100 per cent. on all the loans, worked earnestly and faithfully: L. M. Grice, Chairman; the Misses Florence M. Herderick, Celeste Hayden, Ulla Nelson, Helen Lutman, Blanche M. Broderick, Mollie E. Hamlin, and Robert E. Machin, Charles Owings, Walter Seems, and F. S. Johnson.



Miss Margaret O'Leary, a walking poster of the ball game of the "A. P. R."



Maurice E. Dill

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPERT

On June 1 our friends Dill and Meade again took up their duties in this office, after receiving an honorable discharge from the American Expeditionary Forces. There now remain only three more of our boys abroad and we have hopes of their returning shortly to complete the "Family Circle."

Our prediction in the June MAGAZINE concerning the work of Miss Edna Bowen on the Victory Loan Committee has proved correct. She increased our subscriptions from \$2,150 to \$3,200 by the end of the Campaign and deserves great credit for her splendid work.

Congress passed the law for daylight saving, but who changed the old period of COURTING from evening to morning, noon and evening?

Miss Flinkman spent April 5 and 6 in Newark, N. J., and, while there, met a young man whom she acknowledges as "Frenchy." From her description he is a good looking specimen ("Dan" Cupid is blind to defects). At any rate she received a beautiful ring from him which was admired by our office force. He is in the French Army and home on "sick leave." The last we heard was that he expected to sail for France on May 31, and not return until January, 1921. Miss Flinkman is taking up French at one of our schools—wonder why?

We had an article on "Government War Risk Insurance" in our June number. The corre-

spondent would suggest that some kind of insurance be issued to protect correspondents of the MAGAZINE, for one of them has been threatened by a young lady of this office to the effect that if he ever dares to insert her name in the MAGAZINE again he will be BLOWN UP. The correspondent would naturally like to feel assured of his family being looked out for in the event of his being a martyr in a good cause.

The accompanying picture is of Corporal Maurice E. Dill, who has just returned from France after one year's service with Hospital Unit No. 42. Although in the Medical Department, Corporal Dill saw much action, when assigned to an advanced dressing station during the Chateau Thierry and Soissons Drive.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Private James L. Sherwood, this office, was with Company D, 315th Infantry, 79th Division. He was gassed on September 12 and later underwent an operation abroad for appendicitis. We hope soon to have him with us again as all the boys miss "Picnic Twist."

Thomas D. Campbell, L. M. Dwyer, George L. Burns, Vernon J. Yealdhall, and John J. Whelan have quit working for their "Uncle," put on their "civs" and reported for active duty in our office.

George H. Pryor, auditor disbursements, completed the thirty-fifth year of his service on July 7, after having filled the following positions: clerk, chief clerk, special agent, special accountant and auditor.

Our Welfare Association expects to hold the banquet in honor of the fellows who served "Over There," on Wednesday, June 25, at the Emerson Hotel. From the present plans of the committee there is going to be "A Hot Time in Old Town That Night." Mr. Pryor will act as toastmaster and addresses will be made by S. W. Hill and J. F. Donovan. While we are rejoicing over the return of our heroes, our thoughts still linger with our late fellow worker, Charles N. Foster, who laid down his life for his country in France, and we are endeavoring to have his father attend the banquet. The committee of arrangements consists of W. J. Stephens, chairman, J. L. Taylor and N. L. Riegel.

The Auditor Disbursements office had 189 subscribers to the Victory Liberty Loan notes, amounting to \$16,400, or about ninety-eight per cent.

Auditor of Revenue

Correspondent, HOWARD D. BAKER

Our Victory Loan drive finally reached the 100 per cent. mark. In her quiet manner and with that winning way Miss Eva D. Dawson, solicitor, helped to put it over the top.

A letter was recently received by B. G. Stehl, of this office, from Corporal Edward L. Meehan. The latter never fails to express his appreciation to Mr. Stehl for sending copies of our MAGAZINE each month, as may be seen from a short synopsis of his letter of May 2:

"I have received all the BALTIMORE AND OHIO EMPLOYEES MAGAZINES you have sent me, including the April issue, and certainly wish to thank you. I am not the only one that benefits by your kindness, for just as soon as I have read it I give it to another Baltimore and Ohio fellow in camp with me, who, when he finishes with it, returns it to me. About forty miles from me are stationed two brakemen, to whom I forward it."

A card was received from Mr. Meehan recently stating that he was on his way towards home and not to send any more mail. Good news.

We wish to express our deepest sympathy to J. F. Hayden and his family, in the loss of his wife, who died Sunday, June 1. Mr. Hayden is one of the oldest employes in the service of the Company.

Office Superintendent Grain Elevators

Correspondent, JAMES WELLS

This is a picture of Private Stanley P. Freeman, Headquarters Company, 3rd Field Artillery, now stationed in France. Private Freeman was connected with the Engineering Department of the Railroad previous to his entrance into military service in May, 1918. He was sent to the University of Pittsburgh for special training, but in July of the same year was transferred to Battery E, 3rd Field Artillery, 6th Division, and sailed for France. He was recently transferred to the Headquarters Company and he is expected to sail for home soon, and to resume his duties with the Railroad. He is a brother of H. B. Freeman, chief clerk in this office.



Private Stanley P. Freeman, Engineering Department

New York Terminals

Correspondent, PATRICK LUCEY

We are glad indeed to learn that Mr. Lucey, the splendid correspondent for the New York Terminals, has been promoted to agent at St. George Transfer Station. His work on the MAGAZINE is certainly indicative of high ability.—Ed.

"But oh! for the touch of a vanished hand,
And the sound of a voice that is still."

Memorial Day came this year with added significance. The long list of our dead heightened the already purpled color of the shrouded temple. Our dead heroes spoke far more sweetly than did the voices of any of the living. We are prone to think of those who were our co-workers in the railroad business and the names of William King and Frederick Pysner become hallowed. May their spirits rest eternally in the abode of bliss which conscience tells us was waiting for them. We say reverently with the ancients, *Dulce et decorum est pro patria mori*.

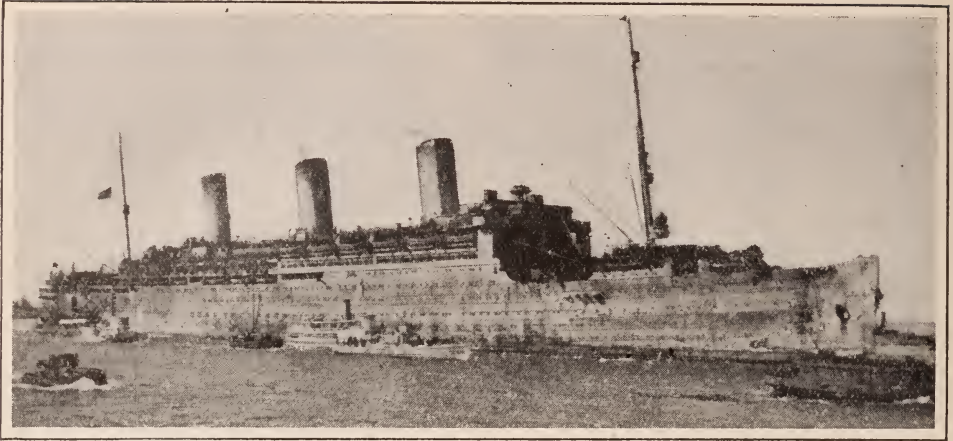
"And as a hare whom hounds and horns pursue
Pants to the spot from which at first he flew."

Our chief delivery clerk, A. C. Long, and Mrs. Long, have been for an extended visit to San Francisco. The journey was primarily to restore the health of Mrs. Long, who suffered a severe attack of influenza last winter; secondly, to renew the acquaintance of Mr. Long with his native city. Mrs. Long, we learn with pleasure, is much benefited by the tour.

"And after guarding the outer portals
for twenty years he was received into
the mansions of his fathers."

V. R. Cherney, in charge of floatage and connection line freight, after a long period of faithful service has been voted into our Veterans' club. Most of us remember the days when office routine and railroad customs puzzled our unsophisticated minds and when we looked to Vincent for advice for any problem that might arise. And we were never turned away. To give the best that was in him was always V. R. Cherney's motto. We all wish him the best of good luck.

Japanese styles are coming into fashion. Don't think that we mean those tight skirts. No, we refer to those out-of-shape blouses that can be put to any use from that of a bath towel to a gunny bag, and made of so-called Japanese silk. When the first user of an umbrella walked the streets of London, even the Strand turned to look at him. Well, innovators always have trouble and we take off our hats to you, Frieda (second name deleted by censor). You are like Captain Cuttle, hero of Charles Dickens, fifty years ahead of time. If the present style stays, and, with all due respects to erudition, we hope it does, there will be a slight change in the method of acquiring the elementary characters. The optic nerve is



The Leviathan is now on the home stretch in bringing back the soldiers scheduled for early sailing to good old U. S. A.

much more capable of retaining an impression through interesting visualization than in any other way, and the brain then retains it. We have known illiterate men who learned in a wonderfully short time the two letters of the alphabet, "V" and "O", through the foibles of fashion. Any changes in that fashion would, naturally, have a bad effect on education.

Be a booster. Study astronomy and keep your eyes on the forty-eight stars that are emblematic of the faith, hope and charity of Democracy.

A sweet thing that answers to "Mary"
(With ancestors in Tipperary),
Will slip you a wink
And cause you to think
That Marys are not all contrary.

A red-headed guy by name Duffy,
Long-legged but short-winded gets puffy,
When with anxious brain,
He runs for his train,
And if he gets left he gets huffy.

Vacation time is here and reminds us of the hobbies of our forces. V. R. Cherney intends to spend his vacation among the farmers up-state where fruit is grown. "Vints" believes in the old adage that "an apple a day keeps the doctor away." F. J. Duffy takes his vacation in days—Wednesdays, to be exact. Well, that is a good idea, Wednesday has a kind of strenuous night. One of our Claim Department men has secured passes for somewhere along the Rappahannock River, where he is going to study farming. "Fred" says his friends there grow wheat, corn and other cereals, and raise swine and sheep. What stunts of agriculture he is going to learn that will be of any interest to him baffles us. Perhaps he can experiment in shearing sheep,

herding swine or maybe in throwing the bull. We can hardly believe that he is going to Virginia to learn the latter trick for, as fairly competent judges, we pronounce his ability in that line well over ninety-nine per cent. "Tad" says that such is life.

"But never did Grecian trace,
A nymph, a Naiad, or a Grace,"
Of lovelier form or finer face,"

We mentioned last month that the God of Hymen was working hard among us, and we find that he has pulled through one job already. James P. Dunne, of agent J. T. Gorman's force, has crossed his Rubicon. His pals are pretty sore at him, too. "Jim" used to practice with our peerless sextette and, on rehearsing at the home of one of the other members, broke the news with the proverbial ten-pound axe by saying one night as the Hoboken clock struck ten, "You single men can stay as late as you want to, but I am a married man." One of the party, a little fellow, reeled off his seat and were it not for the kindly first aid rendered by John Duffy, the news might have had fatal effects. At all events Frank Santagata is mighty sore, to use a colloquial phrase, for he used to boast that he would be the first to join the married men's club.

"Music oh! how faint, how sweet,
Language fades before thy spell."

The acerbities of life are softened by music. It rings in unison where discord would otherwise prevail; it softens apathy into sympathy; it helps to make life worth living. To promote its w. k. charms, John Duffy, transfer clerk, formed the Bando six, a string orchestra. It was no easy task to accomplish. To pick out his comrades, judicious selection, or rather careful rejection, was required. Now, however, "Jim" Lynch, Isadore Cohen and John Duffy play the violin, Roger Rio, the piano, H. A.

Stowby the banjourine and J. F. Wenier beats the drum, all together. They have played at several places and their kindly aid without remuneration was much appreciated during the Victory Loan drive.

"Cowards die many times before their deaths,
The valiant never taste of death but once."

While stationed at Pier 21, East River, on the early morn of May 19, patrolman "Barney" Dozier saved the life of the only companion in this world of Captain Brown, of the Mallory Line lighter, "Jack." This companion is a small white Pekinese dog, which no amount of cold cash could replace. While disporting himself on the deck of the lighter, the poor canine lost his balance and toppled overboard. To the rescue came our daredevil hero; disrobing at lightning speed, he flung himself into the stream, swam to where the terrified animal was and brought him ashore.

Baltimore Division

Correspondent

W. H. TARR, *Superintendent's Office*, Camden Station

Charles H. Pennell, Jr., L. P.-3 clerk, superintendent's office, Camden, is spending the summer at his home, "Ellen Side," near Gwynn Oak. The boys are looking forward to paying "Bun" a visit.

The Motive Power desk is fortunate in its selection of handsome young men. Attention is called especially to McConkey, Motive Power timekeeper, who is the best looking young man in the office and the most popular. It is no uncommon sight to see three or four young ladies (from Baileys) talking to "Mac" at the same time. He is single too. Look out, "Mac," next year is leap year.

East Side

The accompanying photograph shows our East Side office force at Philadelphia, viz., top row, left to right: Wilson Gamble, Elizabeth Steel; second row, left to right: Morris Heitzer, William J. McMullen, William J. Scott, Joseph Collingsgrove, Alice M. Doyle, Joseph Grafton, Perry Moore, and James J. Smith; front row, left to right: Edward W. Reddington, Hugh A. Dietz, Gertrude Gallagher, Helen G. Sentman, Sydney Jackson, and Herbert Held.



Office force at East Side Philadelphia



Sergeant J. Herbert Gochnauer

Agent's Office, Camden

Correspondent, W. H. BULL

Our Y. M. C. A. campaign resulted in our obtaining twenty-eight new members. Freight agent Crossley was Lieutenant in station-master Magee's group.

W. H. Pembroke, of the Cashier's Department, has returned to duty, after fourteen months' service in the Navy. He enlisted March 23, 1918, U. S. Naval Reserve force, as an apprentice seaman, and was stationed with the Supply Officer, District Bases and Patrols, Norfolk, Va. He was transferred to Naval Operating Base for training as deck officer in the Officer Material School, U. S. S. Pamlico, graduating with the rank of Ensign, April 16, 1919, and is now on inactive duty, subject to call. We are glad to welcome Mr. Pembroke back to the office.

W. W. Caple, Cashier's Department, has a Victory Garden, which is now supplying radishes in abundance. Some gardener, "Bill."

Miss Mary Franklin, Cashier's Department, is wearing a solitaire. She won't tell us who he is, but we can make a pretty shrewd guess.

The Salvation Army drive for the "down but not out" was successfully launched under the direction of agent Crossley as Captain, aided by H. J. Parker, A. E. Mercer, F. Chambers, W. C. Ekin, N. L. Teitelbaum. L. H. Martyne took care of the platform force. It resulted in the collection of \$69.00. Collections are still coming in.

C. E. Kirschman, Accounting Department, has left John Hopkins Hospital and is slowly convalescing at his home. We hope we may welcome him among us soon.

F. D. Green, Cashier's Department, lost his only child, a boy eight years of age. Our hearts go out to him in his bereavement.

Sergeant J. H. Gochnauer, whose picture is here shown, recently returned to duty in the Accounting Department. He enlisted in the Fourth Company of the Maryland Coast Artillery Corps, August 4, 1917, later formed into the 117th Trench Mortar Battery. Mr. Gochnauer was slightly gassed in June, 1918, and on his recovery was sent to a Replacement Camp at St. Aignan. He sailed from Marseilles on March 8, arriving in the United States March 25, and was finally discharged at Camp Meade, Maryland, on April 8. We are proud of your record, Herbert, and glad to welcome you back into the service.

Office, Division Accountant

On Saturday, May 10, B. E. Barger, divisional chairman of the Victory Loan Campaign of the Baltimore and Shenandoah Divisions, presented to the Division Accountant's office the first Victory flag, an Industrial Honor Emblem awarded by the United States Treasury Department to those departments whose employees all subscribed to the loan. The Division Accountant's office has always gone a hundred per cent. and everyone is proud to be able to say that it took the first Victory flag awarded to the division in the recent campaign.

Mount Clare Yard

Locust Point and Curtis Bay may have train crews composed of men with many years of service to their credit, but we think Mount Clare Yard can go them one better. Competition is cordially invited with respect to the crews shown below:

"A" YARD

G. A. Day, Conductor.....	32	Years
A. Buckingham, Brakeman.....	37	"
W. H. Miller, Brakeman.....	31	"
A. S. Hyde, Engineer.....	33	"
R. Myers, Fireman.....	17	"
Total.....	150	"

OIL BURNER

J. R. Roney, Conductor.....	38	Years
W. Foster, Brakeman.....	30	"
S. Greenwell, Brakeman.....	23	"
J. Bush, Engineer.....	34	"
W. Duvall, Fireman.....	32	"
Total.....	157	"

"B" YARD

J. M. Faherty, Conductor.....	30	Years
J. F. Philips, Brakeman.....	23	"
W. Dahl, Brakeman.....	19	"
G. W. Cook, Engineer.....	34	"
A. H. Lichtenberg, Fireman.....	18	"
Total.....	124	"

GUTTER CREW

W. T. Ijams, Conductor.....	22	Years
J. H. Bugglen, Brakeman.....	22	"
C. H. Deems, Brakeman.....	19	"
W. F. Foster, Engineer.....	37	"
C. A. Sales, Fireman.....	21	"
Total.....	121	"

It is with deep sorrow that we report the death of the wife of delivery clerk M. M. Phelps. Mrs. Phelps has been a great sufferer for a number of weeks, and her release from pain and call to the Higher Life came at one o'clock on Tuesday, June 3. She leaves behind her four little children, the eldest scarcely eight years old. Our sincere sympathies are extended to our co-worker and to the motherless children in this, their hour of trial.

Washington D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

On Saturday, May 10, an interesting meeting was held in our office for the purpose of boosting the Efficiency Campaign, and, incidentally, to bring the Victory Loan more closely home to those who attended.

The meeting was addressed by J. B. Warrington, terminal manager; J. L. Wilkes, superintendent Washington Terminal Railroad, and Edward Birch, chairman of the Efficiency Committee. The speakers were introduced by D. M. Fisher, freight agent.

Superintendent Wilkes called the New York Avenue Freight Station a model station, and stated that we were privileged in being able to work under such advantageous conditions. He complimented Mr. Fisher on our efficient management, stating that he found the conditions here the best of any that he had inspected. He called particular attention to the importance of railroad men and railroad principles in the carrying on of the Great War, emphasizing the fact that it is always to be remembered that it was Railroad Engineers who were first in the fight with the Huns.

Terminal manager Warrington and chairman Birch spoke on Efficiency, pointing out that it was the duty of everyone in the service to feel that his or her individual work was a vital part of the great system that would be necessary to accomplish the reconstruction of business in this critical time.

At the conclusion of the meeting many came forward and signed subscription blanks for the Victory Loan.

The speakers were enthusiastically received, and applause was frequent during the addresses.

It is a pleasure to report the return to duty of our car record clerk, Karl D. Fox, after his attack of quinsy.

Tallyman J. V. Alsop is at present confined to his home with appendicitis, but we hope to see him back at his old job soon.

One of the big British "Tanks" which came to Washington in the interest of the Victory Loan, arrived at our freight yard, and was afterwards reshipped from here. While here it was an object of great interest to a great many people, because it was one of the tanks that were successful in breaking the famous "Hindenburg Line."

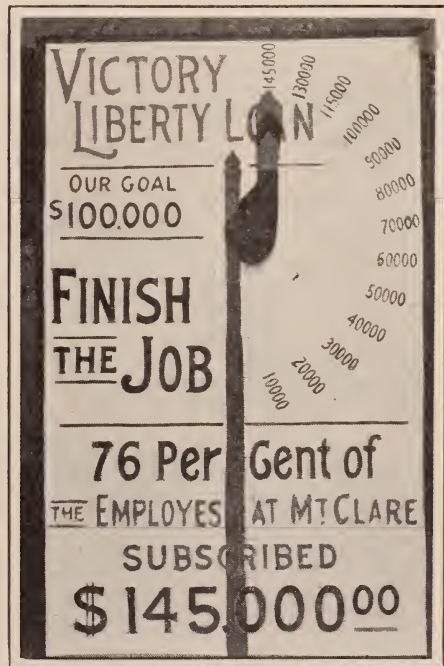
Mount Clare Shops

Correspondent, MISS MILDRED GOETZINGER

Mount Clare "finished the job" as she always does, contributing \$145,000 to the Victory Loan. The semaphore shown here was erected at the Arlington Avenue gate to indicate the results of each day's progress, and, of course, each day saw it rise higher until there was a clear way ahead for the Fifth Loan.

Don't plan anything for Fridays, when you hear the young ladies from the Superintendent's office talking about playing tennis, because Jupiter Pluvius is sure to get in the game.

L. Morgan, secretary to the superintendent, returned from France with the 313th and visited at Mount Clare on the day of his arrival.



How they recorded the progress of the Victory Loan at Mount Clare



Car Foreman and Assistants at Mount Clare

Mount Clare Welfare, Athletic and Pleasure Association

Correspondent, L. A. MOGART

At our regular meeting, held May 19, baseball was the business of importance. It was decided to form a Shop League with the winner to play the teams of the System for the championship.

On May 29 another entertainment and dance was held at Lehmann's Hall with the largest crowd present that ever attended a welfare event. The surprise of the evening was between the entertainment and dance when 100 prizes were distributed by a drawing.

On each pay day the Upholstering Shop is making a collection for the Ice and Milk Fund for Babies. Last pay day they turned in to the Sun office \$3.40. Splendid, boys—keep it up.

The group in the accompanying picture shows the car foreman and his assistants at Mount Clare as follows: Top row, left to right: W. D. Roehner, E. E. Heinekamp, T. P. Griffin, J. F. Ford, W. J. McCrea, B. W. Bruffey, F. J. Crockett, L. F. Lenhardt, D. J. Felska, F. J. Sobens. Bottom row: M. V. Pascal, W. F. Mahaney, Miss M. M. Leacy, R. Bucy and D. Tatum.

Mr. Pascal is chairman of the Welfare Committee in the car yard and has a larger membership on his book than any other committeeman at Mount Clare.

Baltimore Terminal Division

Correspondent, THOMAS J. O'CONNELL

We are all gratified with the appointment of F. G. Hoskins as superintendent of the newly organized Baltimore Terminal Division, and wish him all success. We are sure that he will receive the cooperation of every employe on the division.

J. W. Sparks, formerly assistant chief clerk in general superintendent's office, has been appointed chief clerk to superintendent. We wish you every kind of success, "Jim."

F. Rogers, car distributor, has been busy lately making special efforts to keep cars on hand for loading and send a good supply west for coal and grain loading. It makes him "sweat" in warm weather.

The officers of the new Baltimore Terminal Division follow:

NAME	TITLE
Hoskins, F. G.	Superintendent.
Neilson, W. E.	Assistant Superintendent.
Hoddinott, W. T. R.	Trainmaster.
Biddison, Z. M.	Trainmaster (Night).
Bloecher, Jr., T.	Division Engineer.
Fritchey, F. W.	Master Mechanic.
Gaither, R. F.	Assistant Trainmaster.
McCabe, E. R. B.	Assistant Trainmaster.
Hopkins, H. E.	Assistant Trainmaster.
Johnson, E. C.	Assistant Trainmaster.
Martin, H. B.	Assistant Trainmaster (Night).

- Meyers, J. H. Assistant Trainmaster
(Night).
- Hoffer, A. W. Assistant Trainmaster
(Night).
- Browning, F. R. Foreman of Engines.
- Barrett, W. F. Supervisor.
- Beall, W. G. Supervisor—Belt Line.
- Crothers, J. L. Master Carpenter.
- Buzzard, J. P. Signal Supervisor.
- Leahy, J. A. Trainmaster (W.M.R.R.).

Cumberland Division

Correspondents

- E. C. DRAWBAUGH, *Division Operator*
- LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department.*

Official returns on the International Railroad Y. M. C. A. campaign show that this division listed 1,113 members.

“Admiral” Philip Petri and his aides mustered 680 men and “General” Thomas R. Stewart mobilized 433. The division went two men over its quota.

The railroad Y. M. C. A. members have the privilege of visiting any association of that kind wherever their travels take them.

The boys of the Hardman Shop have organized a baseball team for the coming season with the following men: J. Vanzant, catcher; G. Shay, 1b; W. Lyons, 2b; W. Hurkshaw, 3b; R. Skinner, ss; J. Skinner, rf; R. Tumley, cf; F. Hasseler, lf; R. Messenger, p; M. Helms, p; L. Wolfe, p.

These men are all rounding into first class shape, especially the catcher, J. Vanzant, who has just returned from the Army after “catching” the Germans.

REMAGEN, GERMANY, April 29, 1919.

EDITOR BALTIMORE AND OHIO EMPLOYEES MAGAZINE.

Dear Sir—I was much pleased to receive recently a copy of our MAGAZINE. I left the Company’s service in May, 1918, to join the colors to fight for people’s rights and to protect humanity, the following being a brief account of my journeys:

Leaving Cumberland, May 3, 1918, I went to Columbus Barracks, Ohio, May 18, 1918; then to Camp MacArthur, Texas, and, on July 25, to Camp Merritt, N. J., with Company G, 56th Infantry, 7th Division. From Camp Merritt on August 3, arriving at Hoboken, N. J., and boarding the Leviathan, which landed us in France, at Brest, August 12, 1918.

I joined the 4th Division, Company E, 47th Infantry, at Chambri-Court soon after and with them was present at St. Mihiel and at the Argonne-Meuse battle, having many narrow escapes and thrilling adventures. Was also in the reserve line when the Armistice was signed.

After that our life was one long hike, many kilometers every day for a month and our way led us through the ruins of the Northern French towns, Alsace-Lorraine, Luxembourg, across the Moselle River into the Rhineland. The scenery en route was beautiful. I am now staying in the Rhine Hotel on Hamptstr sse Street, Remagen on der Rhine, Germany.



The Hoffman Hospital in Keyser
(See Keyser Notes)

Where was I employed? At Evitts Creek, Cumberland, Maryland. Three cheers for the Baltimore and Ohio.

Yours truly,
Private L. F. McKNIGHT,
Company E, 47th Infantry,
A. P. O. 746, A. E. F.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

Home coming celebrations are the rage these days and no thought of a "Universal Peace" or of any other world problem can dim the eager desire of the home folks to properly receive the returning soldier hosts. Our shop is not to be left in the background in this respect.

Plans are being talked over and discussed as to how we can fittingly welcome our own boys when they arrive from "Over There."

Seventeen stars appear in the shop service-flag. Not all of these were able to get over, but those who did not go were ready and deserve their share of the celebration. The boys who held down the job at home are eager to show their appreciation of the soldiers' sacrifice and when the affair is finally staged it will be well done.

Quite a sum has been raised to finance the reception, which will probably take place July 4, when the citizens of Berkeley County are planning to hold a welcome for the home-coming boys.

Mrs. Eliza Wintermoyer, mother of supervisor J. Henry Wintermoyer, died at her home in this city, May 12, aged seventy-eight years. Death was due to the infirmities of advanced age. Mr. Wintermoyer came on from Wheeling, where he is now located, and was at the bedside of his mother before death came. Funeral services were conducted from the home.

Thomas Seibert, car repairman, died at the City Hospital, May 15, after a few days' illness. "Tommy" had been injured under a car he was repairing and taken to the hospital, but pneumonia developed, with fatal results. He had been in the employ of the Baltimore and Ohio for some years and was a popular workman. A widow and several children survive. The remains were laid to rest in Green Hill Cemetery, Sunday, May 18. A large number of Jr. O. U. A. M. and fellow carmen paid a last sad tribute to a suddenly broken fellowship.

Keyser

Correspondent, H. B. KIGHT, *Ticket Clerk*

The picture on page 87 is of the Hoffman Hospital in Keyser. It is owned by Dr. C. S. Hoffman, our surgeon, and it is to this hospital that most of the men are taken when injured



New Ash Hoist at Keyser

on the road or at the shops. It was built in 1903, and has a capacity for thirty patients and ten nurses.

The following letter explains itself and shows that the work of G. E. Sirbaugh, one of our shop employes, in behalf of the Victory Loan, has been appreciated:

May 9, 1919.

MR. EDWARD SIRBAUGH,
Keyser, W. Va.

Dear Sir—Mineral County has been allotted seven of the medals cast by the Treasury Department from captured German cannon, which are to be awarded for patriotic service in behalf of the Liberty Loans and these medals have been forwarded to me with the request that I distribute them.

I feel certain that no person in this county has done more active or effective work than you in behalf of all the Liberty Loans, and I take great pleasure in enclosing one of these medals, which I present to you in the name of Secretary Glass.

It is my hope that this medal may be a constant reminder to you of the disinterested patriotic service which you rendered your country.

With kindest personal regards, I am,

Sincerely yours,

R. A. WELCH.

Mrs. R. L. Biller, wife of assistant carpenter foreman, was operated on at Charles-Town, W. Va., a few days ago, and is reported as doing nicely.

Patrick Rankin, brakeman, fell from his train at Bond recently and was painfully injured. He was rushed to the Hoffman Hospital at Keyser, and is coming around nicely now.

We are sorry to report that brakeman S. E. Knotts had his arm so badly injured at Hutton that amputation was necessary.

Connellsville Division

Correspondents

- J. J. RYLAND, *Office of Superintendent, Connellsville, Pa.*
 M. DEHUFF, *Manager of Telegraph Office, Connellsville, Pa.*
 J. J. BRADY, *Office of Division Accountant, Connellsville, Pa.*

Among the returned soldiers who have resumed their former positions with the Company are Patrick Lohan, F. J. Cuneo, W. C. Richey, F. Sandusky, C. F. Malloy, A. Lingenfield, T. J. Niland, J. F. Riley, Robert King, A. McCashin, E. J. O'Conner, J. R. Devers, J. J. Fealy and L. W. Hutchinson, all of whom were warmly welcomed by their fellow employes.

The accompanying photograph is that of Western Union Lineman W. C. Michaels of this division, who returned from France about the first of March, where he did his bit towards defeating the Hun by valuable service in the Signal Corps. He was overseas about thirteen months and returned wearing a couple of wound stripes, the worst wound being received in the left hand. Although he has not made it generally known, it has been learned that some day soon he will take unto himself a wife. Unfortunately we have been unable to ascertain the name of the lucky girl but we all wish him much happiness. When Mr. Michaels enlisted he weighed 140 pounds and when this photograph was taken he tipped the scales at 180.



W. C. Michaels

Our clerks held a large and uncommonly successful dance at the State Armory, Connellsville, on May 23. The *Connellsville News*, one of the most progressive papers of Western Pennsylvania, had this to say of the affair:

"Decorations reminiscent of the 'Follies' were a feature of the successful dance given last evening by H. J. Blocker Lodge, No. 409, Brotherhood of Railway Clerks, in the State Armory. The dance was characterized as the 'Victory Follies' and the ideas were well carried out. Captive toy balloons, well arranged garlands of red and gold crepe paper, flowers and greens, vari-colored lamp shades, and handsomely decorated latticed alcoves combined to make the armory just about as pretty a sight as it has ever been. About 150 couples attended the dance, many out-of-town people being included. Kiferle's ten-piece jazz orchestra provided a program of twenty-four late dance numbers, dancing being indulged in until two o'clock. The grand march was led by Sergeant Percy R. Sheetz and Howard E. Reppert, returned soldiers of the 28th Division. A buffet luncheon was served. The committee in charge was composed of H. J. Blocker, E. L. Martin, R. H. McClintock, G. Carr Sheetz, F. R. Port, P. A. Hueskins, and C. Ray Goodwin, chairman."

Our baseball team is now playing 'em all and winning every game. Other teams on our line are urged to line-up strong for games contemplated with the local cracks. For games, address H. G. Fisher, care of division accountant, Connellsville.

The membership drive waged by the R. Road Y. M. C. A. for an increase of 150,000 members was successful at Connellsville, the local association going over the top by a comfortable margin.

Congratulations to secretary W. F. Underwood, of the local "Y," on his election to the secretary-treasurership of the Connellsville Ministerial Association.

During the illness of our honorable mayor, John Duggan, Sr., Councilman Roy W. Hoover, our efficient chief dispatcher, is quite capably discharging the rather onerous duties that attach to that great office and withal comporting himself with as much dignity as your honorable mayor of any city of the country.

Ray Goodwin and Earl Martin, local clerks, staged a large outing at Killarney Park on Decoration Day. A very large number of our employes and their friends attended and enjoyed a really delightful day. "Gus" Prinkey and his new kodak were busy the whole day, and "Gus" even snapped the track when the train was returning home just to see whether the darn thing still worked.

Employes out on the division will confer a real favor by sending the correspondents some interesting items of employes and their doings.

The accompanying photograph shows one of the teams participating in the Railroad Y. M. C. A. membership campaign, which closed May 24. The speedy captain of this team, general yardmaster H. R. Humphrey, is shown kneeling in the center, his chief clerk, J. L. Marsteller to the left, and yardmaster H. C. Humbert to the right. Those standing, from left to right are: conductor E. C. Loudon, conductor W. G. Keffer, conductor J. H. Bowman, brakeman R. R. Whipkey, brakeman A. Chapman and safety agent J. C. Morgan, of Pittsburgh, whose territory covers the Connellsville Division. The quota of this team was fifty members, but through the unceasing efforts of Captain Humphrey and his team they succeeded in getting 100 members, or 200 per cent. of their quota, or one-fifth of the entire membership of 500, which was the goal in the drive.

at Laughlin Junction. In his death we lost one of the best liked officials that ever guided the destinies of our division.

Mr. Barrett was born on November 30, 1864, and entered the service of the Baltimore and Ohio, January 20, 1890, as a train dispatcher at Garrett, Ind. He was promoted to chief dispatcher, August 1, 1891; made assistant trainmaster, April 1, 1901, and promoted to trainmaster of the Cleveland Division, with headquarters at Cleveland, on September 1, 1903. Transferred to Garrett, Ind., in a similar capacity, April 1, 1906, he was promoted to superintendent of the Chicago Division, April 1, 1910. On June 15, 1913, he was appointed trainmaster of our division, with headquarters at Pittsburgh, and later placed in charge of the Northern District, with headquarters at Butler. On September 16, 1918, Mr. Barrett was made



This team got 200 per cent. of its quota during Y. M. C. A. Membership Week

The ten teams at Connellsville were divided between the Army and Navy, five teams on each side, and although the Army side won by a close margin, Captain Humphrey feels proud of the good work done by his team.

C. M. Stone, who has been reporting to the general manager, has accepted position as trainmaster at Grafton.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributer*, Office of General Superintendent.

On May 8, T. W. Barrett, our terminal trainmaster, met an untimely end in the accident to B. R. & P. engine 379, when it was derailed

supervisor of accidents of the Pennsylvania District, and from this position he was transferred to the Pittsburgh Division as terminal trainmaster, continuing as such until his sudden death.

The funeral services were conducted from the residence of his son in Akron, Ohio, and the pall-bearers were selected from employes of the Firestone Rubber Company, fellow employes of Mr. Barrett's son. The following representatives of the Railroad were honorary pall-bearers: Messrs: J. D. Beltz, J. L. Lowney, A. H. Gribbin, J. J. Downs, Thomas Masterson, W. C. Neagle and T. F. Donahue. Many beautiful floral pieces were sent by the employes of the general superintendent's office, the superintendent's office and by the employes at Garrett, Ind. We mourn our loss and extend to the sorrowing wife and family our heartfelt sympathy.

R. W. Eves, Power Plant supervisor in the office of district superintendent maintenance of equipment, has returned to duty after two weeks of the "Flu."

Mrs. Naomi M. Hetzel, statistician in the office of the general superintendent, spent Memorial Day visiting relatives at her home in Berkeley Springs. She looked fine upon her return and gave the natives a treat, in addition to consuming several loaves of good old home made bread and other luxuries incident to a trip of this-nature.

Messrs. Lamm and Angel, of Mr. Schmoll's office, journeyed to Connellsville recently to attend a dance given by several employes of the Company at that point, and upon their return pronounced them royal entertainers and proclaimed Connellsville the Capital of the World.

H. M. Davenport, the popular boiler clerk employed in the same office with Messrs. Lamm and Angel, and who has a reputation of being "some" ball player, came to work the other day looking as though he had been in a foot ball game. We do not like to state just what the cause was and suggest that you ask Harry.

E. D. Jackson, formerly assistant division engineer at Pittsburgh, and later assistant engineer in Mr. Stimson's office, called on old friends on the Pittsburgh Division recently. Mr. Jackson is now general manager of the Chipman Chemical Engineering Company of New York City.

Car inspector O. P. Dom has recently been promoted to car foreman at Demmler. He has inspected cars at almost every point on our division, and the boys hope that he will make good and assure him that he has their cooperation.

The employes of the general and local offices enjoyed a half holiday on the occasion of the return of the 15th Engineers and the 111th Infantry. The old town was gayly festooned and the returning heroes were given great ovations all along the line of march from Oakland to the Northside.

The excursion to Washington, D. C., run May 24, was one of the best handled ever conducted. That it was popular was proved by the fact that nearly 4,500 people took advantage of the low rates to visit the home of World Democracy.

During the recent tie-up of street cars, our people came to a stern realization of what it means to a large city to be paralyzed by a suspension of transportation. While "Pa" Pitt and his children were making the most of the riderless occasion, the railroads responded nobly—our own road handling over fifty thousand passengers.

Roy C. Fleck, chief clerk to the trainmaster at Glenwood, left on May 29 for an extended sojourn in Missouri. Some thought he was going to look up a good team of mules, but it is now intimated that the real attraction is a fair widow. Evidently he will return a "team" at any price.

W. D. Fitzgibbons, third trick operator at MK Tower, reports the arrival of a fine baby boy, June 4. Both mother and baby are doing well. Our congratulations and best wishes!

Former Employee Wins Victorian Cross

J. R. Brown, who left the service August 25, 1915, to enlist in the United States Army, joined at Buffalo, N. Y. He was transferred to the Border, where he remained for a period of nine months. On January 1, 1917, he was commissioned first lieutenant and returned to Buffalo, from which point he was sent to France, remaining there until his division arrived.

They went into action at Mt. Hamel. After a period at the front, Lieutenant Brown was transferred to Paris, where he attended school for three months, and was then sent to join the British Army. He spent some time in Egypt, was wounded in the arm while there, and, after his recovery, was sent to Italy, participating in one battle on the Italian front. He next was sent to the Argonne Forest and was in the fight at St. Quentin.

Once, while standing between the second and third line trenches in the Argonne, a sergeant approached him stating he had 400 prisoners. As Brown turned to look he discovered he was standing beside them, with a German officer on his right. When Brown turned to make inquiry as to where they had been captured, the German officer viciously jabbed his bayonet through Brown's right side, severing one of his ribs. As he arose, he grabbed a machine gun nearby, and used it to advantage. Starting back to the clearing to have his wound dressed, a 5.9 shell dropped, killing his nine sergeants and throwing him into No Man's Land. When he fell he found himself in a large shell hole, full of dead Germans, and there he remained, helpless and with one arm severed, a bayonet wound and twenty-eight minor wounds, from 11 a. m. until about 8 o'clock that night, when assistance arrived. He was then sent to Liverpool, where he remained until the armistice was signed, when he returned to New York and was made a major.

He was in the Ellis Island Hospital for two weeks and then was sent to Walter Reed Hospital in Washington, D. C. Major Brown was also in Belgium, and while there found a little girl about seven years of age who had had both hands amputated. His heart was touched and he sent her to a hospital in Washington. Major Brown wears a Victorian Cross, the highest decoration given in the British Army, a Croix de Guerre and a Cross of Honor, but he values the friendship of the little Belgian orphan above all.

Glenwood Shops

Correspondent, FRANK RUSH

Our old friend "Joe" Lanning, boilermaker, has at last taken unto himself a wife. Go to it, "Joe," and the best of luck to you.

Monongah Division

Correspondents

- MISS E. S. JENKINS, *File Clerk*, Grafton, W. Va.
 C. N. MAYS, *Chief Clerk to Division Accountant*, Grafton, W. Va.
 C. F. SCHRODER, *Operator*, Grafton, W. Va.
 J. LYNCH, *Car Inspector*, Fairmont, W. Va.
 H. F. FARLOW, *Operator*, WD Tower, Fairmont, W. Va.

Divisional Safety Committee

PERMANENT MEMBERS

- C. W. VAN HORN.....Chairman, Superintendent
 B. Z. HOLVERSTOTT.....Assistant Superintendent
 J. NILAND.....General Yardmaster
 F. P. MCGOUGH.....Division Engineer
 W. B. PORTERFIELD.....Master Mechanic
 C. F. DOTSON.....Road Foreman of Engines
 F. E. FUQUA.....Division Operator
 C. A. SINSEL.....Medical Examiner
 G. W. HANWAY.....Captain of Police
 J. C. MARTIN.....Division Claim Agent
 W. S. LASWELL.....Signal Supervisor
 C. B. WELCH.....Storekeeper
 W. T. HOPKE.....Master Carpenter
 MRS. M. L. HOFFMAN.....Female Representative
 W. E. CLAYTON.....Secretary, Ass't Chief Clerk to Superintendent

ROTATING MEMBERS

- T. D. CONNELL.....Agent
 J. MAXWELL.....Operator
 J. B. KIMMEL.....Foreman
 B. F. DAWALT.....Supervisor
 E. L. SAYERS.....Signal Repairman
 A. BUMGARDNER.....Foreman
 CLIFFORD STONE.....Passenger Engineer
 W. E. WRICK.....Freight Engineer
 S. E. BRAGG.....Passenger Fireman
 A. N. CAMPBELL.....Freight Fireman
 M. L. HICKMAN.....Passenger Conductor
 J. A. LOWTHER.....Freight Conductor
 P. KELLEY.....Train Baggage-master
 M. E. NEWLON.....Yard Brakeman
 H. BREEDLOVE.....Car Inspector
 F. M. KEANE.....Locomotive Shop
 Z. COFFMAN.....Car Shop



W. W. Bosworth

W. W. Bosworth, whose picture is shown here, has just returned to work after serving about two years with the A. E. F. He is well known and liked about the shops and all were glad to see his smiling face once more and to hear some of his interesting tales about the Huns.

T. C. Hopkins, storekeeper, has been transferred to Cumberland as assistant storekeeper. We wish "Tom" success.

On April 23 a dance and reception was held on the balcony floor of our new shop. A number of our officials were with us and the affair was successful in every respect. Approximately 300 men, women and children were present, and credit is due the committeemen for the way in which they handled the program. Nireall's band furnished the music and refreshments were served.

"Sam" Bearl, upholsterer, has been on the sick list for some time but it is hoped that he will be able to resume work shortly.

Machinists John Jones, C. E. Erringer, John McKenna and boilermaker "Dick" Love spent several days in Baltimore recently.

C. P. Kalbaugh, shop clerk at Glenwood, has recently returned to work after being absent for several weeks because of sickness. We are glad to see him on the job and hope for complete recovery quickly.

Our stenographer, Miss Elizabeth Passmore, has also just returned after being off duty for some time because of sickness. We are glad to have her with us again.

We recently had a case in our car yard in which one of our cutters had a piece of iron fly and strike him. Fortunately his goggles were on and he thus probably saved his eye. All employes should be careful to use their goggles when doing dangerous work.



James, Marshall Wabble



H. B. Mollohan, head blacksmith, and his helper, E. T. Miller, welding the frame of Coal and Coke Engine 54, in the Gassaway Shops

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.

J. F. ALREED, *Agent*, Folsom, W. Va.

JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

C. F. Miller, report clerk, Superintendent's office, has accepted a position in the General Yardmaster's office at Holloway, Ohio. His many friends wish him success in his new work.

The picture on page 92 is of the late James Marshall Wabble, who entered the service of the Railroad in the spring of 1917, and, at the time of entering military service, was agent at Woodland, W. Va. "Jim" went to Camp Greenleaf, Ga., in March, 1918; was transferred to Camp Wadsworth, S. C., later to Camp Upton, N. Y., and from there was sent overseas in August, 1918. On November 29, 1918, at the age of twenty-two, he died in the Base Hospital No. 22, France, leaving to mourn his death, father, mother, two brothers, five sisters, and his many friends of the Baltimore and Ohio.

Western Lines

General Office

Correspondent, W. A. HOWELL

George Nagel, who has served Uncle Sam, has returned to his old position as file clerk

in Superintendent Maintenance of Equipment's office. Uncle Sam has treated his men well, as you can tell by looking at George, who has gained about twenty pounds.

The boys are wondering why Wallace Bartman, of the Federal Manager's office, visits Columbus so often. How about it, Wallace, what is the attraction?

P. W. Elmore, formerly draftsman in District Engineer Maintenance of Way's office, has returned from France, and has been made assistant engineer in charge of surveys, in the Chief Engineer's office. Say, fellows, he has five French magazines that would hold your attention for hours, just looking at the pictures.

L. M. Cline, secretary to chief engineer, is the proud father of a seven-pound boy, born May 28. Good luck to you, Cline; we hope triplets will come next.

Harry Davenport has accepted a position as draftsman in the Bridge Department, taking the place of Mr. Huxtable, who resigned to accept a position in his home town.

The Chief Engineer's office and Engineer Maintenance of Way office have been consolidated, and E. G. Lane's jurisdiction was extended over the Maintenance of Way Department, effective May 1, 1919.

A. W. Knapp, formerly assistant file clerk in General Superintendent's office, has returned from camp and is now working as night clerk in Superintendent of Transportation's office. Welcome home, Knapp; you look good to us.

Our General Office team has been organized and is going at a great clip. We haven't lost a game so far this season. In fact, out of the four games played, no rival team has scored more than two runs. Our players include: W. Rupp, B. H. Prinn, J. Rowe, J. Stroud, G. Nagel, L. Kerner, G. Reising, A. Seiter, A. W. Knapp, C. Forg, C. Bick, J. Shea and W. A. Howell. The last game before this issue went to press was with the Louisville and Nashville Railroad on May 25, and resulted viz.:

BALTIMORE AND OHIO RAILROAD

	AB	H	PO	A	E
C. Forg, c.....	3	2	6	1	0
J. Rowe, cf.....	3	1	2	0	0
W. A. Howell, 2b.....	3	2	2	2	0
W. Rupp, p.....	3	1	0	3	0
B. Prinn, 1b.....	3	1	8	1	0
A. Seiter, ss.....	2	1	0	1	0
J. Stroud, lf.....	3	1	1	0	0
C. Bick, rf.....	3	1	1	0	0
A. W. Knapp, 3b.....	2	1	1	1	0
Totals.....	25	11	21	8	0

LOUISVILLE AND NASHVILLE RAILROAD

	AB	H	PO	A	E
Kenealy, 2b.....	3	0	1	1	0
Murphy, 3b.....	3	0	0	0	0
Swimm, ss.....	3	1	0	2	0
Grady, lf.....	3	1	4	0	0
Keal, c.....	3	0	2	0	0
Harris, cf.....	3	0	4	0	0
Walle, 1b.....	2	0	4	0	0
Drake, rf.....	3	0	3	0	0
Rushing, p.....	3	0	0	1	0
Totals.....	26	2	18	4	0

				R	H	E
B. & O. R. R..	1	0	2	0	0	0
L. & N. R. R..	0	0	0	0	0	0

We would be glad to hear from any System team whose backers think they have a better nine.

The accompanying photograph is of Charles Enneking the 3d, son of C. F. Enneking of the Chief Engineer's office. He is some boy, only two and one-half years old and weighs thirty-

four pounds. He is just the image of his dad and from the looks of this picture is going to be as big a sport; notice how he holds onto his little "Ford." Here's hoping he'll be a rail-roader some day.

Cincinnati Terminals

Correspondent, W. E. COCHRANE, Chief Clerk to Supervisor of Terminals

The employes at Storrs Repair Track have been trying to finish smoking cigars which were received from their fellow employes on the arrival of the stork at their homes. Among the new "papas" are George Dishon, J. S. Mercer and H. I. Murray.

We are glad to have our gang leader, L. R. Husman, back on the job again after his vacation in Florida.

Edward Lochtenfeldt has been discharged from the Engineer Corps after having served overseas for over one year, and is now back as yard switchman.

Road foreman of engines, W. T. Darling, attended the International Railway Fuel Association convention, held at the Hotel Sherman, Chicago, from May 19 to May 22.

M. V. Guard, our extra man, has just returned to the repair track after relieving I. W. Pitts at New Albany for a few days.

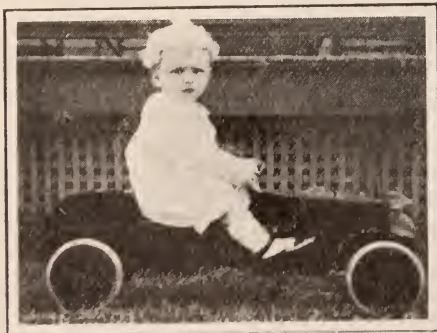
The vacation season has again opened in the superintendent's office, "Joe" Beel, car distributor and C. M. Harden, assistant chief clerk, being the first vacationists. They both showed every sign of having enjoyed themselves, and if the weather man treats us as nicely as he did them, we will all have a wonderful time.

J. W. Stearns, ex-piece work inspector, has just purchased a new Ford and is making good use of it. Some think that if he keeps up at the rate he is now going, the Ford will start at four o'clock of its own accord to meet him at the repair track.

Guy T. Arnold, has been discharged from the Army, having served overseas as brakeman, conductor, etc. Guy says that they do not observe the eight-hour law "Over There"—just work until told to stop. He also states that they do not use the automatic block system in France. Everything runs one way, and chains are used for couplers.

Robert Jennings, night chief clerk in the superintendent's office, recently spent a few days in New York City, where he met his brother-in-law, who just returned from service overseas.

C. E. Burke, painter at Storrs, is spending a few days at Flora, Ill., visiting relatives and old Baltimore and Ohio men with whom he formerly worked.



Charles Enneking, 3d



George Albert Bachmann

Here is Master George Albert Bachmann, only son of W. H. Bachmann, file clerk in the Superintendent's office. Master George is only eight months of age, but we sincerely hope that he will retain his charming smile through the coming years.

Among the men lately returned from Uncle Sam's service is O. H. Royse, of the 136th Field Artillery. Oliver has some good stories to tell and fine souvenirs to show.

W. J. Maloney, general chief yard clerk, nobly upheld the Baltimore and Ohio in the contests conducted at the recent picnic of the Combined Railroad Employes at Chester Park. He won both the tug of war and the fat men's race.

George Longbottom has been discharged from the Army after one year overseas on French and American built railroads.

J. F. Auberger, clerk at the Storrs Repair Track office, has gone in the chicken raising business. With only three hens, he has taken orders for about six dozen eggs per week.

With the coming of warm weather, Miss Florence Darling, of the superintendent's office, has resumed her frequent visits to Seymour. We are curious to know if there is not some attraction other than the 'act that it is her former home.

Miss Frieda Seurig, clerk in the local Car Record office, and her mother, recently visited Cleveland and New York.

Yard clerk "Bill" Adrian has returned to work after being off sick for about seven months. His numerous friends were glad to see him.

Miss Leafy Wiltse, of the Superintendent's office, spent her vacation in Marion, Ind., and Chattanooga, Tenn.

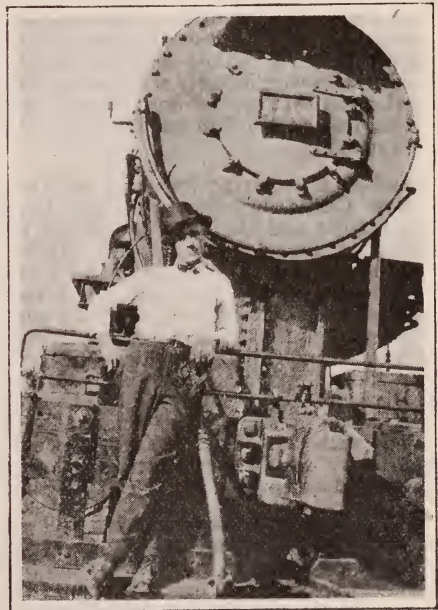
Mrs. W. F. Cochrane and "Jack," wife and son of W. F. Cochrane, chief clerk to the superintendent, have just returned from a visit to the Twin Cities, their former home, where they spent an enjoyable time with their friends and relatives.

Elmwood Yard office extended a hearty welcome to John Wiethof, who recently returned from service with the A. E. F.

W. H. Bachmann and wife, of the Superintendent's office, have just returned from a delightful trip to Atlantic City. They show the effects of the board-walk city.

E. J. McGinnis and M. S. Mackenzie, clerks in the Car Record office, have just returned from their vacations, McGinnis having spent his at Buffalo, while Mackenzie viewed the skyscrapers of New York.

The accompanying picture is of "Sam" Schooler, better known to his friends as "Bummer." He is ranked among the most cheerful of our yard conductors.



"Sam" Schooler

New Castle Division

Correspondents

- A. C. HARRIS, *Assistant Chief Clerk to Superintendent, New Castle, Pa.*
 P. W. ADAMS, *Telegraph Operator*
 O. C. BEDELL, *Telegraph Operator*

June finds us in a strenuous contest with the Chicago Division on a fuel saving campaign. Under the leadership of superintendent Stevens we are forming plans to show our friendly rivals how to save fuel if the subject is properly handled, and at the end of the month we feel that our figures will show that we have the goods.

Wendell P. Ball has been transferred to our division as assistant division engineer in place of C. R. Adsit, who becomes assistant division engineer on the Toledo Division. Mr. Ball is no stranger to us as he served as rodman in the Division Engineer's office several years ago.

The condition of C. O. Brown, division operator, is serious and his friends sincerely regret that little hope is held out for his return to duty.

The Freight Claim Prevention Committee held their meeting at Akron, on June 2, with many visitors present. This movement is being enthusiastically received here and A. D. Griffith, supervising agent, and S. H. Rhoads, chairman of the committee, are both determined to put us at the head of the list. Officials and agents are working in close harmony with the committee and considerable improvement is already noticeable.

The Division Accountant's office started off on the usual round of summer picnics on Tuesday evening, June 10. While division accountant Groscup talks considerably of his eating ability, it is thought that several dark horses, namely, Herbst, Boyles and Wilfred Thomas, are also in the running.

Baseball is receiving its share of attention at New Castle Junction, with the Division Accountant's and the Superintendent's offices contending fiercely for honors. While the Superintendent's office has so far been able to win a majority of the games played, on account of the excellent pitching of Morrissey and the stellar work at first base of "Johnny" Jackson, much more could be accomplished if someone could kidnap "Pete" McDowell, the star on the Division Accountant's team. The twilight league made its start during the week of June 9 and with the Shop, Yard, Accounting Department and Transportation Department represented, some good games should result.

The Youngstown Terminal team will give a dance at Pioneer Pavilion, Mill Creek Park, Youngstown, Ohio, on June 11, for the benefit of the newly organized baseball team. Hebringle's orchestra will furnish the music, and at the rate tickets are being sold, the boys will

have a record breaking crowd. The boys have a capable manager in conductor "Al" Bates. On May 19, M. F. Murphy was elected captain of the team and W. W. Smith, treasurer. Terminal trainmaster Pyle is secretary and is doing much to encourage the boys. Efforts will be made to schedule games with any other Baltimore and Ohio teams.

With the new track changes through the Haselton District, "CH" Tower has been moved across the track from the old location. The boys in this office seem to take kindly to their new home.

R. E. Pyle, terminal trainmaster at Youngstown, has transferred his office to the passenger station, in order that he can more conveniently handle business with the Youngstown patrons. The old location at Haselton was difficult and dangerous to reach and the new location gives him an office conveniently placed, as well as nicely equipped.

Several of the young ladies from the Youngstown freight office and the Haselton yard office spent the week end at the Y. W. C. A. "Happy Hollow Camp" near Youngstown and report having had a fine time.

General yardmaster W. H. Yeager has returned to duty after a two weeks vacation, spent with relatives at Columbus. During the absence of Mr. Yeager, E. F. Fitch handled his work.

A. C. Wilcox, first trick operator at "CH" Tower, is sporting a new Buick roadster.

Haselton yard has the following general notice posted, "Oh, Look Girls, Get Busy. M. Fitzgerald, the popular bill clerk, is a bachelor, but confesses to not being averse to becoming 'annexed.'"

W. W. McGaughy, chief clerk, recently returned from a two weeks' trip to the country. Brown as a berry and looking like a new man, he reports the country as the only place to spend a vacation.

C. H. DeArment, former car distributor, now night yardmaster at DeForest Junction, is displaying a new smile every other day. While the twins are girls, he reports them the best ever and figures he is twice as lucky as most men.

Newark Division

Correspondent

- W. E. SACHS, *Chief Clerk, Newark, Ohio*
 A. D. LIST, *Newark (Ohio) Shops*

Zanesville Reclamation Plant

On the evening of May 14, C. E. Brennan, chief clerk to the superintendent of the Reclamation Plant, entertained a few of his Baltimore and Ohio friends at a six o'clock dinner

at the Francis Hotel at Nashport, Ohio. The party was composed of Miss Louise C. Ford, Miss G. A. Shoemaker, Miss E. A. Reeves, Miss Rose Mary Reeves, J. L. McCann, L. M. Yaest, F. M. Perry, W. E. Fuller, F. L. D. Ferrel and the host, C. E. Brennan.

We are sorry to record that Mrs. E. W. Dewees, wife of the machine shop foreman at the Reclamation Plant, was taken to Bethesda Hospital on May 22 to be operated on for the fifth time. Her many Baltimore and Ohio friends extend their best wishes for a speedy recovery.

Born to Mr. and Mrs. V. C. Derwacter of Blue Rock, Ohio, May 29, a son, William Francis. Mr. Derwacter is a skilled material man at our plant and his fellow employes extend heartiest congratulations.

Born to Mr. and Mrs. H. S. Stutes of Stone, Ohio, May 29, a daughter, Norma Pauline. Mr. Stutes is a machinist helper at the plant and his fellow employes rejoice with him.

Taxi service for the recent wedding tour of Harry Hannan of the Reclamation Plant was furnished by Mahara, the contractor of Zanesville. The "tour" all took place on Main Street on the back of a fiery tempered mule. He took the trip all alone, too, because you see "my wife stayed at home," according to the placard on his steed. Other placards read: "I done went and done it, and now I'm paying for it" and "This is my last night abroad; I'm enjoying it great."

Mr. Hannan made his matrimonial venture April 30, when Miss Bessie Smith of this city became his bride. His fellow workmen at the Baltimore and Ohio offices were responsible for the wedding "tour."



Curtis A. Warner
of our Akron office

Cleveland Division

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

Akron

A birthday surprise party was held at the home of Miss Catherine Foley on June 2, where twelve young ladies enjoyed the evening. Miss Foley was presented with several pieces of white ivory, after which a light lunch was enjoyed.

On June 1, a box of candy and cigars was received at the office and we learned that Miss Julia Hunt was tired of looking at Earl Knox and secured a husband, the lucky gentleman being Mr. Wilbert Wenger of Kenmore, Ohio. The wedding took place on May 29, at the home of the bride. Mr. and Mrs. Wenger will reside at Cuyahoga Falls, Ohio.

Miss Alice Appleton has recently returned to her duties after an operation, which took place at Columbus City Hospital.

On May 28, A. J. Messner advised the chief clerk that he was sick, but we have come to the conclusion that his disease was baseball fever.

The employes at Akron wish to extend their sympathy to Miss Sarah Jones and family in the loss of her sister, Miss May Jones.

C. A. Stultz, formerly employed in Mr. Glessner's office in Baltimore, has been transferred to Akron, where he will succeed Mr. Amey as claim investigator. We welcome him to our city, and extend our wishes for success.

Do you know that Akron was the first city in the United States to have a complete motorized fire department; the first to have an automobile police patrol and that it was made in Akron? And do you know that we think we have one of the best baseball teams on the System? Our first game was loosely played but easily won, as we trimmed the representatives of the A. C. & Y. Railroad by a score of 34 to 8. Our team follows: Wamer, third base; Swain, center field; Blank, first base; Freeman, shortstop; Connors, second base; Thomann, catcher; Gill, left field; Cecil, right field, and Brown, pitcher.

Here is Curtis A. Warner of the Akron office, just returned from the military. He served nine months in the Medical Detachment at Camp Oglethorpe, Georgia. He is now employed in the Milling and Transit Bureau, and is advancing rapidly. His motto is "Service."



An umbrella is protection from other things than rain or sun

Here is a portion of the Accounting Department at Akron, a close catch and, of course, some one always makes it bad for the other fellow. From left to right are: Miss Messner, revision clerk; Mr. Weaver, correction clerk, and Miss Weurzer, statement clerk.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

A Freight Claim Prevention meeting was held in Library Hall, Garrett, on May 7. T. J. Rogers, chairman, tendered his resignation because of increased duties caused by the elimination of the positions of the assistant trainmasters of the division. Mr. Rogers has served as chairman since the inception of the committee on our division. J. W. Melone, division freight agent, Fostoria, Ohio, was unanimously chosen to succeed Mr. Rogers.

John Kinsel, one of our oldest employes, died at his home at Fostoria on May 10. He was born in Posen, Germany, over seventy-one years ago, and came to America after the Franco-Prussian War. He entered the employ of the Baltimore and Ohio in August, 1873, and in more recent years has been crossing watchman at Findlay Street, Fostoria. He is survived by his widow, one son and three brothers, who have our sincere sympathy.

"Railroad" Jenkins Highly Praised

On the Baltimore and Ohio en route to Chicago. To Whom it May Concern:

It is a great pleasure to write a few words of praise for the splendid work done by Mr. R. R.

Jenkins, while he was with the 13th Engineers in France. We cannot say enough to tell of the earnest work he has done.

Our men all think the world of him and will stand by us in what we say. While he was unable to do all that he would like to have done, it was not his fault, but because the Y. M. C. A. was unable to obtain material and transportation. His thought was always for the men and he worked unceasingly and without thought of himself, for them.

Sincerely,

Signed: W. S. JOHNSTON,
Captain, Company E, 13th Engineers.

Signed: HARTHIS WALKER,
Captain, M. C., 13th Engineers.

Signed: JAMES STURMOTS,
1st Lieutenant, Company C, 13th Engineers.

Signed: F. W. SAWTETH,
Captain, Company O, 13th Engineers.

Signed: W. F. MARSHALL,
1st Lieutenant, Company D, 13th Engineers.

Signed: EARLE W. TOYE,
1st Lieutenant, 13th Engineers.



Charles Butler and Lena Wren of the Chicago Division



John A. Tellone

Chicago Terminal

Correspondent, W. E. BUCKMASTER

The picture on page 100 is of John A. Tellone, who was born in Andretta, sixty miles east of Naples (Central Italy), on March 8, 1886. He came to the United States in March, 1903, entering our service on May 26, 1906. In August, 1910, he received a six months' furlough and journeyed back to Italy to visit his old parents. He then served in the Italian army for three months and was released on account of being transferred to the second category. He came back to the United States in 1911 and resumed his duty with the Company in charge of No. 1 elevator in the Grand Central Station. His many friends will be glad to see this picture of him.

South Chicago

Correspondent, MRS. BERTHA A. PHELPS

A few weeks ago Dr. E. J. Hughes, chief medical examiner on this division, while in the performance of his duties, had the misfortune to be run down by an automobile and was seriously injured. At last accounts he was in Mercy Hospital, where further examination of his injuries were to be made. We sincerely hope for his complete recovery at an early date.

The picture at top of next page is of John, Jr., son of chief clerk John Hufton, of the agent's office, and shows the youngster as he appeared in the kindergarten band which played at an entertainment given by the students of the University of Chicago a short time ago. That he should possess musical ability is quite natural, as his mother is an accomplished pianist and his "dad" a fine tenor.

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EDITOR,
BALTIMORE & OHIO EMPLOYES MAGAZINE
Mt. Royal Station, Baltimore, Md.



Sergeant Joseph A. McGinty

Here is the picture of Sergeant Joseph A. McGinty, who is in the Second Army Machine Gun and Small Arm Center in France. McGinty went to Camp Sherman on October 12, 1917, and left in June, 1918, with the Ordnance Department. He was formerly a blacksmith in Chillicothe shops.

"Buck" Boylan, former yard clerk, Washington C. H., Ohio, who has been overseas with the 308th Ammunition Train, arrived home safely May 14, with his discharge, and will be back on his old job in a short time.

Charles King, first trick operator, Mt. Sterling, Ohio, has invented a cattle guard which is being tested out on the Mt. Sterling section. From all reports it is a success, and Charles is receiving congratulations.

We are sorry to announce the death of George Slavens, of Washington C. H., Ohio, who was patrolman at Midland City and, on April 30, was shot by a train rider. The deceased leaves two small children and a father and mother, to whom the division extends its sympathy.

We again have with us machinist Walter Hyson, who has been in the army since June, 1917, with the Engineer Forces in France. He is glad to be back with the Company, and things "sure look good to him" over here.

William DeBord, pipe fitter, is wearing a wide smile over the arrival of a ten pound baby boy.

Our men in the Car Department were proud of being one hundred per cent. on the Fifth Liberty Loan.

Firemen W. Oakes and L. G. Knost have resumed work after service overseas.

A surprise came to all of us when the news leaked out that road foreman of engines John M. Mendell, without saying a word as to his intentions, slipped off to Indianapolis, where he and Miss Irma Swords embarked upon the

sea of matrimony. During April, Mr. Mendell requested that his vacation period be started May 1. This is now explained. When the news first reached Chillicothe, all of us doubted, because the same report was made in the office some time ago, congratulations extended, and afterwards, it was found to be only a joke. This time, however, Mr. Mendell smilingly admits it to be a fact. We tried to obtain a picture of the bride for publication in the MAGAZINE, but were unsuccessful. We can assure our readers that Mr. Mendell's choice is very good, however. Congratulations, good luck, best wishes, etc., to you John.

Looks like an epidemic struck the road foreman of engines office at Chillicothe. First, former clerk Miss Eva Williams decided to wed, as previously announced; second, as above stated, Mr. Mendell got himself a wife, and last, but not least, road foreman Graf, not to be outdone, and having been married for the last eighteen years, bought a new Liberty automobile, and is busy learning how to run it. On the first Sunday after purchasing it, "Bill" invited trainmaster Mallen for a ride to "church" (?), but "Dick" valued his life too highly and refused the invitation until a later date.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

The accompanying picture is of the three sons of passenger brakeman W. J. Leeds, their names, from right to left, being, Wilbur, William and Carl.



Wilbur William and Carl Leeds.

We continued to lead the procession at the close of the campaign. Our total subscriptions were \$244,850, and while less in amount than Toledo and Chicago Divisions, from the standpoint of employes subscribing, we closed 84.9 per cent., against Toledo's 80.6 per cent., and Chicago's 78.2 per cent.

M. J. Dugan, Jr., boilermaker, has returned to duty after serving his country eighteen months.

George Marning, boilermaker helper, is back after two years' service. He was shot through the left lung while in action.

"Lew" Anderson, fireman, is again with us after eighteen months in France. He was wounded on the right side of his face by machine gun bullet. It left an ugly scar but does not injure his good looks.

It is beginning to look as if general foreman Horan is going to lose his stenographer as there is a young man from Washington who has worn out two card passes this year making his calls. He was up here last week and showed Miss Kaufman a grand time at the Street Carnival.

George Childers has moved his family from New Albany to Cincinnati because of having been transferred to main line. The people of New Albany are sorry to see George go, as he was well liked by all with whom he came in contact.

J. E. Harmon, agent at New Albany, who is the heavyweight of our division, celebrated his thirty-second year in the service on April 29. He entered the service of the O. & M. R'y at Louisville, Ky., April 29, 1887, as waterboy.

All the boys of the Claim Prevention Bureau say that, when it comes to eating, relief agent Hudson takes the cake. At least it took several pieces at Louisville to satisfy him.

We regret to announce the death of Ford Cox, conductor, age forty-six years, who was injured near Shoals, Indiana, on the afternoon of May 23, when in charge of a crew unloading gravel. He was placed on train No. 2, to be conveyed to his home in Seymour, where he resided a number of years, but expired before arrival. Mr. Cox entered our service as bridge watchman in 1892, but went to train service in 1895, in which he continued. During these many years he so conducted himself that his record is almost perfect, there being but one reprimand because of a minor accident. He had one commendation on account of an unusually meritorious act. The untimely call was quite a shock to his many friends and co-workers, and all feel very keenly the bereavement sustained by his wife and daughter.

John C. Osterman, cashier, Seymour freight station, is receiving congratulations. It's a boy.



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Miss Jessie Taylor

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent, Flora, Ill.*

The accompanying photograph is of Miss Jessie Taylor, motive power distribution clerk in the Division Accountant's office at Flora. Miss Taylor entered our service on May 7, 1917, and is considered one of the best clerks in the office. She is at home as a railroader, for her father, Sherman Taylor, is water station foreman on our division.

T. J. McCarthy, clerk in the superintendent's office at Flora, was absent from the office on April 11. He was visiting the Flora grade schools. In the spring a young man's fancy lightly turns to thoughts of music. He has gone as far as he can with his vocal lessons in Flora and is now taking vocal lessons by mail from an excellent instructor in Chicago.

This should go in the "Safety First Roll of Honor," but on account of lack of space we are compelled to print it elsewhere. Mrs. Carrie Johnson, clerk in the Division Accountant's office at Flora, is to be highly commended for saving the life of the chief dispatcher when a ladder slipped from under him in the stationery room and left him hanging to the ceiling by the little finger on his left hand. Mrs. Johnson gallantly moved the ladder so that he could find a good place to alight. "Sandy" should appreciate it.

At 7.30 p. m., Thursday, May 8, a meeting of our Athletic Association was called to order by chairman W. S. Hopkins. Various subjects

were discussed and the formalities of organizing a baseball team were completed. The following officers were elected: W. C. Deitz, manager; O. T. Goff, secretary; W. S. Hopkins, treasurer and chairman.

Manager Deitz promises us that we will have a winning team this year, and after the result of the first game we agree with him. Treasurer Hopkins says that he is going to show us some new ways of getting money to keep the team going, and he started by putting on a show at the Opera House at Flora, on which we cleared about \$40.00. He will find other ways of raising money to insure a well filled treasury.

The first game of the season was played on Decoration Day, when we crossed bats with the Moose Team at Flora, our boys winning by a score of 6 to 3. There was good playing by both sides.

The accompanying photograph is of Sergeant P. V. Robards, night ticket clerk at Olney, Ill. Mr. Robards entered our service at Olney on July 17, 1917, as baggagemaster, and was promoted to night ticket clerk, November 1, 1917, from which position he was furloughed for military service, April 27, 1918. He was sent to Camp Dix where, in a short time, was made supply sergeant and in October, 1918, was made first sergeant and about the time the armistice was signed, supply sergeant-major. Sergeant Robards was discharged from military service on December 3, 1918, and is glad to get back to his old job.



Sergeant P. V. Robards

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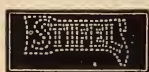
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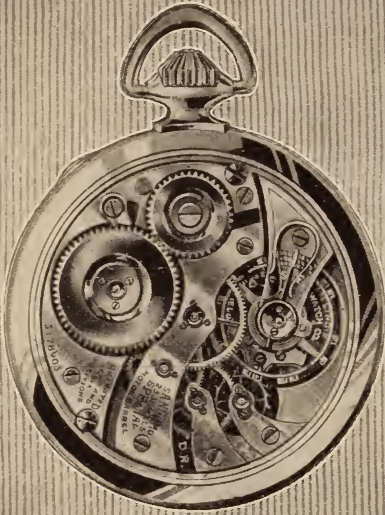


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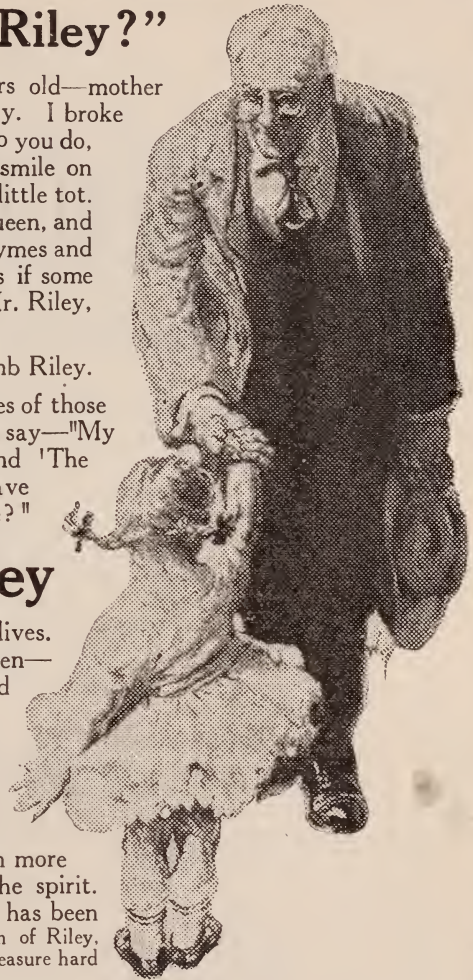
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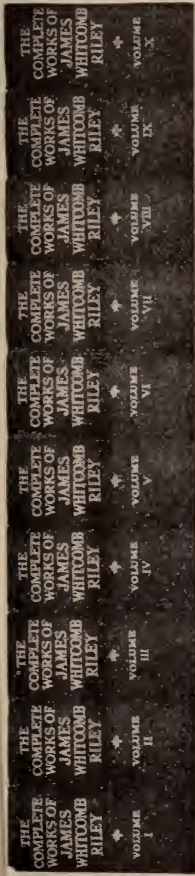
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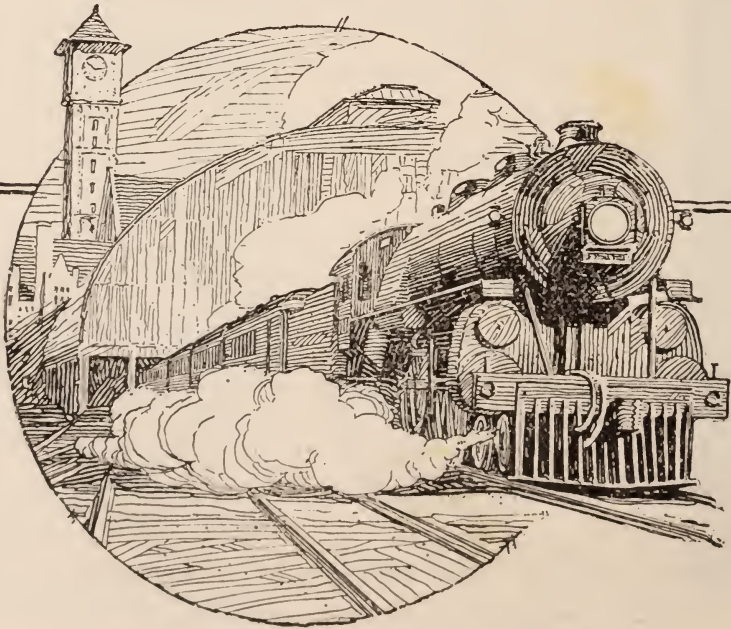
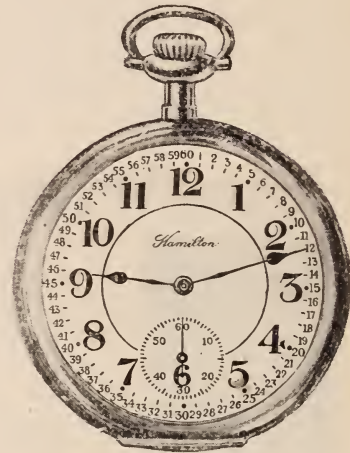
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Volume 7

BALTIMORE, AUGUST, 1919

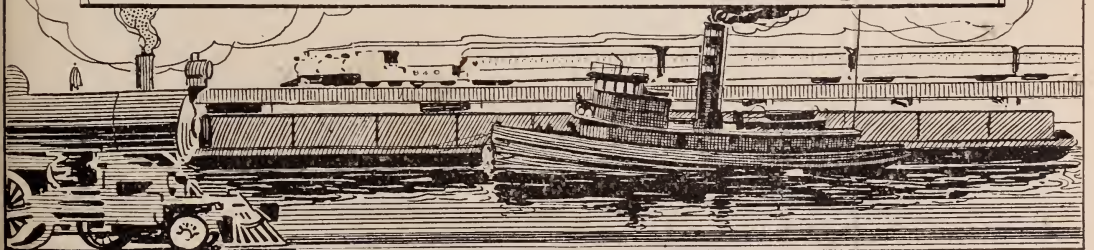
Number 4

CONTENTS

Contents Page Decoration.....	E. A. English	3
Prizes for No-Accident Campaign, July 15 to October 15, Western Lines, Duplicate Those Offered Employes of Eastern Lines in July Issue.....		4
No-Accident Campaign Spreads to Western Lines.....		5
Bring All Your "Pep".....		6
Eastern Lines Show Fine Progress for First Thirty-five Days of No-Accident Campaign....		7
Monster Gun Throws Projectile Thirty Miles from Railway Mount.....		11
Record Run by New Castle Division Crew.....	A. C. Harris	12
Our New Hospital Car at New Castle Junction.....	Frank Dorsey, M. D.	13
Railroad Veterans of Great War Urged to Join American Legion.....		15
Pictorial Pages.....		16
New Method of Motor Truck Loading.....	O. S. Lewis	18
Pleasing the Public.....		20
Cincinnati Sees Test of New Smoke Eliminators and Believes.....	W. F. Cochrane	21
Alexander Layman, Representative Employe, New York Terminals.....	Patrick Lucey	24
Editorial.....		26
As Seen by the Cartoonists.....		28
Our Own Hall of Fame.....		30
Letters of a Self-Made Failure.....	Maurice Switzer	33
June's Social Activities.....		37
Death of "Jesse" Neer, Late Division Passenger Agent, Springfield, Ohio, Mourned by Railroad Friends.....		41
Advanced Program Assured Y. M. C. A. by Success of Membership Week.....		43
Impressive Tribute Paid at Interment of Late Major McDonough.....		47
It Takes Many Kinds of Genius to Run the Railroad.....	P. H. Starklauf	49
Are You Getting the Proper Exercise?.....		50
Washington Information.....		51
Easy and Practical Home Dressmaking Lessons.....		55
f I Had to Pay the Claim Myself.....		58
Railroad Makes Brave Show for Service Men of Martinsburg on Independence Day.....		59
Safety Roll of Honor.....		61
Among Ourselves.....		65

Published monthly at Baltimore, Maryland, by the Employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.

E. A. English



Prizes for No-Accident Campaign, July 15 to October 15, Western Lines, Duplicate Those Offered Employes of East- ern Lines in July Issue

Federal Manager Begien has authorized the following prizes for the No-Accident Campaign now being conducted on the Western Lines:

FIRST

A flag of appropriate design will be awarded the winning division; a full description of this will be published in the September issue of the MAGAZINE.

SECOND

The winners will be given a banquet, picnic or outing soon after the close of the campaign. The nature of this will depend somewhat on which is the winning division, the decision to be made by the division officials themselves. It is hoped, however, to make the celebration such as to enable as many of the winning employes as possible to participate.

THIRD

Three prizes of \$25.00, \$15.00 and \$10.00 respectively, will be given for the best, second best and third best articles submitted to the Editor of the MAGAZINE on the subject "HOW WE CAN HELP IN THE NO-ACCIDENT CAMPAIGN."

This competition is open to all employes on Western Lines. The trackman or section foreman has as much chance of winning a prize as the division engineer; the freight handler, as the agent; the trainman, as the trainmaster; the machinist, as the master mechanic; the clerk, as the superintendent. It is suggested that each employe who enters the competition treat the subject from the standpoint of his kind of work. This is not a condition of the contest, however.

It is requested that wherever possible the articles submitted be typewritten, but employes not having typewriter facilities can submit in long hand. Write on one side of the sheet only, allowing plenty of space between lines. Do not place any evidence of authorship of article either on envelope in which article is mailed or on article itself. But with article enclose a blank envelope containing name, position and address of writer, and mark in plain letters on the envelope "WESTERN LINES." The authors of the articles will not be known, even to the judges, until the winning contributions have been decided upon.

The following officials have consented to act as judges in the competition:

- J. B. Carothers, assistant to Federal Manager.
- E. G. Lane, chief engineer.
- G. D. Brooke, superintendent of Transportation.
- W. M. Malthaner, general master mechanic, Northwest District.

The winning articles will be published in the MAGAZINE and contributions must be mailed to the Editor, Mount Royal Station, Baltimore, by October 25.

No-Accident Campaign Spreads to Western Lines

Federal Manager Begien Announces Drive from July 15 to October 15

LAST month we told of the beginning of the No-Accident Campaign on the Eastern Lines. Now, "East is West and West is East," for the Westerners have taken the bit in their teeth to make a drive on their accidents during the three months period of July 15 to October 15. This movement to reduce personal injuries and accidents, and to diminish the large economic waste caused by them is too good to be confined to any part of the Baltimore and Ohio.

In announcing this campaign on the Western Lines, Federal Manager Begien said in his letter of July 10 to general superintendents E. W. Scheer and F. B. Mitchell:

With a view to quickening interest in SAFETY work, we will inaugurate a No-Accident campaign to run from July 15 to October 15.

To accomplish the results desired we must have the highest quality of cooperation from all Departments.

The trackmen must provide good track; the Locomotive Department, engines in shape to make successful runs; the Car Department must insure us against defective equipment.

Train and enginemen must exert themselves to properly handle trains and observe every precaution to safeguard their trains.

Yardmen must use the same degree of care to avoid causing injury to person or property.

Conductors and trainmen are urged to keep in mind at all times the SAFETY of the passengers in their care and to use their best efforts to keep them from injury.

Dispatchers' and operators' responsibility for safe dispatching and protection should ever be borne in mind.

Station agents and their forces must do their share in seeing that freight is loaded carefully and properly.

Crossing watchmen are urged to use the utmost care in passing traffic over the railway and should, under no circumstances, take chances.

Shop employes will be expected to observe the rules which have been prescribed for their

protection against accident. "Take no chances" should be the slogan. Safety Committeemen should be particularly observant and secure the cooperation of their fellow employes to make this branch of the service show up favorably.

Each officer and employe connected in the remotest way with the maintenance of track, structures or equipment, the operation of trains or handling of passengers or freight, is urged to measure his own individual responsibility and abstain from any lapse or act that might imperil his own SAFETY, the SAFETY of others or the property entrusted to his care.

To maintain a record so that we may know what is possible from intensive application, Superintendents will please make a daily report on form as per sample enclosed, mailing it to the undersigned, with a copy to you. Copy of tabulated results will be sent you.

Please arrange for Division officers to convene their staffs and properly organize for a successful campaign, enlisting the support of officers in every branch of the service. They, in turn, should arrange local organization so that there will be thorough, consistent action all along the line.

Particular care should be taken in the distribution of posters, providing for the greatest possible publicity. Agents can assist in this by explaining to local Editors the object of the campaign—to secure greater interest in the SAFETY idea as a means of preventing accidents.



At this writing two meetings have already been held in the interest of the campaign.

The first was on Wednesday afternoon, July 16, when the officers and department heads at the Cincinnati Terminals met in the office of their superintendent, J. H. Meyers. Trainmaster R. B. Fitzpatrick presided, introducing John T. Broderick, superintendent, Safety and Welfare Department, who outlined the general purpose of the campaign. He especially emphasized the fact that SAFETY work,

as generally understood for the purpose of reducing personal injuries, goes hand in hand with the No-Accident Campaign, the one being inseparable from the other; and that any special effort put forth to reduce careless practices results in the saving of both human and material resources.

At the second meeting at Ivorydale, about three hundred of the shop employes were present to hear Mr. Broderick launch the campaign there. They listened with keen interest to his exposition of how the No-Accident work was to be conducted.

General superintendents F. B. Mitchell and E. W. Scheer expected to call employe meetings on their respective districts during the week of July 20.

It will be seen that the general plans of the campaign on the Western Lines are similar to those obtaining on the Eastern Lines. The competitive method which, to date, has brought such success in the East, will enlist the keen spirit of rivalry for which the Westerners are noted. The remarkable progress made by some of the

Eastern Divisions during the first twenty days of the campaign, as recounted in the preceding article in this issue, will be at the same time an encouragement and challenge to greater results in the West.

The Prize Contests

In this connection it should be remembered that two sets of awards are being offered, one set for the divisional competition on the Eastern Lines, and one for the divisional competition on the Western Lines. In the Prize Contest for the best articles on "How We Can Help in the No-Accident Campaign," the Eastern and Western Lines have their own respective officials for the judges.

There is no formal competition between the two parts of the System. That is impossible if only because of the difference in the periods covered. But good natured comparisons are sure to come. The campaign in the West will last slightly longer, but the boys in the East have stepped off at a fast pace. The question is, "Will they be headed?"

Bring All Your "Pep"

Bring all your "pep" to the job in reducing them,
Accidents costly and dangerous to life;
Leave not a thing undone dangerous leaks to stem,
This for the sake of your children and wife.
Into the breach where our enemy carelessness
Makes a mad rout with destruction and pain;
On with your weapon of vigilant watchfulness,
Reinforced strongly—each day will see gain.
Enter with purpose your effort to concentrate,

At the beginning and on to the end,
Not one small defect to leave in the hands of fate;
Down to the minimum Accidents send.

On with the war on the enemy, foolish waste,
Help every minute to put him to rout,
Into the good fight let every one now make haste,
On to the Victory—let nobody doubt.

Eastern Lines Show Fine Progress for First Thirty-five Days of No-Accident Campaign

Divisions Make Large Increases Gross Ton Miles per Accident

AT THIS writing it is possible to publish results on only the first thirty-five days' progress of the No-Accident Campaign on the Eastern Lines. But if the same ratio of decrease is maintained by all the divisions through to the end of the campaign, the record now being made will be considered one of the best in the history of the railroad.

The period from June 10 to July 14, inclusive, shows that the Connellsville Division has increased its gross ton mileage per accident, 585.5 per cent. over the same period of 1918. This is in the face of an actual reduction of gross ton miles for 1919, as compared with 1918, and is for this reason a particularly good showing. The rank of the other divisions on the same basis and for the same period was as follows:

- Second: Monongah.
- Third: East End, Baltimore.
- Fourth: West End, Cumberland.
- Fifth: Pittsburgh.
- Sixth: West End, Baltimore.
- Seventh: East End, Cumberland.
- Eighth: Ohio River.
- Ninth: Wheeling.

To date it has been impossible to rank the Baltimore Terminal and Charleston Divisions, because a separate record of the gross ton miles made on these divisions was not kept up to June 30, 1918. Otherwise a complete record for available period appears on next page.

New Agencies Enlisted to Help Campaign

Officials and men are cooperating to make every day bring forth something

tangible to help the good work along. Numerous conferences and meetings are being held, the newspapers published along the line of the Railroad are giving help with timely articles, and the assistance of the ministers in each community reached by our lines has been enlisted through the following self-explanatory letters:

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS
BALTIMORE AND OHIO RAILROAD
BALTIMORE, July 7, 1919.

To All Agents:

Enclosed you will find copies of a letter intended for the ministers of your community, the subject of which is easily understood. You will please mail a copy of this letter in a neat envelope, addressed in ink, to each minister at your station.

If it is possible for you to deliver the letter in person, please do so, and in the event that this cannot be done, send it by the first mail.

Our reason for desiring you to give this matter your personal attention, is that many of you are in close touch with your local ministers, and we desire to place you in a position to bring as much influence as possible to enlist their support.

The question of grade crossing accidents has become a most serious one, and if you will assist the railroad in directing an appeal to the local people, we are sure that much can be accomplished in saving human life.

If there are any stations where there are no ministers located, please acknowledge receipt, giving such information.

At stations where there are a number of churches located, it is desired that the letters be sent to the larger churches, regardless of the denomination.

To obtain the desired results as soon as possible, it is important that you handle the matter with as much promptness as you can.

Yours very truly,
JOHN T. BRODERICK,
*Superintendent, Safety and Welfare
Department.*

United States Railroad Administration
 Director General of Railroads

BALTIMORE AND OHIO RAILROAD—EASTERN LINES

Statement of Accidents June 10 to July 14, inclusive, 1919 as compared with 1918
NO-ACCIDENT CAMPAIGN

DIVISIONS	ACCIDENTS										GROSS TON MILES		1000 GROSS TON MILES PER TRAIN ACCIDENT		PER CENT. INCREASE OR DECREASE 1000 GROSS TON MILES PER ACCIDENT 1919 over 1918		RANK
	TRAIN		CASUALTIES				1918		1919		1918	1919	INCREASE	DECREASE			
	1918	1919	1918		1919		K	I	K	I							
			K	I	K	I											
Baltimore (East End).....	64	7	X	X	0	19				185,264,700	109,095,600	2,894	15,585	438.5	.....	3
Baltimore (West End).....	14	5	X	X	0	22				281,051,500	195,977,000	20,075	39,195	95.2	.....	6
Baltimore Terminal.....	30	24	*	*	0	66				*	31,296,600	..	1,304	.....	..	7
Cumberland (East End).....	21	13	0	50	4	44				572,059,900	457,926,600	27,241	35,225	29.3	.....	4
Cumberland (West End).....	40	10	6	51	0	43				271,558,500	227,698,000	6,788	22,769	235.5	.....	..
TOTAL MARYLAND Dis't ..	169	59	6	101	4	194				1,309,934,600	1,021,993,800	7,751	17,322	123.5	.....	..
Monongah.....	91	17	4	43	1	35				114,937,300	138,894,100	1,263	8,170	546.8	.....	2
Wheeling.....	32	19	1	33	0	16				155,914,300	113,259,000	4,872	5,961	22.3	.....	9
Ohio River.....	11	6	0	34	0	32				63,942,700	44,502,600	5,813	7,417	27.6	.....	8
Charleston.....	5	5	#	#	1	1				#	37,419,300	.....	7,484	.....	.....	..
TOTAL W. V. A. DISTRICT ..	139	47	5	110	2	84				334,794,300	334,075,000	2,408	7,108	195.1	.....	..
Connellsville.....	73	10	0	40	3	20				283,473,600	266,176,300	3,883	26,617	585.5	.....	1
Pittsburgh.....	37	10	10	66	2	32				273,366,800	195,655,600	7,388	19,565	164.8	.....	5
TOTAL PENNA. DISTRICT ..	110	20	10	106	5	52				556,840,400	461,831,900	5,026	23,091	359.4	.....	..
TOTAL EASTERN LINES..	418	126	21	317	11	330				2,201,569,300	1,817,900,700	5,266	14,427	173.0	.....	..

* Data not available, included in Baltimore Division (West End). # Date not available, Division inaugurated July 1, 1918. x Records destroyed by fire.
 BUREAU OF FEDERAL AND STATE COMMISSION REPORTS, BALTIMORE, M.D., JULY 23, 1919.

Some Facts to Remember in the No-Accident Campaign

Anything that helps the Railroad helps us.
Anything that injures the Railroad can't help us.

Waste of Life, Limb and Property hurts everyone.

We have a serious accident every day.

The Waste of Life and Property in these accidents is appalling.

Today it may be you, and if it comes and you have time left to think, remember that some one failed.

The Remedy is Simple: Go to work with this determination: "What I do today I will do right."

This applies to everyone from the waterboy to the undersigned, and in every department.

The big majority do this, but if we can increase the number who do, we can cut our insurance rates, give the Claim Agent a vacation, and restore the dividend on the Baltimore and Ohio.

A handwritten signature in cursive script, appearing to read 'H. Barnes'. The signature is fluid and stylized, with a large initial 'H' and a long, sweeping underline.

General Manager, Eastern Lines

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS

Baltimore and Ohio R. R.

Eastern Lines

Coal & Coke R. R.

Wheeling Terminal R. R.

Western Maryland R. R.

Cumberland Valley R. R.

Cumberland & Pennsylvania

R. R.

JOHN T. BRODERICK,

Superintendent Safety and Welfare Dept.

BALTIMORE, MD., July 10, 1919.

Reverend Dear Sir:

As an observer of current events, you have no doubt had frequent occasion to note the alarming number of people who are annually killed or injured while driving automobiles over railroad crossings.

Our Federal Manager, Mr. C. W. Galloway, and other officers have felt much concerned over these distressing occurrences. They have been able to be of material assistance in spreading the doctrine of Safety and Caution among our own employes through the educational work of our Safety Department. We have found it rather difficult, however, to reach many people in a way direct enough to bring them to a realization of the loss of life which is caused by carelessness.

We have concluded that it would be safely within the lines of propriety and consistent with the humane policies of our ministry to ask their assistance, and I hope you will agree with me.

Our tests and observations covering a number of years have been given close analysis, and we are fully convinced that, if the drivers of automobiles will only abide by the simple rule, "Stop, Look and Listen," before crossing a railroad track, nearly, if not all, of the accidents can be avoided.

The reasons are obvious, and I do not feel that it is necessary for me to elaborate on them.

The exigencies of war have impressed upon us many things, among them, the value of life and its conservation. An evil practice, which is daily costing human life, making widows and orphans, and resulting in untold suffering, should be combatted with the thought and argument of the foremost leaders in each community.

We, therefore, ask your cooperation in this matter, and if the suggestion meets with your approval, we request that you refer to the matter in one of your sermons in the near future. A reply from you upon this subject, stating if we can expect you to help us in this humanitarian work, will be appreciated.

With much respect, believe me,

Sincerely yours,

(Signed) JOHN T. BRODERICK.

The race is still wide open and although the Connellsville Division has gotten off to a good lead, there is ample opportunity for other divisions to put on additional steam and give early indications of disputing first place. The winning division

will be the one which sticks close to its job on through the dog days of August and maintains the high spirit of enthusiasm with which the campaign was started.

As I See the No-Accident Game

By M. H. Cahill

General Superintendent, Maryland District



Y TELEPHONE rings.

"General Superintendent's office, Cahill speaking," I answer.

"Hello, Mr. Cahill, this is the editor of the MAGAZINE. Won't you give me a special message on the No-Accident Campaign for the men of your district? I want it for the August issue. Just tell me what you are doing to land that winning pennant."

So it looks as if it was up to me and I go:

"Personally I am not doing anything, Mr. Ed. However, I have teams with two of the best captains one could find in a month's travel, and they have selected the best players in the market. It is really a pleasure to watch these teams play. They make home runs every game, and those modest captains merely smile and say 'Don't worry about us; we know our players; they will bring home the bunting.'

"Why should I annoy them with suggestions as long as the ball keeps going over the fence? A wise manager does not tell his captains what will happen to them if they do not make safe hits; he merely pats them on the shoulder and says 'Go ahead, John, I know you can do it;' or 'Use your own judgment, 'Bob;'' it is usually better than mine."

"A man who is made of winning material, no matter what happens, always wins out. He is not afraid of being beaten. An occasional failure merely stimulates the fellow with the winning spirit. You cannot discourage this type. This is the material my captains are made of. Why should I worry, Mr. Ed.? How can I lose?"

Monster Gun Throws Projectile Thirty Miles from Railway Mount

THE accompanying photographs show the gun exhibit of the Baldwin Locomotive Company at the recent Master Car Builders' Convention at Atlantic City. These gun mounts were built for the United States Navy, and it was through the courtesy of the Navy that the Baldwin Company was enabled to exhibit them.

The large gun is a fourteen-inch Navy rifle, fifty calibers in length. The mount is carried on four trucks having five pairs of wheels each, or a total of forty wheels. It can be transferred from place to place over any standard gauge railroad track, having sufficient strength and clearance limits, and is accompanied by a train of supply, commissary and living cars for the gun crew. This mount is an im-

provement over a number which were built during the war, and were successfully used in action against the German lines for several weeks previous to the signing of the armistice. In these earlier equipments it was necessary, when firing at high angles, to transfer the weight of the gun from the mount to a separate foundation, in order to absorb the shock and provide room for the recoil. With the new design, however, the gun can be fired at high angles direct from the railway mount. The maximum effective range is about thirty miles.

The smaller gun mount carries a seven-inch rifle, and is what is known as the "Caterpillar" type. It has broad caterpillar treads similar to those used on tractors which are designed for service



So marvelous in strength and adjustment is the recoil mechanism of this fourteen inch navy gun that it can be fired from its own trucks on railroad tracks



A seven inch rifle on "caterpillar" type mount

on rough roads and soft soil. These guns can thus be hauled over ground where it would be difficult, if not impossi-

ble, to build a railroad track. In the field, they are transported by means of tractors of 120 horse-power.

Record Run by New Castle Division Crew

On May 31, engine 5030, train No. 5, with 8 cars, handled by engineer "Ed" Murphy and fireman W. F. Beinecke, was handled from New Castle Junction to Willard, a distance of 149 miles, with 355 scoops of coal. These scoops average about 14 pounds each, bringing the coal consumption to 4,970 pounds for the run, or an average of 4.2 pounds of coal per car mile.

On the following date, June 1, the same engine in charge of the same crew, on No. 8, handled 8 cars from Willard to Akron and 9 cars from Akron Junction to New Castle Junction. They made the trip with 367 scoops of coal, 5,138 pounds for the trip, or 4.1 pounds per car mile.

No. 5 made 5 stops, reduced speed at 6 points and made one stop for water. On June 1, No. 8 made 6 stops, observed slow orders at 6 points and made one stop for water. The fire was in good condition at the end of both runs with two solid gauges of water in the boiler. The grates were not shaken, the hook was not used, nor did the engine pop during the entire trip. The steam pressure at no time varied more than 15 pounds.

The crew in charge of this engine had no advance notice that any test was going to be made, and we feel that this is a record for the Baltimore and Ohio.

Messrs. Murphy and Beinecke are to be congratulated on their excellent showing. They have made a mark that will be hard to beat.

A. C. HARRIS,

Assistant Chief Clerk to Superintendent and MAGAZINE Correspondent.

Our New Hospital Car at New Castle Junction

By Frank Dorsey, M. D.

Relief Department

ON account of the long run for the ambulance from New Castle to New Castle Junction, a distance of about three and one-half miles, and there being practically no facilities for caring for injured employes at the Junction, it was deemed advisable to place a hospital car at that point. It was at first planned to have an emergency hospital, but no suitable location could be found.

The hospital car is placed on a side track near the station and when an accident occurs requiring an ambulance, an

engine is attached to the hospital car and the patient taken to Gardner Avenue, New Castle, where car is met by the ambulance. This requires but a short time, and in the meantime the patient is made as comfortable as possible in the car, which is equipped for his comfort as well as with the necessary supplies for any first aid that may be required. This car is kept warm with steam at all times. It is equipped with two stretchers and the stretcher holders, two couches, a table, a cupboard for necessary bandages, gauze, iodine, aromatic spirits of ammonia, soda,



The interior of the car, showing First Aid requisites



An engine is coupled to the car for quick transportation of patient to hospital in New Castle

sterilizer, etc., a water tank and gas for a burner.

Folding steps are kept inside of the car, and when necessary can be let down to the ground from a side door. There is a thoroughly trained first aid corps selected from competent men on both the day and night force, and when an accident occurs

they immediately take charge of the patient and accompany him to the car, rendering what first aid is necessary until he is placed in the ambulance at Gardner Avenue. The employes of New Castle are very grateful to the Company for placing the car here and its praises can be heard on every hand.

Never Spit into the Reservoir

To avoid sores and other forms of infection, operators using cutting oils or compounds should be careful to—

Wash thoroughly.

Protect scratches, cuts or open wounds from the oil or compound.

Avoid wearing oil or compound soaked clothing.

National Safety Council—Metal Working Series

Railroad Veterans of Great War Urged to Join American Legion

WHO is not thrilled by the sight of the aged veterans of the Civil War on parade on their Memorial Days? Who, as they march by with faltering but determined step, does not breathe a silent prayer of thanksgiving for their devotion and sacrifice? It makes no difference whether we were supporters of the North or the South—the sight of the men in Blue or Gray fills us anew with the spirit of patriotism. We honor them for their support of the cause that they thought right and are grateful that their struggles recreated an undivided country.

The American Legion now being formed will mean the same thing to the veterans of the Great War as have the Federal and Confederate Posts to the veterans of the Civil War. But it will mean vastly more because it will be the perpetuation of the ideals and memories of the four million sons who went out to do battle on foreign soil for the principles of a United Nation. The Blue or Gray Divisions of the Civil War have been supplanted by the Blue and Gray cohorts of the Great War!

Baltimore and Ohio men who were fortunate enough to serve their country are urged to affiliate with this organization. The forming of a Local Post may not have been started in your vicinity. If it has, don't let another meeting go by without joining your comrades and enunciating once more your red-blooded Americanism. If it has not, write to the National Executive Committee of the Legion at 19 West 44th Street, New York, and ask what steps you can take towards the organization of your Post.

The preliminary meeting of the Legion in St. Louis on May 8, 9 and 10 set forth the following principles of the organization:

Nature

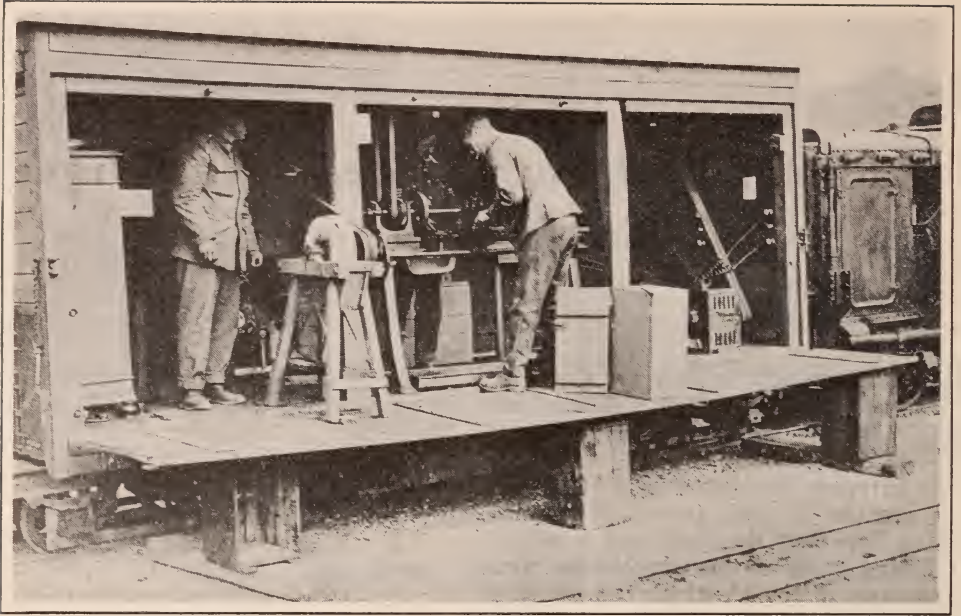
1. It is non-partisan.
2. It knows no distinction of rank or service.
3. It is a civilian organization.

Objects

1. To uphold and defend the Constitution of the United States.
2. To foster and perpetuate 100 per cent. Americanism.
3. To safeguard and transmit to posterity the principles of Justice, Freedom and Democracy.
4. To consecrate and sanctify our comradeship by our devotion to mutual helpfulness.

Immediate Program

1. Organization of State branches and local posts.
 2. Cooperation with the Government and other existing agencies to find employment for ex-service men.
 3. Assistance to ex-service men in matters of War Risk Insurance, Liberty bonds, allowances, compensation and service pay.
 4. Publication of weekly magazine, *The American Legion Weekly*.
- This organization work is progressing rapidly and it is expected that at least one million ex-service men will be enrolled as members prior to the National Convention, which will meet at Minneapolis on November 10, 11 and 12 to effect the permanent organization of the Legion.



A Traveling Workshop on Canadian Corps Tramways
Instead of the tractor, when broken down, being towed to a workshop, the workshop goes to the casualty.



Official French Photograph, Copyright Underwood & Underwood, New York

Yanks on Leave in the French Alps

A party of American soldiers are here shown starting out for a day's outing on Mount Renard in the French Alps. Note type of railroad car and engine.



Copyright, Underwood & Underwood, New York

Richborough's Train Ferry—A War Wonder—Revealed for the First Time

Along with the other British Naval Mysteries of the War which startled the world when they were first revealed, comes this one of Richborough's Train Ferry. It is to this innocent looking vessel that the splendid work in the transportation of troops and vast quantities of material, during the war, is partly due. This photograph shows the Train Ferry in its berth on the English coast, unloading and re-loading, a feat which it accomplishes in nineteen minutes.

New Method of Motor Truck Loading

Garford Motor Truck Company Saving Freight Charges and Space

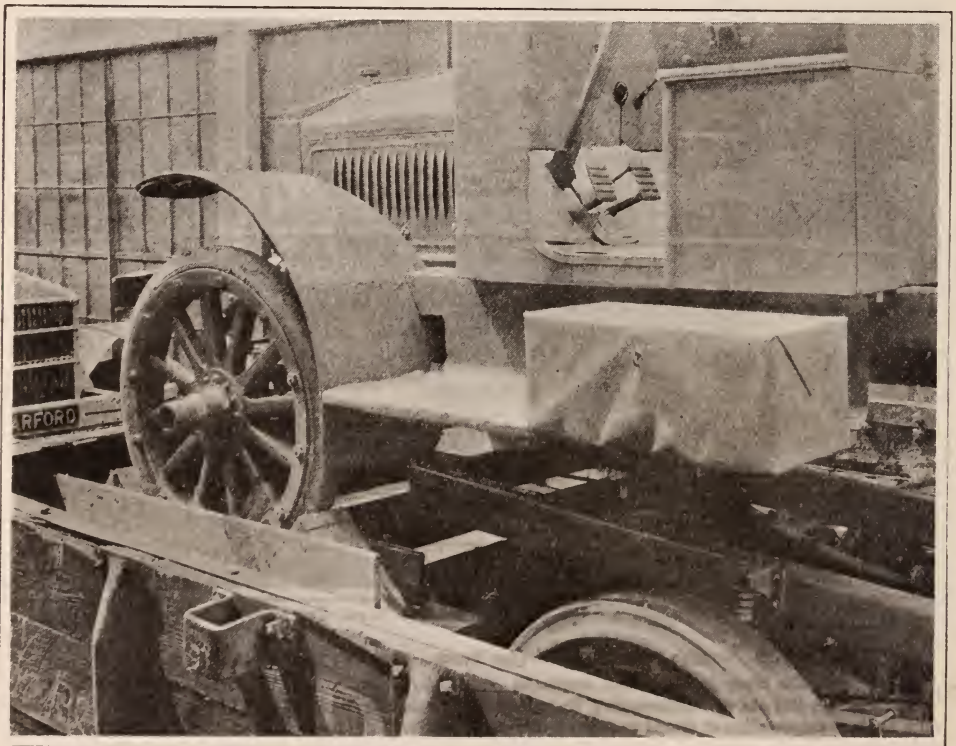
By O. S. Lewis

General Freight Agent, Cincinnati

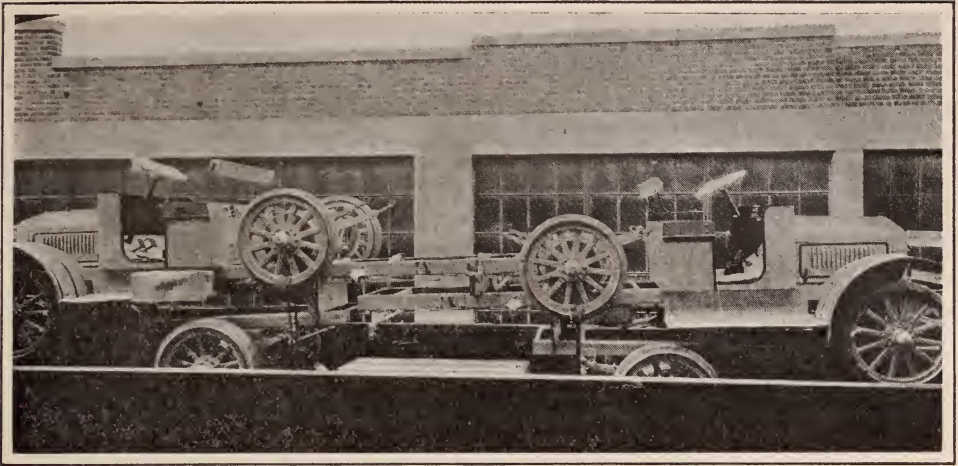
IN THE interest of conservation of equipment, about which much has been said during the past two years, attention is frequently called to the effort put forth by the shipping public to assist the carriers in securing greater car efficiency. It has been found that in many cases heavier loading not only secures better transpor-

tation but proves to be an economical practice to the shipper. Therefore, a careful study has been given the matter by some of the traffic departments of the larger industries.

The Garford Motor Truck Co., Lima, Ohio, who are large shippers of auto trucks, have adopted a new plan of loading, which has not only increased the



Picture Showing Detail of "U" Bolt Decking



Upper and Lower Berths for the Trucks—Their Close Fellowship Reduces the Cost

efficiency of car loading one hundred per cent. but has also resulted in a net saving of from five to fifty dollars per car in the expense of loading and shipping.

Originally they required either a flat or drop-end gondola and loaded one truck in a 36 ft. car, or two in a 40 ft. car. Occasionally a platform was built permitting the loading of the third truck by double-decking or tiering. Under the new method of loading, the upper truck is run over the body of the lower, and the two lowers being placed end to end with the two upper trucks resting on their bodies, with rear wheels removed from the two upper trucks and the front wheels securely braced.

Through the courtesy of the Garford people the accompanying photographs show the present plan which they have adopted.

What this means to the shipper is explained by Mr. J. M. Case, the Advertising Manager of this Company, in the following statements:

"Our Traffic Department has checked this matter up very carefully and finds that when loading by the old method or, in other words, when it was necessary to build a platform, the cost of labor and material amounted to approximately \$20.00. By this new manner, namely, by decking with 'U' bolts, the labor and material cost is cut twenty-five per cent.,

or down to \$15.00. This nets a saving of \$5.00 on blocking alone.

"Gondolas, flat cars or box cars can be used with this new method equally well.

"The weight of dunnage which is charged for by the Railroad Company on this new method is 300 pounds while the charge on the old method is 1800 pounds. This gives us a saving of dead weight amounting to 1500 pounds.

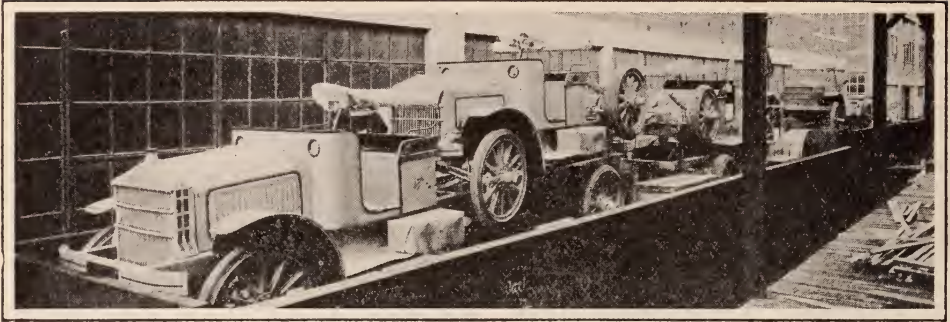
"The photographs show a shipment which was sent to Portland, Oregon, and the rate was \$3.25 per cwt. Right in this particular instance we showed a saving in freight of almost \$50.00

"Another worth while advantage is that our trucks, when shipped by this new method, can be unloaded very quickly. All that is necessary to accomplish this with a considerable saving of time is to run them down an incline platform and drive them to their destination.

"When that point is reached, the top truck, the one that is being carried, can be taken off with a hoist, making it unnecessary to use the railroad crane.

"Another point worthy of mention is the fact that this new manner of loading is really much safer than the old as there is no danger of the trucks loosening up and running wild in the car."

Other shippers may find it to their advantage to follow the above example.



The New Method Saved Almost Fifty Dollars on this One Shipment
(See preceding page)

Pleasing the Public

Agent Hall, of Jessup, Md., Wins Commendation

HEADQUARTERS 154 DEPOT BRIGADE
CAMP MEADE, MD.

MR. WALKER D. HINES, U. S. R. R. A.,
Bureau for Suggestions and Complaints,
Washington, D. C.

Dear Sir:

I wish to bring to your attention a little act by one who has a good many similar acts to his credit, and which, if possible, should be rewarded. You have a station agent in W. L. Hall, stationed at Jessup, Md., who, through his unfailing courtesy and likeable personality, has won the attention of all the residents throughout this section, and who, through his close application to business, can always be depended upon.

In this particular case my wife was to proceed to Montgomery, Alabama. As you know, they have no Pullman accommodations on sale at your small way stations, but Mr. Hall went to Washington and secured railroad and Pullman accommodations for her so that she could check her baggage and not have to bother about anything until she alighted from her train at her destination, even though, at this time, he was sick with a bad case of the Flu. It is just such things as this that make him so appreciated throughout the community and I hope that whatever word of commendation I may be able to give him will, upon investigation, seem justified in your eyes.

Yours very truly,

[Signed] JOSEPH C. MATTHEWS,
Captain, Infantry, U. S. A.

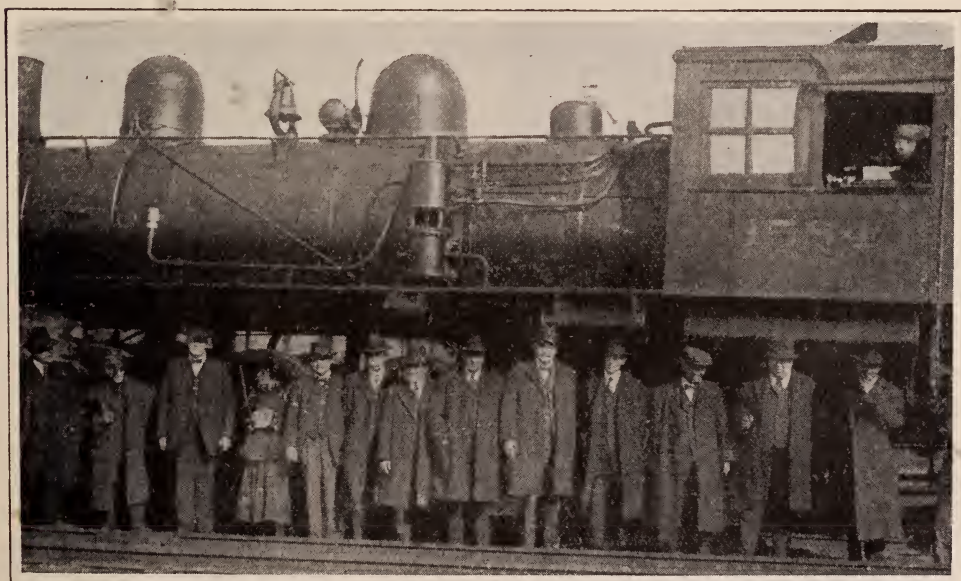
Cincinnati Sees Test of New Smoke Eliminators and Believes

By W. F. Cochrane

Chief Clerk to Superintendent Terminals, Cincinnati

A PICTURESQUE setting was given to a recent smoke elimination test held in Cincinnati, by the presence of chairman Zoe Fleming Dunlap and Mrs. Silas Brown of the Women's City Club Smoke Abatement Committee. It was the occasion of the testing of a new system of smoke eliminators and, as may be seen in the accompanying pictures, our visiting investigators seem thoroughly to enjoy their introduction to practical railroading.

Walter Darling, road foreman of engines, took charge of the throttle of locomotive 1584 at Eighth Street, while the regular commander of that huge machine, engineer Peter Schuetz, loaded up the firebox with five times as much coal as was needed. The result was a cloud of smoke from the green fire, a cloud that shrouded the neighborhood in a fog. Then—Presto! The jet system, as devised by J. M. Shay, master mechanic, went into action and the



Among those present at the test were, reading from left, third figure, C. J. Cleary, trainmaster; seventh figure, J. A. Schiffgen, general foreman; eighth figure, W. T. Darling, road foreman of engines

black plumes of smoke were cut off as a seamstress might cut a ribbon.

The test made on engine 1584 was not so much to demonstrate the coal saving features of the apparatus, as it was to demonstrate to the city authorities that the railroads are behind and cooperating with them closely with a view to eliminating black smoke.



The engine cab was "prettily decorated" for the occasion

The material used to make the apparatus, as put up by Mr. Shay, master mechanic, is as follows: 5 ft. $\frac{3}{8}$ " pipe, 5 ft. $\frac{1}{2}$ " pipe, 1 scrap reservoir, 1 $\frac{3}{8}$ " second-hand valve, 1 $\frac{1}{2}$ " globe valve.

This appliance consists of an extra reservoir attached to the main reservoir with a $\frac{3}{8}$ " pipe, with reducer to $\frac{1}{16}$ of an inch. This reducer is used so that when the appliance is working it cannot draw sufficient air from the main reservoir to in any way retard the working of the air brakes. From the reservoir there is $\frac{1}{2}$ " pipe leading to cab, which runs into the back of the throttle, where a $\frac{3}{8}$ " plunger valve is placed. When the engineer shuts off engine, the throttle going against this small plunger hauls air from this reservoir in the furnace to three small jets, located one on each side of the firebox and one directly above the firebox. This not only prevents black smoke, but also keeps the fire

bright while engine is shut off. Thus the steam is kept in uniform pressure on account of better combustion, saving coal and preventing black smoke.

Engine 1584 is also equipped with checkard arch and ring blower. During a period of intensive switching from 3.30 p. m. to 6.30 p. m., weather conditions clear and about forty degrees above zero, using coal about thirty per cent. slack, it burned 145 scoops of coal of twelve pounds of coal each, or 1740 pounds of coal, less than a ton in three hours. The engine also consumed 2500 gallons of water.

Record Flour Cargo from Locust Point

By F. W. Melis

Export Clerk



OUR facilities in Baltimore have the interesting habit of breaking records. Our Curtis Bay Coal Pier stands in a class by itself for handling the precious black mineral so much in demand in European countries. This time, however, it is Locust Point that clamors for recognition, with a pure white vegetable—good American flour, just now more highly esteemed than gold in half the world. Here is a summary of the record loading as supplied by the office of agent W. T. Moore:

Record Flour Cargo Loading of Steamship Challenger at Locust Point

Arrived Pier 8.....	10 a. m.,	5-11-19.
Commenced to load.....	8 a. m.,	5-12-19.
Finished loading.....	4 p. m.,	5-16-19.
Sailed.....	11.30 a. m.,	5-17-19.
Actual time of loading.....	55 Hours.	

313 cars containing 161,240 sacks of flour:

Weight 11,286.16 short tons or
10,002 long tons.

Steamship listed as 10,000 tons capacity.

Grain capacity, 631,430 cubic feet.

The Challenger is 410 feet long, fifty-six feet beam, and thirty-two feet molded depth.

Depth of steamer when she sailed was thirty-one feet one inch.

The Atlantic Transport Company managed and operated this steamer with a crew of forty-six men, her destination being Falmouth, England, for orders.

The quick work of loading this vessel in fifty-five hours was made possible by the modern facilities for handling freight at our Pier 8, Locust Point, and the good work of the Atlantic Transport Company's stevedores.

Other recent interesting movements from Locust Point have been: S. S. Manhattan, loaded with 246 cars of flour on November 14, 1918; the S. S. Hewitt, with 214 cars of meat and fat provisions on March 12; the S. S. Nyanza, with 314 cars of lard and boxed meats on March 31; and the S. S. Eastern Queen, with 221 cars of flour on April 25.

How valiant they shout when they're first starting out;

But "the dawn's early light" finds them floundering about.

'Tis "The Star-Spangled Banner" they're trying to sing,

But they don't know the words of the precious brave thing.

Hark, "the twilight's last gleaming" has some of them stopped,

But the valiant survivors press forward serenely

To "the ramparts we watched," when some others are dropped,

And the loss of the leaders is manifest keenly. Then "the rocket's red glare" gives the bravest a scare,

And there's few left to face the "bombs bursting in air;"

'Tis a thin line of heroes that manage to save The last of the verse and "the home of the brave."

That there is, unfortunately, as much truth as poetry in this for the average American is further substantiated by a story I recently heard from a returned soldier of the 28th Division, as follows:

An Irishman on guard was approached by an officer in American uniform, who, when challenged, could not give the necessary pass-word, but said, "I'm an officer of the United States Army." The sentinel replied "Repeat the words of the 'Star-Spangled Banner.'" The officer floundered about badly for a time until the Irishman cut short his suffering with, "Pass, sor, you're a good American officer."

The Star-Spangled Banner Revised for Americans

By George J. Maisch

Division Claim Agent, Pittsburgh

IN THE account of the recent SAFETY rally at Pittsburgh as given in the May issue of the EMPLOYEES MAGAZINE, in referring to the fact that the words of the "Star-Spangled Banner" were thrown on the screen, the writer of the article asked the question, "How long—how long will this be necessary for an American audience?"

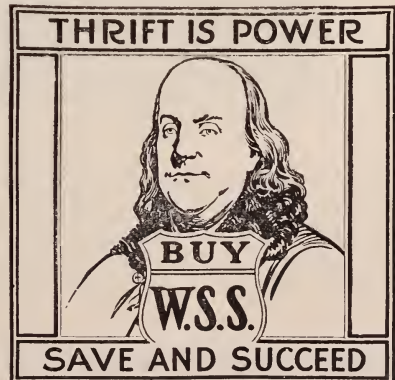
In this connection the Des Moines *Capital* quotes the following as read at a recent Baptist convention:

Oh Say, Can You Sing?

"O, say, can you sing" from the start to the end "What so proudly" you stand for when orchestras play it?

When the whole congregation, in voices that blend,

Strike up the grand tune and then torture and slay it?





ALEXANDER LAYMAN

Receiving Clerk, Pier 21, East River. Representative Employee, New York Terminals

Brightening His Corner

By Patrick Lucey
Agent, St. George Transfer Station

The following is the fourth in the series "Representative Employes of the Railroad," and will be followed by other similar sketches until each division has had its representative appear. The selection of one man to represent a division does not mean that he is the only employe worthy of the distinction—rather that he is representative of the good character and fine record attained by other of his coworkers.

If doing the ordinary things of life well and thoroughly is a virtue, and if the practice of virtue is characteristic of nobility of spirit, then there are among our railroad workers, many who remind us of those most famous lines from the most famous of elegies:

*"Full many a flower is born to blush unseen,
And waste its sweetness on the desert air."*

Yet we know of nothing more worth while in life than the friendship and respect of those with whom we work day by day. And though many would call the subject of this sketch an "unseen flower," we who work with him feel that, measured by this standard, the life of Alexander Layman, our receiving clerk at Pier 21, East River, is a fragrant one indeed. He is always in tune with the refrain: "brighten the corner where you are."

Mr. Layman has been with us for a generation, if twenty years can be counted as such, a living example of integrity and honesty in words and deeds, a tonic of cheerful disposition.

Entering the service at old Pier 27, East River (now Pier 21), under agent W. B. Biggs, now Terminal agent, our good friend acquitted himself well, first as a delivering clerk and then as receiving clerk. From Pier 27, East River, he went to Pier 22, North River, as receiving clerk, on August 1, 1907, returning to Pier 21, East River, when that Pier was rebuilt and occupied by our Railroad. There he has worked ever since under agent J. T. Gorman.

To many the work of a receiving clerk looks like a stultifying regularity of routine, producing carelessness by monotony. Of the indifferent clerk that is always true, but when properly filled, few other positions call for such dissimilar characteristics as fidelity to detail and precept on the one hand, tact and diplomacy on the other.

The receiving clerk's job demands the qualities of the traffic agent and the claim agent. To the shipper who gives us our revenue, the receiving clerk is the Railroad itself. From him the public judges the character of the transportation company. If he is careful and solicitous of patrons, he impels them to take further advantage of the facilities afforded. If he is arrogant, the company loses business. Mr. Layman has a knack all his own in handling the public. He knows his position well, does his work conscientiously, and has an eager and willing ear for suggestions.

Without that Monday morning grouch, which drives the sunshine of friendship from so many faces, Mr. Layman is at his post day in and day out. Always smiling and apparently always happy, he is under no stars of humor; *semper idem*. His is not the disposition to be soured by circumstances, nor to change to suit the vapors of quacks. Nor is he verbose—his actions speak louder than words.



Baltimore and Ohio Employees Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

The Menace of the Train Rider

IT IS now well substantiated that the railroad wreck at Dunkirk, N. Y., on the morning of July 1, was caused by a man stealing a ride on the train. The baggageman, engineman, fireman, eight passengers and the trespasser were killed, and seventeen passengers were injured. Investigation proved that the automatic and flagman's signals would have made the road absolutely safe had the brakes worked. The dying statement of the engineer was that the brakes did not hold, however, and an examination showed that the trespasser had been tampering with the air brake angle cock at the rear end of the tender. The *Railway Age* comments as follows on this phase of the accident:

"This trespasser was identified as Charles Schiller. He was a resident of Dunkirk, which tends to confirm the supposition that, finding that the train was likely to pass through the town without stopping, he decided to himself apply the brakes and mistakenly assumed that he could do this by turning the angle cock."

This frightful lesson on the menace of the man who persists in stealing rides strikes deep. A train crew practically wiped out, a large number of passengers killed and injured and a heavy financial loss to the railroad in question, such disasters bring home a telling lesson to everyone of us.

If there was ever any romance attached to the risky exploits of unfortunates who made it their business to steal rides, such an incident as this turns them into dangerous and overwhelming tragedies. The man who steals rides on trains is often so subnormal intellectually and morally not to care about the safety of others. But whether a typical ne'er-do-well or one of those peculiar individuals who call it a smart trick to break the law by defrauding the railroad, he is an absolute menace to everybody who runs or rides a train.

Here is one specific thing which we can do during our No-Accident campaign. The train rider is a dangerous menace and the attitude toward him should be the uncompromisingly one of "No Quarter."

"The Sound of Engines Working Hard is Music —"

FROM an English railroad magazine, *The Railroad and Travel Monthly*, we get the following inspiration, through the pen of one who has done his bit to keep the cars moving: "But the sound of two engines working really hard up a bank is music in the ear of a railwayist who pictures to himself what is going on at the 'front end.'"

The greatest thing a business man can hope for, the strongest stimulus to go forward, the one thing that gives us a thrill of pleasure in performing our daily tasks, is to be able to see the results of our own work, to be able to look back when tomorrow comes upon what we have accomplished today, with the satisfaction that we have done our best. We can only experience this satisfaction by making every minute count. Therefore, let this be our slogan for the month: "Make use of time, if thou lovest Eternity;

*Know yesterday cannot be recalled,
Tomorrow cannot be assured,
Today only is thine;
Which, if thou procrastinate, thou lovest;
Which, lost, is lost forever."*

—M. T. S.

New Worlds to Conquer

THE American soldier not content with crossing the Atlantic and seeing a large part of the world, is anxious to keep on traveling. This is indicated by the great demand for books of travel, and maps, at the club for enlisted men maintained by the Red Cross at Trier, Germany. In the reading room there, the most popular table is the one on which stands a globe of the world. This is consulted daily by groups of soldiers who have fairly worn grooves in its surface tracing pathways to other parts of the world. Books on South America lead in popularity. Next in demand are technical books on mechanics and agriculture, American history and modern fiction. Apparently the Army of Occupation is through with war stories, for the books read so eagerly before the armistice are idle upon the shelves.

James Whitcomb Riley Has Come to Our Library

JAMES WHITCOMB RILEY has come to our Employes' Library and he has come to stay. He visited many homes while he was alive; and, now that he has left us, his spirit is in more and more homes. He was, perhaps, America's happiest poet, telling beautifully of the real things that make up the lives of most of us, with that easy, simple style that in reading brings him as near as your dearest friend can be near to you.

We have in our Library, for the enjoyment of our employes, a complete set of his published works. You will spend many a happy hour with them, whenever you pick up a Riley story. Just write the Librarian at Mt. Royal Station for one of the volumes and she will be glad to send it to you to read.



Soldier Sons of Maryland

(Song to the returning soldier sons of Maryland. To be sung to the tune of "Maryland, My Maryland")

By Louis M. Grice

In the Baltimore "American"

Hurrah! Our heroes, brave, return!
 Soldier sons of Maryland!
 Behold the home fires brightly burn,
 Welcome! sons of Maryland!
 Although the road was rough and long
 Ye marched with ringing battle-song
 To fight and triumph over wrong,
 Valiant sons of Maryland!

An eager throng now waits to greet
 Gallant sons of Maryland!
 Who challenged death, but shunned defeat—
 Fearless sons of Maryland!
 The victor's crowning wreath of bay
 Upon each brow we'll proudly lay,
 While for the joys of peace we pray,
 Valiant sons of Maryland!

In France ye stood on battered fields,
 Loyal sons of Maryland!
 And formed a line of living shields,
 Worthy sons of Maryland!
 When to the battle charge ye leapt
 The Prussian hordes were backward swept,
 'Twas thus the faith ye bravely kept,
 Valiant sons of Maryland!

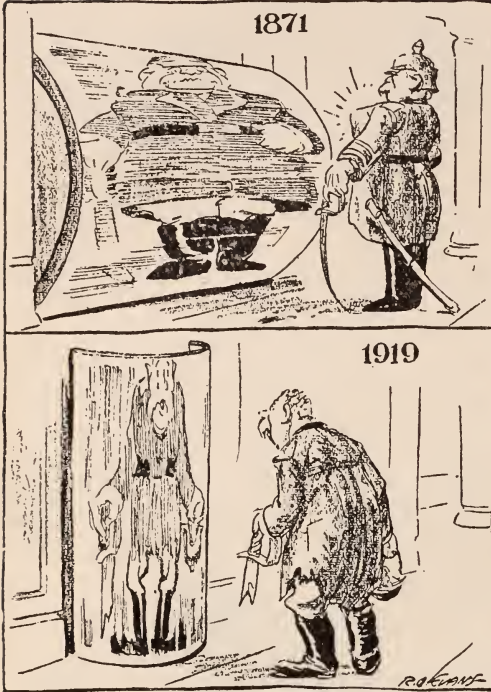
The torch from failing hands ye caught,
 Dauntless sons of Maryland!
 To raise it gleaming as ye fought,
 Martial sons of Maryland!
 And now its light illumines the world,
 For Freedom's banner is unfurled,
 And tyrant thrones are downward hurled,
 Valiant sons of Maryland!

* * * * *
 And those who sleep in some green spot—
 Sacred sons of Maryland!
 By us shall never be forgot—
 Honored sons of Maryland!
 Our thoughts shall never cease to flow
 Toward the crosses, row on row,
 Where larks still sing and poppies grow
 O'er the sons of Maryland.

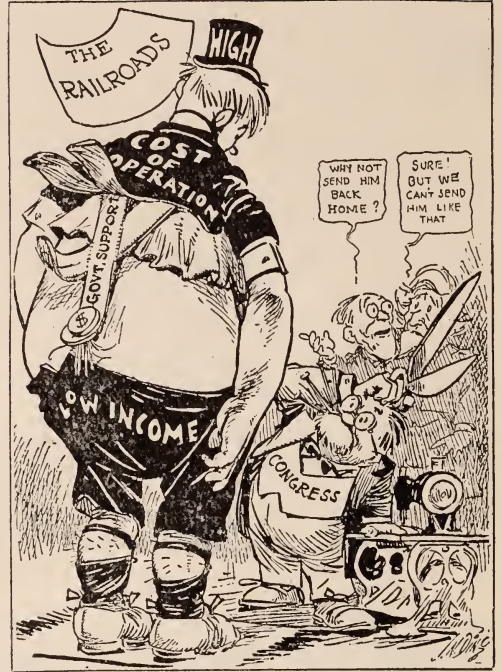
Knights-errant who have won your quest,
 Faithful sons of Maryland!
 In love's embraces pause and rest,
 Noble sons of Maryland!
 Crusaders, who have blazed the name
 Of hero on the page of fame,
 Stand forth, the hero's chaplet claim,
 Valiant sons of Maryland!

As Seen by

The Hun at the Hall of Mirrors

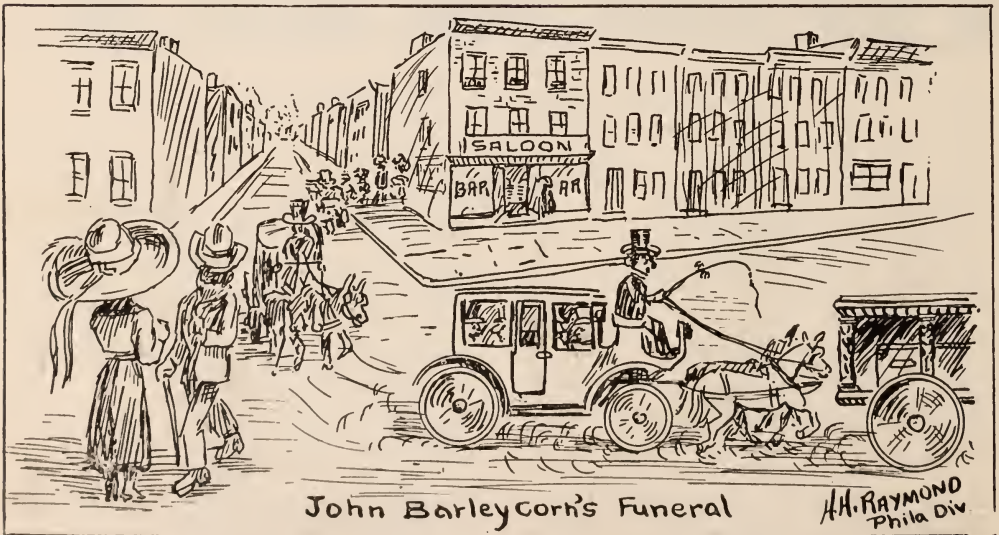


—From *The Baltimore American*.



From the *Atlanta Constitution*

Congress' Little Problem of Reconstruction



John Barleycorn's Funeral

A.H. RAYMOND
Phila Div

Mere Woman: Pardon me, Sir, can you tell me who is dead?
 Mere Man: John Barleycorn, Madam; he died on June 30
 Mere Woman: Oh, did he? I didn't even know he was sick

the Cartoonists



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There Are Moments When Married Life Seems
Quite Endurable, Even to a Man Who
Thinks He's Henpecked



—From The Baltimore American



Wreckmasters Are Necessary Evils but They Sometimes Become Famous—This Y. M. C. A. Secretary Worked from Reveille until after Taps

He "Bucked" the Engineers and Made Good

By W. F. Cochrane

WRECKMASTER Mark Longdon, of the Storrs outfit, always wears the "cheero" smile which you see in the accompanying picture. He has been continuously in the employ of the Baltimore and Ohio since April, 1887, when he started work as a laborer at the old Zaleski Shops. On December 1, 1889, he came to Cincinnati as a carpenter in the car shop at Stock Yards, remaining there until July, 1901, when he was promoted and placed in charge of the newly opened repair track at Storrs. This position he still fills, in addition to his duties of wreckmaster.

His long years of service, together with his ability as a wreckman, have made him known from one end of the Road to the other. Owing to its peculiar situation, the Storrs outfit handles a great amount of work. Storrs is the terminus of three divisions, Indiana, Ohio and Toledo, and the outfit makes many trips over all the divisions as well as keeping open the miles of rail within the extensive Cincinnati Terminals themselves.

After the disastrous flood some years ago, his outfit was for more than thirty

days on the lines of the Toledo Division, clearing away debris and opening up the right-of-way. It was at this time that wreckmaster Longdon won the personal commendation of the supervisor of Transportation and the General superintendent, one feat in particular being worthy of notice. This was the removal intact of a heavy bridge, which had been washed off its abutments and had fallen



Mark Longdon

across the main line from the right-of-way of a nearby traction company. The Engineering Department was for cutting the bridge in two; they thought it was too heavy for the Storrs crane. But after listening to the arguments of Mr. Longdon, who was in favor of removing it intact, they gave in, and in less than a day the bridge was removed and the right-of-way was cleared.

We could mention other jobs of special note which Mr. Longdon has handled, but space will not permit. In all his years of service Mr. Longdon has lost but a few days on account of sickness and has had but one vacation.

At yarn-spinning time at Storrs, the feats of Mr. Longdon are always the leaders. Yet he lets the others do the talking about "past performances," for he is usually working up new ideas to lighten the work of the wreck men.

Stacy of Riverside

By an Ex-Doughboy

THE recent membership week of the railroad Y. M. C. A. brought many pleasant surprises. To our Baltimore employes especially, who have followed sympathetically during the last few years the splendid work of T. E. Stacy, Secretary of the Riverside Branch, the greatly enlarged membership, brought about by real cooperation on the part of officials and other workers, is reason for sincere gratification.

Mr. Stacy's job has been an uphill fight since he came to Riverside. But he did not know how to quit, despite the discouragements he faced. Setbacks have only made him grit his teeth a bit harder and smile as he said to his friends: "Well, we will see it through somehow."

Few men realize the difficulties which beset a railroad Y. M. C. A. secretary. But those of us who have been in intimate touch with Mr. Stacy's jobs at Riverside know how tactfully he has handled them, how many friends he has made, the burdensome, worrisome work he has carried almost altogether on his own sturdy shoulders, and, throughout all, the steadfastness with which he has

stuck to his supreme purpose of making better men.

"I know," he recently said to the writer, "that one of my jobs is providing an attractive restaurant with good food and quick service for our men at Riverside; also to arrange to the limit of our resources for baths and bedding accommodations, games, reading matter, etc. Some of our members are good enough to say that I do this as best I can.

"But if this were all I felt my duties to be," he continued, with a smile, "I might just as well run a hotel. And, by the way, there is more money in the hotel business than there is in my job.

"Above and beyond all my other tasks, I want to make my work count for better manhood among our railroad boys. I try to make them understand that it always pays to play the game of life absolutely on the square. And I am most thankful for the fellows who have been helped in this way."

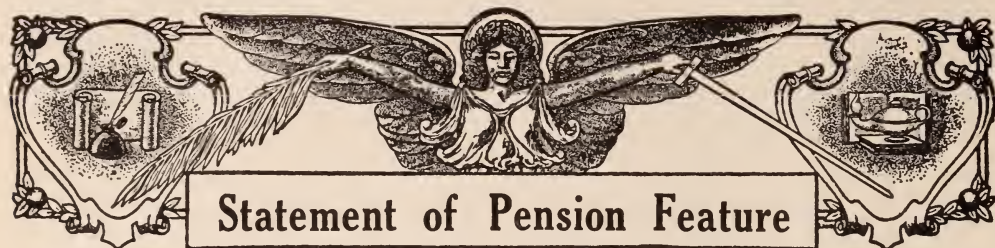
Mr. Stacy is a big, good-natured, attractive, two-fisted fellow, who can run the details of an annual picnic as well as he can call sinners to repentance with his sweet-toned cornet in 'meetin'." He volunteered for Army service during the Spanish-American War, and served with credit in one of the fever-laden camps in this country before being sent to Cuba, where he saw active service. When the call came for Y. M. C. A. men to fill the important niche that the Great War cut out for them in the mobilization of our forces, Mr. Stacy shot his right hand up to a quick salute of assent.

He was first sent to Camp Meade, where I knew him. He was up for reveille with the boys at 5.15, and often at night I have seen the lights going in the room he was using as his temporary quarters (by special permission, long after taps), straightening out his rough facilities so that he could be of real service to the soldiers. Night after night he shouldered a big bag of United States Mail and parcels and trudged through the sandy soil of Camp Meade to get the home going packages in the first available post.

He was deprived of the dangerous

service of the front lines only because the Railroad needed him and called him back to Riverside a few months after the War started.

Such men as Stacy make the world better to live in and they deserve every bit of sympathetic support that we can give them.



The following employes were honorably retired during the month of June, 1919, and pensions were granted them:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Ashby, Bernard	Special Representative	Pass	All	38
Campbell, Urias	Conductor	C. T.	Ohio	45
Carr, John	Conductor	C. T.	Cumberland	51
Dent, Frank E.	Operator	C. T.	Monongah	28
Eldridge, Eugene L.	Night Baggage Agent	C. T.	Chicago Terminal	30
Gray, Walter S.	Mason Helper	M. of W.	Indiana	12
Greiner, Jacob	Hostler	M. P.	Philadelphia	37
Lowney, Dennis	Engineer	C. T.	Connellsville	44
McNeil, Merton H.	Carpenter	M. of W.	Cleveland	28
Peddicord, George C.	Engineman	C. T.	Baltimore	38
Ray, Milton	Track Foreman	M. of W.	Ohio	47
Robosson, Nelson O.	Engineman	C. T.	Baltimore	29
Sersain, James A.	Crossing Watchman	C. T.	Newark	40
Smith, J. C.	Ticket Agent	C. T.	Baltimore	49
Vaughan, John A.	Blacksmith	M. P.	Ohio River	38
Yergan, Frederick	Locomotive Cleaner	M. P.	Cumberland	28

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

During the calendar year of 1918, \$322,188.20 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amount to \$3,725,291.60.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Weisenmiller, Frederick	Blacksmith	M. P.	Cumberland	June 7, 1919	33
Hayhurst, William H.	Track Foreman	M. of W.	Wheeling	June 17, 1919	41
Reynolds, John F.	Machinist	M. P.	Connellsville	June 13, 1919	24
Ritchie, George	Crossing Watchman	C. T.	Cumberland	June 16, 1919	11
Kiser, Ambrose	Blacksmith Helper	M. P.	Baltimore	May 29, 1919	31
Hardie, William D.	Engineman	C. T.	Monongah	May 7, 1919	42
Shiple, William M.	Yard Clerk	C. T.	Pittsburgh	June 6, 1919	37
Jarvis, Frank M.	Captain Master	C. T.	Baltimore	June 9, 1919	41

Letters of a Self-Made Failure

By Maurice Switzer

This is the sixth installment of a continued story that is running by special arrangement with The Leslie-Judge Company in THE BALTIMORE AND OHIO EMPLOYEES MAGAZINE. In succeeding issues sections of the book will appear until the story is finished.—THE EDITOR.

OLDBURG, August 1, 1913.

DEAR BOB:

Hot? Well, since you referred to the fact I *have* noticed that there seems to be an over-abundance of superheated atmosphere in town this week.

I suppose I wouldn't have paid any particular attention to it had I been fully occupied, but as I haven't done four hours' real work a day, recently, I have had time to inventory a few physical discomforts.

When you find that your tooth has stopped aching by the time you get to the dentist's, it's because your dread of the forceps has occupied your mind to the exclusion of all other thoughts. It's a psychological condition and most of our little worries are the same thing.

No one who has time to complain of the weather has any real trouble, so let's be thankful that we're only hot, and not homeless and hungry.

I've often thought that the medical fraternity ought to get together some day and erect a monument to "Indolence." That particular state has provided sanitariums with more well-paying patients than all the other States in the Union. However, this is not a complaint, it's merely an observation on human frailty.

I once went on a fishing trip with a tenderfoot friend of mine who had read a lot about the joys of camp life and thought he'd like to sample them.

I don't know what he expected to find, but from the first day out he complained about everything from the flavor of the

coffee to the croaking of the frogs. On the second day he was ready to quit, and when he found that he would have to stick it out to the end of the week, he exhausted his picturesque vocabulary in calling himself all varieties of a nut for ever leaving the soft comforts of the city for the discomforts of the open; and for once everybody agreed with him.

The bunch wished him on me one morning, so I took him fishing in a row boat, at the bottom of which we had stored our lunch, expecting to be gone most of the day.

Just about noon a stiff wind sprang up and blew so hard that it kicked up a considerable sea against which I couldn't make any headway. The spray came over our low gunwales, wetting us to the skin, the bottom of our boat was awash and our lunch was ruined. There was nothing to do but keep out of the trough of the sea and try to make either shore of the lake, which was about a mile wide. After an hour's killing work I succeeded in beaching the craft, which had sprung a leak, on a rocky shore a good fifteen miles from camp. There we stayed for five hours while the gale raged. We were wet, miserable and hungry, dusk was approaching and the prospect for spending the night in the high grass was the only safe bet in sight.

Ignatius sat on a rock and choked with emotion. "I'd give a hundred dollars," said he, "to any fellow with a gas boat to tow me back to that rotten camp with its tough grub and concrete beds!"

We spent the night in the woods and tried to keep warm by battling with the mosquitoes. They sent a launch for us at daybreak, and when Ignatius got back to camp, the way he absorbed leather-bound biscuits, lapped up muddy coffee and stowed away bacon would have reminded you of one of those show-window demonstrations of a vacuum cleaner in full action.

He slept that night like a babe in its mother's arms—and several nights thereafter—and he didn't go home at the end of the week. He had had his first taste of adversity, came out alive, and even the wilderness looked beautiful to him.

I'm sorry that you are not coming here on your vacation, but no doubt a complete change of scene will do you more good.

Getting into the tall timber is not only a great physical tonic, but to a thoughtful man it's a mental bracer as well.

There's nothing that emphasizes our utter insignificance with such telling effect as getting into contrast with the big things of creation.

I never felt so much like a mere insect as the day I first had a look at Niagara Falls. The fellow who can stand at the bottom of that cataract and still retain any considerable opinion of his own magnitude would have nerve enough to rewrite the Decalogue; but there are some persons with a case-hardened ego.

I'm glad you decided to take a vacation. Some people maintain that a periodical rest is unnecessary, but I disagree with that view. Change in everything is essential; it's the law of the universe, and what is good for Nature can never harm man. Monotony dulls the wits. There is a saying that you can't get too much of a good thing; but when there's too much of a thing it ceases to be good.

We value health only when sickness sends us to the mat, and to appreciate the joy of work to the full, we must first have been denied it.

By all means take your vacation. The more you are missed at the office the warmer will be your welcome on your return. If your absence goes unnoticed, it will take some of the conceit out of you and perhaps inspire you to better effort.

There are generally two kinds of men who are opposed to vacations; one is the fellow who is afraid to go away in the dread that the boss will find out during his absence how little he amounts to; the other is the chap who wants to create the impression that he is a tireless worker.

The kind of a job that you have to eternally sit on and watch isn't worth holding, or if it is, you're the wrong party in it. When you don't feel at the bottom of your heart that you are producing—that you're making good every hour in the twenty-four—then you can lay ten dollars to a tin beer-seal you're *not*; you can't fool your conscience. Don't waste time watching a job that's too big for you; go out and land one that fits your capacity and you'll be happier in the end.

Play an open game, especially with yourself. Stand on your merits; insist on getting what's coming to you, but don't overlook giving the other fellow his due.

Never be afraid that somebody will find out how to do a certain thing as well as you can. If you know only one thing you're in a bad way, and as a rule the fellow who is afraid some one will find out what he knows, never knows anything worth finding out.

Take a few days off and don't bother about the lad who may put something over while you're gone; if a breath can dethrone you, the empire isn't worth ruling.

Don't waste time trying to discover what's in the mind of someone else; it's the job of a lifetime sizing up yourself. I'm always suspicious of a man who won't take a vacation. It isn't the nature of a normal man to stick to any eternal grind when he gets an opportunity for a bit of honest relaxation. Mostly that sort of a play is made to the grand stand.

The man who doesn't care for fresh air, the sea, the rolling hills, green valleys and streams or the perfume of summer woods, who can find no inspiration in the broad amphitheater of nature, has a kink in his mental makeup.

If you don't know how to loaf you can't know how to labor. There is no rest like that which is earned after work well done, and there is no work better done than that which is enjoyed after a little idleness

The man who lives close to the soil requires a change of scene merely as a matter of education. His business is manual labor and his avocation is more or less intellectual. He devotes his evenings to the improvement of his mind, not because he is a wiser man than his city cousin, but generally for the reason that he has nothing else to do. He is not

But you fellows who toil in over-populated canyons, dine in over-decorated caravansaries and sleep in under-ventilated caves, need a change. You've got to get an occasional glimpse of normal life to keep you from acquiring an abnormal point of view, the natural sequence of your artificial mode of existence.



By all means take your vacation. The more you are missed at the office the warmer will be your welcome on your return

tempted by a thousand divertissements. Once in awhile he may invest in a gold brick, but he doesn't mistake excitement for amusement—the species of green goods that is handed out to half a million city wise guys, on little old Broadway, seven nights in the week all the year around.

The man who can derive both profit and pleasure from the exercise of his mental and physical functions needs no recreation; he is developing the best human instincts: thought and work.

When I first came back here I couldn't sleep at night because I found the stillness oppressive. I missed the nocturnal noises of a big metropolis. I was like the city-broke horse that will walk up to a snorting motor-car and bite a piece out of the tire without batting an eye, yet who would throw a fit at the falling of a leaf in a peaceful country lane. And now the quiet of this bucolic burg has so changed me that the trolley cars of a third-class town will keep me awake in the night. Yet, time was when I could

carry on a connected conversation and even enjoy a dinner at any lobster palace in Manhattan's radiant pleasure belt, *in spite* of the orchestra!

There are some men who have learned to systematize their lives as they have their businesses. That sort of a man doesn't need a rest, but there are few of his particular type in New York. Resting is never rusting to the man who has periodically oiled his mental machinery with a little relaxation. "Change your act," is the motto of the vaudeville manager; and it's a pretty good rule in life to change your daily activities, lest you go stale, flat and unprofitable.

Don't worry just now about the accumulation of work that will confront you on your return. Learn how to regulate your work so that it will not accumulate in the future.

I wouldn't have a man in my employ who couldn't keep up with the bandwagon. If the man was too light for the job, I would get another man; if the work was too heavy for one man, I would get him an assistant, and if he was one of those fellows who decline assistance, I would fire him all the quicker for fear the

time would come when I couldn't get along very comfortably without him.

Set your house in order, my boy. Don't try to do two men's work. If you fill one man's job and do it thoroughly, you can stand on your record. Systematize your work so that you can leave your desk any day without embarrassing or even disrupting the orderly routine of the business. That's the test of true efficiency in the man, and a sure sign of the lack of it in the house that doesn't make that principle a law.

Vacation never spoiled a really good man. If you acquire the loaf-habit after a few weeks off, you are merely developing a disease that was in your blood. Temptation only makes a thief of the weak. One drink may start an appetite for booze, but the appetite must be there to begin with.

I'm strong for work, but there is a reasonable limit to work, just as there is to idleness, wealth, worry, enthusiasm, friendship—everything, in fact, but honesty.

Enjoy yourself, old man, forget the grind and go fishing.

Your affectionate brother,

JIM.

Pictures of Victory Gardens

The Victory Garden has come to stay. Those who have planted them once won't have to be urged to plant again—there is too much pleasure in the stimulating recreation, and food satisfaction in the fresh vegetables. But we want to make our circle of gardeners ever increasing in numbers and [pictures of successful gardens published in the MAGAZINE will help the good work. When your "hopefuls" are big enough to talk for themselves, get some pictures of them and send along to the editor. If you are proud enough of them to get into the picture yourself, so much the better.



JUNE'S SOCIAL ACTIVITIES

*"And what is so rare as a day in June?
Then, if ever, come perfect days;
Then Heaven tries the earth if it be in tune,
And over it softly her warm ear lays."*

Office of Auditor Coal and Coke Receipts Out Strong For Second Annual Field Day

By John Limpert

THE accompanying picture was taken at the Second Annual Field Day, held by the employes of this office at Westport, Saturday afternoon, June 28. To Charles P. Spedden is due all the credit for the complete success of this affair. Charles is happiest when making others happy.

There was ice cream for the ladies, with cake and lemonade to boot, not once around, but all

they could eat. (One of them was seen consuming ten blocks.) There were "hot dog" sandwiches galore for the men, with oodles of soft drinks to wash them down. The weather was ideal.

The afternoon was started by a six inning ball game between the married and single men of the office, the benedicts winning by a 9 to 8 count. The old guard was there!

After the ball game came the pie eating contest, and it was some scream. Not being permitted to take hold of the pie with their hands, it was a case of going in face first, and after the first minute or two, it was a hard matter to tell



"Hail, hail, the gang's all here"
Outing of Office of Auditor Coal and Coke Receipts

just who was who, what with blackberry spread from ear to ear and chin to forehead. It was enough to make anybody laugh. Why even Frank Miller smiled. Edward Kimball carried off the honors.

Then came several running races, decided as

follows: 220 yard dash—married men, winner, Alois Link; 220 yard dash—single men, winner, Edward Kimball; 100 yard dash—ladies, winner, Miss Edith Garner.

The last race was a nip and tuck affair between the winner and Miss Johnson, who ran

WHO SAID SHORTY O'CONNOR WASN'T THERE?



MORNINSTAR WASN'T THERE ASK MA, SHE KNOWS

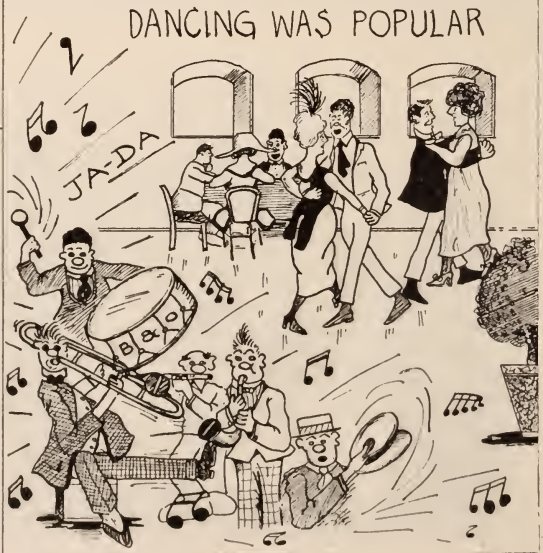


KING OF THE DAY MARKS



WHO WAS THE GUY WITH THE SMOKED GLASSES?

SEE CHARLEY SOUTHCOMB—TIN SHOP



SKETCHED AT TOLCHESTER BEACH BY W.J. SANDS, MECH ENGR'NG DEP'T

even until the last few strides, when Miss Garner pulled away slightly and won by a nose.

The potato race was captured by Miss Kyle.


The last contest was for the ladies and listed as "Gold Diggers." Money was buried in the sand and the contestants had to dig it out. This was quite interesting and was won by Mrs. Grafton, who recovered fifteen cents out of a ton or so of sand.

A prize was awarded the winner in each contest.

After these events the big surprise of the day was sprung. Quite a bit of curiosity was aroused by the appearance of a platform, some twenty by forty feet, but this was all cleared up when a quartette of musicians made their appearance and in less time than it takes to tell, we had a fine dancing floor, wax and everything, and round and round they went until twilight settled down over the park and the crowd wended their way home, tired but happy.

Auditor Disbursements Office Honors Returning Service Men with Banquet

By John C. Svec

N JUNE 25, our Welfare Association gave a banquet at the Emerson Hotel, Baltimore, in honor of our fellow clerks who served overseas. G. H. Pryor, our auditor, was Toastmaster. A silent toast was given to Charles N. Foster, who made the supreme sacrifice.


The principal speakers of the evening were: J. J. Ekin, Federal auditor, who paid glorious tribute to our boys; S. W. Hill, assistant auditor Disbursements, who responded to the toast, "Welcome," and J. F. Donovan, our chief clerk, whose subject was along the lines of "How Glad We Are to Have You Back." A complete musical show, with the girls as principals, was the evening's entertainment. The boys all seemed to be in favor of having a banquet once a month, so well did they enjoy the affair, which ended in the wee small hours, with slight casualties on both sides.

The guests of honor were as follows: G. L. Burns, 464th Engineers; T. D. Campbell, L. M. Dwyer, W. J. Jubb, T. A. Murphy, H. Fanning, V. J. Yealdhall, 117th Trench Mortar Battery; H. A. Roddy, 6th Trench Mortar

Battery; J. L. Sherwood, 315th Regiment; G. W. Mettle, C. D. Knowles and George Schluderberg, 313th Regiment; J. J. Whelan, 110th Infantry, and G. M. Shamer, United States Navy.

Mount Clare Welfare, Athletic and Pleasure Association Outing at Tolchester Beach

By L. Mogart


HREE thousand members of our Mount Clare Welfare, Athletic and Pleasure Association and their friends went to Tolchester Beach on June 14, for one of the greatest outings the Association has ever had. The day was spent in fishing, crabbing, bathing (the water was fine), dancing and by some mostly in eating. The athletic events and "stunts," which the Entertainment committee had arranged, were poorly handled, some not taking place, while others were participated in by children.

The officers and members were much disappointed in not having the clerks from the Accountant's office with them, it being impossible for his office to close.

The trip, coming and going, was made more delightful by the Welfare Band, with its popular leader, Professor Marks.

Staten Island Railroad Club Has Fifth Annual Outing

By J. V. Costello

N SATURDAY afternoon and evening, June 28, the Staten Island Railroad Club held its Fifth Annual Picnic and Dance at Midland Park, Grant City, S. I. In the afternoon a baseball game took place between the Club's team and a fast semi-pro team from Philadelphia, we being victorious by a score of 1 to 0. A number of athletic events followed, with prizes awarded the winners of each. Then came the dancing, with music by Professor Gros, who kept the crowd on their toes until the wee hours of the next morning. The 800 present enjoyed themselves thoroughly.

The following are the officers of the Club and the members who served on the different com-

mittees: B. F. Kelly, president; E. E. McKinley, vice-president; H. W. Ordeman, treasurer; J. V. Costello, financial secretary; G. J. Goolice, secretary. Trustees: E. J. Hamner, J. B. Sharp, W. A. Deems. Prize Committee: J. B. Sharp, F. Rebhan, W. R. Taylor, J. Maragon. Floor Committee: H. J. Canlon, E. Wenstrom, C. A. Wilson, H. Koenig. Reception Committee: H. M. Quirk, J. S. Fabregas, W. J. Vidler, R. J. Roty, E. J. Haslon.

treasurer. Everyone is much interested in the good times anticipated and looks forward especially to the dances. The girls are all "good sports" and the future of the Association looks very bright.

Baltimore Veterans' Outing Will Be Held on August 16

By W. H. Shaw
Recording Secretary



THE Veterans' Association of the Baltimore Division will hold their annual outing this year at Brandywine Springs. Many of the members have expressed their intention of bringing their families and it is hoped that there will be many visiting veterans from other associations. In case anything makes it advisable to postpone the outing, notices will be posted in ample time.

Because Labor Day falls on the first Monday in September, the meeting for that month will be postponed until the fifteenth.

Cincinnati Girls Form New Welfare Association

By W. F. Cochrane



NEW Welfare Association was organized by the girls of Fifth and Baymiller Station on the opening up of the new welfare room. The following officers were elected: Misses Kathryn E. Weber, president; Alma Doyle, vice-president; Leafy Wiltsee, secretary; and Mrs Carolyn Lewnard,

Danger of Electric Lamps

A number of fire losses have occurred from hot electric lamps coming into contact with inflammable material.

The electric lamp as a fire hazard is not appreciated by the majority of our employes, yet it has left its blackened trail of fire waste on our property.

Tests made by this department prove that an ordinary 75 watt incandescent lamp, laid in contact with paper, will set the paper ablaze within one minute.

In view of this, can you afford to ignore this hazard?

Make it your business to see that all electric lamps, which may, by any possibility, come into contact with inflammable material, are provided with wire guards, which will be furnished you on request. This applies particularly to pendant lamps in front of record and stationery shelves, stock bins, etc.

Do not use paper shades on electric globes.

Do not fasten ornaments, cards or any material whatever to cords or globes.

**Help Us Prevent Fire
Be Careful**

B. S. MACE,
Superintendent of Fire Prevention.

Death of "Jesse" Neer, Late Division Passenger Agent, Springfield, Ohio, Mourned by Railroad Friends

NO LESS than four of our employes sent notices of the death of Nathaniel J. Neer, late division passenger agent at Springfield, Ohio, to the editor of the EMPLOYEES MAGAZINE, asking that an appropriate obituary be placed in this issue. These requests came spontaneously from friends of his on the Railroad, and none of the correspondents knew that other of his friends were making similar ones. Each was couched in terms of the greatest affection and admiration—those who had been associated with him certainly felt that he was a man to whom honor was due. Could we pay a finer tribute than the one recorded in the foregoing facts?

Nathaniel J. Neer, affectionately known by his friends as "Jesse," was born in Springfield, on March 7, 1854. He entered the employ of the

Company as agent and operator in 1872, and served in various capacities on the Springfield Sub-division until he was appointed division passenger agent at Springfield in 1903. He was filling this position two months ago when stricken with the illness that caused his death

on June 10. Officials and employes of the Railroad sent several beautiful floral pieces to his funeral in token of their high esteem. He is survived by the widow, a daughter and two grandchildren.

During his forty-six years' service with the Baltimore and Ohio, "Jesse" Neer won and kept the friendship of a wide circle of acquaintances in and out of his native Illinois. He was an untiring and conscientious worker for the interests of the Company and enjoyed an enviable reputation for honesty and fair-dealing.



Nathaniel J. Neer
Late Division Passenger Agent, Springfield, Ohio

As we look at his picture on page 41, the several expressions of respect and regard sent by his friends confirm our belief in the poet's

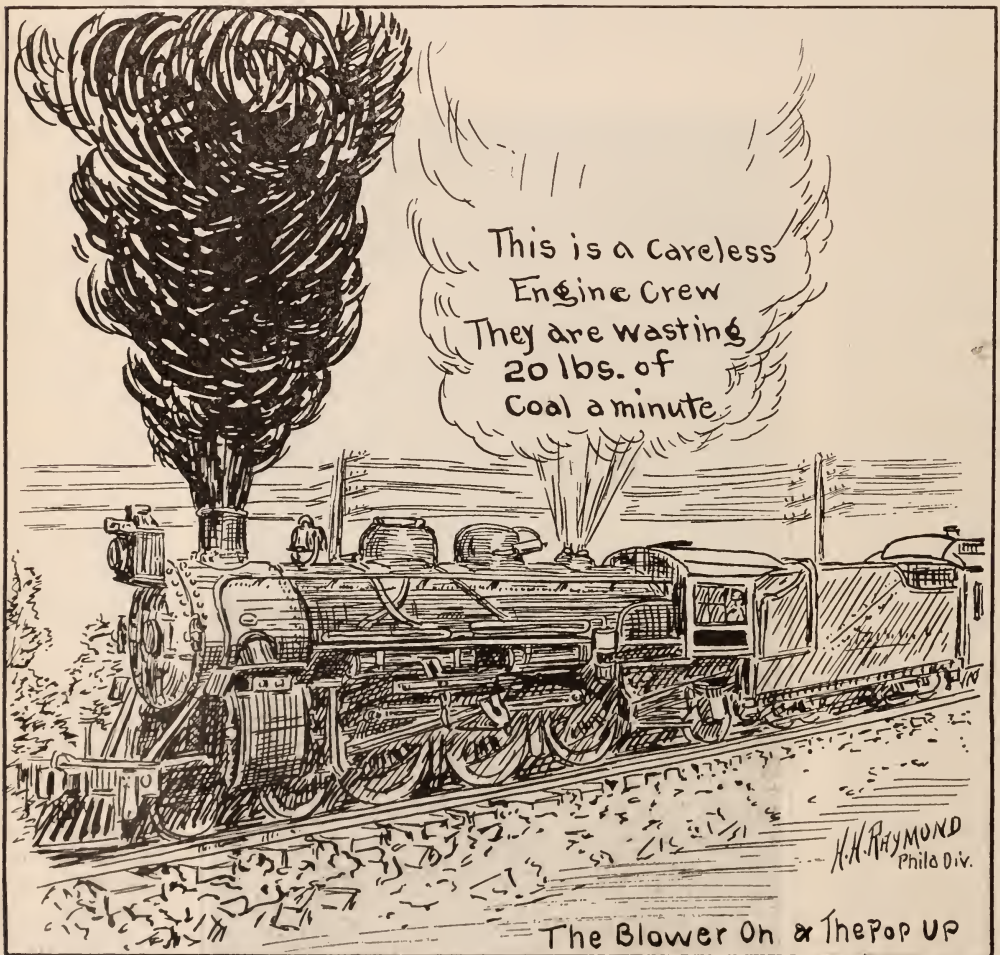
*"There's no art
To find the mind's construction in the face."*

First a pleasing personality, a man well-groomed and exceedingly wholesome looking; a strong intellectual stamp, features well-moulded and showing the mark of fine breeding; a gentleman this, with a serene expression which nevertheless showed that he had felt the touch of life's responsibilities; a face which

said, "here is friendship, here sympathy and help;" a face which won little children.

One of his friends wrote us, "He was always willing to do anything to make patrons appreciate the service of the Baltimore and Ohio; he was accommodating to the fullest extent and in every way. Long, long ago I wanted to have him appear as our division's representative in the MAGAZINE series, 'Representative Employees of the Railroad.' For he was representative of the best that our Railroad could offer."

*"He was a man, take him for all in all,
I shall not look upon his like again."*



Don't advertise this way—save the coal

Advanced Program Assured Y. M. C. A. by Success of Membership Week

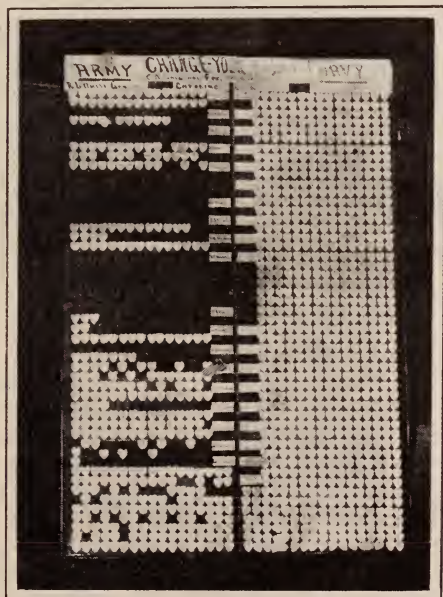
Forty-eight Thousand New Names Added to Association Roster

MEMBERSHIP week on the railroads was altogether a success. For the whole country over 48,000 new members were secured, while the renewals and unexpired members that are still in good standing bring the total membership of the Railroad Department up to about 145,000. The Baltimore and Ohio did well and the men who handled the campaign should be entirely satisfied with the fine showing made on the System.

The leadership of Federal Manager Galloway did more than can be expressed toward the large results secured.

The final result of the Baltimore and Ohio campaign headed by Mr. Galloway, Federal manager, as System chairman, and Mr. William C. Montignani, State Railroad secretary, as System director, are as follows:

ASSOCIATIONS	RE-NEWALS	NEW	UNEX-PIRED	TOTAL	QUOTA
Baltimore.....	179	696	338	1213	1300
Brunswick.....	94	269	538	901	900
Cumberland....	635	494	...	1129	1110
Gassaway.....	149	57	...	206	350
Benwood.....	59	498	169	726	310
Willard.....	...	56	450	506	650
Connellsville...	...	505	...	505	500
Hagerstown....	180	303	...	483	300
Totals.....	1296	2878	1495	5669	5420



Ingenious chart showed "Change Your Heart" membership progress during campaign at all associations

Benwood Association Leads, Making Its Quota by Over 200 Per Cent.

By J. C. Lee
General Secretary

FROM the time that J. M. Scott, general superintendent, West Virginia District, expressed such a lively interest in Membership Week and assured our workers that it was his desire that we go "over the top" at our usual speed, until the curtain dropped, our campaign was a great success.

We were fortunate in securing E. V. Smith, superintendent, as Chairman, with M. E. Cartright, terminal trainmaster, as General for the Army, and J. A. Anderson, master mechanic, as Admiral for the Navy.

We would like also to name every one of the employes on the teams—they all gave willingly of their time and effort—but lack of space forbids.

Every team was in the fight until the last. It was a close race and all the team members

deserve great credit for their success in securing applications.

Our quota was 310 new members and renewals and we actually secured 559, making our grand total 726 members.

Nearly every official on the Wheeling Division and several from adjacent divisions are now members of our Y. M. C. A. at Benwood.

J. H. Wright, Commodore of Team No. 2 of the Navy and his men are credited with the largest number of men written up during the campaign. They made a 450 per cent. record.

Under the able leadership of Admiral A. K. Galloway, the Navy defeated the Army by a score of 3,462 points to 2,828. Commander W. D. Burnham and his splendid team from the Electrical Department led the field with 1,125 points. Captain J. H. Magee, our jovial stationmaster at Camden, on the Army side, made the next highest score of 793 points, with Captain R. E. Barger next with 741 points. There were 394 members on the rolls when the drive started, the contest adding 754 new members at this writing, making 1,148, the largest



Enthusiastic workers kept Secretary Stacy busy counting the returns of Membership Week at Riverside

Riverside Has Largest Membership in History

By T. E. Stacy

Secretary

THE Riverside Branch of our Railroad Y. M. C. A. is rejoicing over the largest membership it has ever had, the result of the splendid cooperation of the officers and members of the Army and Navy teams in the recent membership campaign.

number by 600 that the Association has ever had.

We rejoice in the added assets which this means, enabling us to pay old bills, replace damaged furniture, buy new mattresses, add more game tables and social attractions and inaugurate a Boys' Department for the sons of our men in the community, who, some day, will become railroad men, and, we hope, better railroad men than their fathers. But more than all this, we rejoice in the added interest not only on the part of our old members, but



O. J. Rider

Auditor, Washington Terminal Railroad, and
"Admiral" of Navy Teams

of the new men, rank and file as well as officials, who seem to be taking a new interest in the affairs of the Association.

The closing get-together banquet of the campaign was held the night of May 27, when the hall of the Association was set with tables for the teams and the new members. A special table was prepared on a raised platform for the winning team members and their wives. J. W. Gardiner, as chairman, tactfully invited Admiral Galloway to sit at the head of this table, with General White, the leader of the Army forces, with him.

It was hoped to have the lowest team on the losing side serve this table, clad in dresses and with their faces blackened, but in some way important engagements seemed to keep the black-faced company away. However, the Ladies' Auxiliary of the Association served a bountiful repast, after which cigars were enjoyed while W. C. Montignani, our System campaign director, entertained the company with his famous Scotch songs and replied wisely to some of the criticisms which have been heard against the Y. M. C. A. Mr. Montignani had six months' experience with our troops in England and in France.

Congratulatory addresses were made by Admiral Galloway, General White and others. In his little talk, Commander Fritchey urged that everybody forget to knock and start to boost. This remark was greeted by a rising vote of acclamation, indicating a new spirit of helpfulness, a thing that has long been needed at Riverside.

A new era has already begun, for the secretary has secured permission from the agent in charge of the property vacant and opposite the Association building to use it as an athletic field and a committee selected from the shop employes have promised to put the grounds in order.

Navy Team Wins at Washington Terminal

By G. H. Winslow
Secretary

THE work of our Membership Week was one of the best efforts ever put forth by this Association, bringing as it did the men of the different departments of railroad service together with one common purpose of mutual helpfulness.



J. B. Warrington

Manager, Washington Terminal Railroad, and
"Commander in Chief" there

The territory to be covered was divided between the "Army," Superintendent J. L. Wilkes, General, and the "Navy," Auditor O. J. Rider, Admiral. Terminal manager J. B. Warrington was Commander-in-Chief. The captains and lieutenants under their commanding officers thoroughly covered the ground and credit for the final result is due all who helped.

Several meetings were held, when plans were discussed and inspiring speeches were made by the different workers. Fun was interspersed with the more serious discussion and suggestions and the "get togethers" were thoroughly enjoyed.

The Police Department, led by Special agent H. D. Schmidt, went "over the top" by 100 per cent. The ladies employed by the railroads took an active interest in influencing the men to join the Association. Mrs. M. J. Yeabower deserves special mention for the large number of applications she obtained. Many others also made excellent records.

The final result was:

Army, 333 new members, 72 renewals—405

Navy, 322 new members, 29 renewals—351

Points—Navy 2395.95; Army 2314.4.

Our total membership at the end of the week was 1,525.

Cumberland Had Close Team Competition

By R. G. Allamong
Secretary

SHORTLY after the close of our successful Membership Week for the Y. M. C. A. at Cumberland, superintendent Deneen had a well attended meeting of his staff and employes for the purpose of initiating the No-Accident Campaign. It was then that he referred with satisfaction to the way Cumberland put over the work for the "Y," and we were more than glad to hear him state his pride in the accomplishment. For of all people who were enlisted in the work, none was more heartily interested in having Cumberland uphold its reputation for finishing everything that it starts.

T. R. Stewart, superintendent of our shops, as "General" of the Army teams, made a hard fight against the Navy, led by "Admiral" Petri, but the score finally stood 702 for the Navy to 427 for the Army. Mr. Petri had his forces lined up as well for Membership Week as he has them every day in the year for the maintenance of our right-of-way. Every person who

helped in the good work has the sincere thanks of the Y. M. C. A., and we look forward to our new and enlarged program with renewed hope and confidence.

Membership Week at Gassaway, W. Va.

By J. H. Bowen
General Secretary



THE new Y. M. C. A. at Gassaway succeeded in securing 206 members during the recent Membership Week drive.

The teams comprising the "Navy" led off at the beginning of the week, but the "Army" teams made a spurt, overtook them, and finally finished with a lead of fourteen members. At the close of the campaign, the results showed the Army to have 110 members to their credit; the Navy closely following with 96 members. The contest was spirited, especially towards the finish, the two sides running well together.

Master mechanic I. N. Kalbaugh, as General, rallied and led the forces of the Army to their victory, while conductor H. H. Huff, as Admiral, brought his men together and did his utmost to have them surpass the Army.

Team No. 1, of the Army, with E. M. Lantz as Captain, and Ralph Boggs, William Longwell, L. S. Sanders and George Funk, as Lieutenants, finished with forty-six members to their credit.

Team No. 1, of the Navy, with J. D. Nicholas as Commander, and F. L. Jarrett, R. A. Brake, D. T. Foy and P. D. Hickey, as Lieutenants, came in second with thirty-nine members.

Team No. 2, of the Army, with H. Gum as Captain; and W. E. Carruthers, H. H. Mollohan, M. P. Skinner and O. H. Duncan as Lieutenants, finished in third place with thirty-two members.

Inasmuch as the Association work is entirely new here, it was felt by the workers that the results were very gratifying, especially in view of the fact that the work had not been organized and the building not completely furnished.

Feminine Wiles

She—If you could have only one wish, what would it be?

He—It would be that-that-that—oh, if I only dared to tell you what it would be.

She—Well, go on. Why do you suppose I brought up the wishing subject?—*Ottumwa Courier.*

Impressive Tribute Paid at Interment of the Late Major McDonough

Red Cross Furnishing Photographs of Crosses which Mark Graves of American Soldiers on Foreign Soil

THE January issue of the MAGAZINE contained a fitting tribute to the memory of the late Major John McDonough, A. E. F., former assistant superintendent of our Mount Clare shops, who died in France in December, 1918. All who knew Major McDonough at Mount Clare remember him as a charming fellow with the sparkle of youth in his eyes and the tinge of robust health in his cheeks. He captivated you first with his expression of gentle affability; then, in conversation, you found a quiet, well informed, ready man, you recognized him not only as the leader among men that he was, but also as one of that rarer type who combine

the thoughtful nature of the investigator-student with the intense practicability which made his railroad work so successful.

We are fortunate in being permitted to show on these pages two pictures taken during the funeral services of Major McDonough. They are the best of a number which J. T. Carroll, general superintendent Maintenance of Equipment, recently received from France.

There is something intensely impressive about them that words can hardly express. The one shows the large number of mourners, uniformed men in heavy khaki overcoats. The gray atmosphere was incident to one of those cold, damp, January days which every soldier



Major McDonough was laid to rest in this impressive setting



The church in which the service was held

who has been in France well remembers. Yet here also is the feeling of warmth, for the soldiers who turned out to pay the lost leader their last tribute, felt not only the respect due a superior officer of proved ability, but also the more cordial feeling of personal affection. The long rows of plain white crosses in the background make hallowed many blood-stained acres of France today. The uniformed women in the middle foreground, and the representative of the official staff of the French Army in the foreground, make us feel that here was a man whom many wished to honor.

The other picture is one which we like particularly to think of in connection with the last rites for this friend. The Gothic arch of the old French cathedral stands out with inspiring solemnity. It represents that universal brotherhood of men which made Major McDonough and millions of other Americans spring to the battle lines of France like crusaders of old; like those same crusaders who went forth from these same cathedrals of France centuries ago, inspired by a holy purpose and encouraged by a vision of the finest ideals.

In connection with these pictures of Major McDonough's funeral, it seems fitting to show a picture also of the portfolio which is being sent by the American Red Cross to the families of all Americans who gave their lives for freedom and who are interred on foreign soil.

Plans have been perfected by the Red Cross whereby all the identified graves of American

dead are to be photographed and the pictures sent to the next of kin.

Each photograph is mounted in a cardboard folding frame, one side of which contains data concerning the dead soldier. Requests for such pictures may be made to the Bureau of Communications of the American Red Cross, and every effort will be made to hasten their receipt.

The following description of one of the little burial plots has been sent to the Red Cross by one of its workers in France:

"One of these little cemeteries I shall always remember. Laid out with perfect niceness and regularity were the graves in rows, each one marked by a cross, just two pieces of wood nailed together. At the intersection of the two pieces there is a round shield, made of aluminum and painted with the American flag surrounded by a laurel wreath. Beneath this is nailed the aluminum card on which is stamped the soldier's name, organization and the date of his death. Still below this is nailed, whenever possible, one of his identification tags, which is, after all, the most important part of the whole equipment.



This portfolio contains the picture of the lost soldier's grave

“Just in the center of the plot, three muskets are grounded, and swinging from their bayonets, like a basket, is a soldier’s helmet, hanging like a fern basket. Some plants have been put at each corner. At the back is a much larger cross, bearing a card which reads ‘In this little plot of ground lie the bodies of seventy-eight American soldiers.’

“There are similar little plots of this holy ground at intervals all along the edges of the battlefields, and even after we have left France

the kind French peasants will care for them as they do for their own.

“And how I wish every bereft American mother could see these nice, clean, distinctly marked little graves, made by other soldiers before they left the spot, and cared for by really loving hands. The sight would comfort many a heart-broken mother of an American soldier. I am particularly glad to have seen them because in my work I have so often to answer inquiring parents about their boys’ graves.”

It Takes Many Kinds of Genius to Run the Railroad

Accounting Department Operators Perform Amazing Feats of Accuracy

By P. H. Starklauf



PERMIT me to take you into the office of the Auditor Merchandise Receipts, our beehive of industry, and acquaint you with a few of the things efficient in the Machine Room under the jurisdiction of J. R. McDonough. First, consider the abstracting of the interline waybills of all sorts from two carriers to the varied Trans-Continental kind. We will only take three names on the list as a comparison for each month:

March, 1919

NAME	BILLS ABSTRACTED	ERRORS	PER CENT.
Harry E. Dorsey...	3665	1	.0003
Mrs. R. Brown...	4850	5	.001
W. E. Householder	8085	15	.002

Total waybills for the month 100,531; total errors 461—a little less than ½ of 1 per cent.

February, 1919

Mrs. R. Brown...	4048	0	Perfect
Harry E. Dorsey...	3524	1	.0003
A. E. Ports.....	5590	7	.001

Total 103,514 with 516 errors, or ½ of 1 per cent.

January, 1919

Harry E. Dorsey...	4042	0	Perfect
Mrs. R. Brown...	4869	11	.003
Miss R. North...	6486	17	.003

Total 109,742, with 362 errors, or a little over 3-10 of 1 per cent.

Next, consider the Hollerith card cutters and

their deft fingered operators. There are forty-five spaces on each card with an average of thirty-two spaces cut and considering the amount cut per person, the following record is astounding:

March, 1919

NAME	CARDS CUT	ERRORS	PER CENT.
Miss A. Weishaar...	81,000	5	.00006
Miss H. Sahn.....	80,500	0	Perfect
Miss L. Schuman...	72,500	0	Perfect

Cards cut March, 1919, 573,960.

February, 1919

Miss A. Weishaar...	64,000	5	.00008
Miss L. Schuman...	56,000	0	Perfect
Miss H. Sahn.....	55,000	3	.00006

Cards cut February, 1919, 425,050.

January, 1919

Miss A. Weishaar...	81,000	4	.00005
Miss L. Schuman...	74,000	1	.00001
Miss D. Pick.....	50,000	6	.00012

Cards cut January, 1919, 398,978.

The record number of cards cut is held by Miss Weishaar, who cut 90,000 cards during the month of August, 1918, without any errors. A letter of commendation on this feat appears in our files from J. J. Ekin, federal auditor.

Second on the list is Miss L. Schuman, who cut 85,000 cards during the month of October, 1918, without an error. We will be glad to hear from other departments or roads along these lines.

Are You Getting the Proper Exercise?



THE CLERK is absolutely sedentary and muscularly inactive. The mechanic and factory workers are becoming more sedentary as their work becomes more mechanical. Only regular, vigorous, physical exercises can offset this forced inactivity.

Hop on to
a
Hobby—

Get Out in
the
Garden
and Dig



Or Grab
a
Golf Stick

Or Tie Up
to a
Tennis
Racket

RURAL LIFE affords the opportunity for the muscular activity to which man's body is adapted. Man is a muscular animal, not a jelly-fish. He cannot be fine and fit unless his muscles are given free play.

United States Railroad Administration

News from Washington

Financial Statement of Railroads for May, 1919

The financial results of the operation of Class 1 railroads under federal operation for the month of May, 1919, as compared to the same month in 1918 show that for the month of May, 1919, the operating revenues of the railroads was \$408,972,229, which was an increase of \$36,542,884 over May, 1918, or 9.8 per cent. The operating expenses for May, 1919, were \$350,334,488, which was an increase of \$68,895,255 over those for the same month of 1918 or 24.5 per cent. The net operating revenues for the railroads for May, 1919, were \$58,637,741, as against \$90,990,112 for the same month in 1918, a decrease of \$32,352,371. The net operating income of the roads for May, 1919, was \$38,839,996 as against \$71,693,885 for May, 1918, a decrease of \$32,853,889.

Total Traffic Has Fallen Off

The figures show that inasmuch as the present rates are considered to be approximately 25 per cent. higher than they were last year, the increase in operating revenues of not more than 9.8 per cent. would seem to indicate that total traffic as expressed in ton miles and passenger miles has fallen off approximately 12 per cent. The falling off in freight traffic alone amounted to 13.5 per cent. It should also be borne in mind that the increased wages for May, 1918, were not charged into operating expenses until subsequent months.

Director General Talks About Railroad Employes

In an address which he delivered before the Philadelphia Chamber of Commerce the latter part of June, Walker D. Hines, Director General of Railroads, took occasion to reply to the unjust criticism from some sources to the effect

that because there were more railroad employes on the rolls in January, 1919, than in December, 1917, this fact indicated a lack of supervision on the part of officials under federal control.

Increases Were Justified

"It is wholly unjust," the Director General declared. "to attribute to these railroad officials any such failure in their duty to the government because the facts show this increase in employes was due to entirely different and perfectly justifiable causes. These causes were, first, the establishment of the eight hour day and, second, the exceptional amount of maintenance work which was performed on roadway and structures in January, 1919."

Eight Hour Day Put Into Effect

Mr. Hines called attention to the fact that in December, 1917, many employes worked on the basis of ten hours per day or longer, but during federal control and before January, 1919, the eight hour day was put into effect for railroad employes.

"The adoption of the eight hour day, therefore," he said, "made it necessary either to work many classes of employes overtime or to obtain more employes to perform the same number of hours of labor. This radical change for the protection of railroad labor makes it necessary to consider the number of hours worked instead of the number of employes worked. While in January, 1919, the number of employes increased eight and one-half per cent over the number of employes in December, 1917, the hours worked by employes in January, 1919, increased only one and one-half per cent, over the hours worked by employes in December, 1917. Thus the increase in the number of employes simply illustrates the carrying out of the policy, which I believe is generally endorsed as proper, that employes ought not to be required normally to work more than eight hours per day.

Disparity Reduced to Small Proportions

"The small increase in the number of hours worked reduced the disparity between December, 1917, and January, 1919, to very small proportions. The result, therefore, is that the principal cause of the increases in the number of employes is not any greater laxity on the part of railroad officials under federal control than was exhibited by those same officials under private control but due to the adoption of the eight-hour day."

Increase in Maintenance Work in 1919

The Director General declared that this entire increase in the hours of work in January, 1919, as compared with December, 1917, can be accounted for by the increase in maintenance work on roadway and structures.

"January, 1919," he said, "was an unusually favorable month for such maintenance work because of the exceptionally good weather and the availability of adequate forces. In December, 1917, severe winter weather began at an unusually early date and labor for maintenance work was exceedingly scarce because of war conditions and especially because the railroad companies were not paying wages adequate to attract maintenance labor. The result was that in January, 1919, an exceptional amount of maintenance of road-way and structures was performed, the expenditures therefore being 245 per cent. of the expenditures for the same purpose in December, 1917."

Work of Maintenance of Way Increased

"That the entire increase in hours worked on the railroads in January, 1919, can be accounted for in the principal classes of employes in maintenance of way structures—foremen, section foremen, masons, brick-layers, structural iron workers and section men—is shown by the fact that the increase in hours worked by these classes of railroad employes in January, 1919, as compared with December, 1917, was in excess of the total increase in hours worked by all railroad employes so there was actually a slight decrease in hours worked by all other railroad employes. The increased hours worked in January, 1919, by these maintenance forces does not imply any laxity on the part of the railroad officials throughout the country as compared with the attitude of the same officials under private management, but merely shows that these officials were taking advantage of good weather and a good labor supply to do an unusual amount of maintenance work."

Troop Movement for First Half of 1919

During the first six months of 1919, the railroads of the United States carried 4,276,949 troops on special and on regular trains. In addition to that number of troops, something like two million officers and enlisted men made railroad trips while on furloughs. There were also approximately one million men who traveled to their homes from the camps where they were discharged. The aggregate, therefore, was approximately seven and a quarter millions of military passengers who, in addition to the civilian passengers, were carried by the railroads from January 1 to June 30, 1919.

Nine Million Train Miles Required

The military traffic during the first six months of 1919 required something like nine millions of train miles, or approximately one hundred million passenger train car miles for the one-way journeys. As in practically all cases the equipment had to be sent light in one direction, either going or returning, these figures should be doubled to express the aggregate transportation demand of our military traffic.

Soldiers from Europe Moved to Their Homes

During the first two weeks of July, 160,633 soldiers returned from Europe, practically all of them being moved for long or short distances by railroad.

Why Excursion Travel Was Curtailed

The extraordinary demand on the passenger carrying equipment of the country explains why the United States Railroad Administration has not been able to meet all of the requests for excursion trains and why in some cases the cars on regular passenger trains have been crowded. In the month of June alone the railroads transported 914,314 troops, not including men discharged or on furlough, most of them over relatively long distances. The totals for July, when they are available, will probably be nearly as large.

Conductor Willing \$15,000 for Being Courteous

George F. Conroy, a conductor on the Erie Railroad, has been willing \$15,000 by J. J. Adams, a shoe merchant, who died recently at his home in Allendale, N. J. Conroy was given the money by Adams "as a mark of appreciation for his kindly treatment of me and other passengers when he had no personal interest in us beyond his official duties."

What Conroy Said About Bequest

"They all look alike to me, and I try to treat them as I would like to be treated. I try to make every passenger feel I represent the railroad company; that the company has a personal interest in his safety and comfort, and that the service does not end with the sale of a ticket and transportation to destination. I try to make them feel they are getting more than they have paid for and that the company is willing to give more than it receives."

Women Employed by the Railroads

The total number of women employed under the United States Railroad Administration reached the highwater mark on October 1, 1918. At that time there were on the rolls 101,785 female employes. The number of women employed on April 1, 1919, shows a decrease of 14.3 per cent. as compared with January 1, 1919. On January 1 of the present year there were on the rolls of the railroads 99,694 women employes, while on April 1 the number had dropped to 85,393. This was due chiefly to the reduction of the labor force which occurred in February and March. It was also partly due to the return of men from military service who were reinstated by the railroads. On the Eastern lines the drop was 17.7 per cent, while in the South it was 6.5 per cent. and in the West 11.4 per cent.

Where the Women Worked

The clerical or semi-clerical occupations, including all the office-workers, ticket sellers and telephone switchboard operators constituted the largest percentage of the total for the year 1918, being seventy-two per cent. The statistics show that more than 5,000 women worked in railroad shops and more than 1,000 in roundhouses. The latter included among others turntable operators and engine wipers. On October 1, 1919, there were six women employed as blacksmiths, helpers and apprentices, while a large number of others worked as boiler-makers, coppersmiths, electricians and machinists. There were 377 women employed as station agents, assistants and agent operators on the same date, while fifty were at work as switch tenders. There were 931 women pushing trucks and handling freight. Watchwomen to the number of 518 were employed on the railroads doing duty both day and night.

Making Travel Safer for Employes and Public

The campaign conducted by the United States Railroad Administration under its Safety Section to make travel safer and wipe out the causes of accidents to employes and the public is bringing about most satisfactory results. Statistics furnished to the Director General show that for the first three months of 1919 there was a decrease of 569 in the number killed, including employes and other persons as compared with the corresponding period of 1918. The number of accidents for the first three months of 1919 decreased 9,709 compared with the first quarter of 1918.

What Past Figures Show

According to reports made public by the Interstate Commerce Commission the total number of killed on railroads during the year ended December 31, 1916, was 10,001, while 196,722 persons were injured. For the year 1917 there was a total of 10,087 persons killed on railroads, and 194,805 received injuries. For the month of March, 1919, there was a decrease of 196 in the number of those killed on railroads as compared with March, 1918. Those injured during March, 1919, decreased 3,650 as compared with the same month of 1918.

He Never Caused an Injury in Forty-Eight Years' Service

The Railroad Administration has received a letter from a locomotive engineer, forty-eight years in the service on one of the roads in the Eastern Region. He never caused an injury to a fellow employe and gives this advice to his co-workers:

"There are too many accidents caused by thoughtlessness.

"Keep your mind on your work—think of what you are doing. One think before an accident is worth a million thinks after. I always tried to think, not only of my own safety, but of the safety of those with whom I worked."

Railroads' Cooperation in Getting Men to Wheat Fields

About three months ago, it was suggested to the Railroad Administration that a special rate of one cent a mile be made for the movement of farm laborers into the Kansas wheat fields during the harvest season. This was denied because it was deemed impracticable to make

such reduced rates for one class of labor without making similar rates for other classes of labor and therefore the effect would have been a serious diminution of the revenues of the railroads.

What Was Done by the Railroads

In view of representation that difficulty was being experienced in getting laborers into the Kansas wheat fields, arrangements were made under which the Railroad Administration cooperated in every practical way to facilitate the prompt movement of unemployed men from Chicago to St. Louis or other industrial centres to the Kansas wheat fields provided the normal tariff fee was paid or a reasonable guarantee insured. The Railroad Administration agencies assisted in every way in gathering the men and forwarding them to the wheat fields, operating special trains for the purpose when necessary. A representative of the Railroad Administration was in constant touch with Governor Allen, of Kansas, to arrange for the details of such transportation facilities.

First Steel Cargo Barge Launched

The first of the new steel cargo barges under construction for the United States Railroad

Administration for service on the Lower Mississippi River between St. Louis and New Orleans were launched by the American Bridge Company at Pittsburgh, Pa., on June 26. This is one of forty similar barges under contract for Lower Mississippi River Service.

The American Bridge Company advises that the program of launchings calls for one barge every two weeks and actual delivery for operation by the Mississippi River Section will be thirty days after the date of launching.

Appointments and Resignations

R. S. Mitchell has been appointed Chief of the Secret Service and Police Section of the United States Railroad Administration to succeed W. J. Flynn, resigned to accept service with the Department of Justice. Mr. Mitchell has been Chief Special Agent of the Missouri Pacific Railroad since 1912.

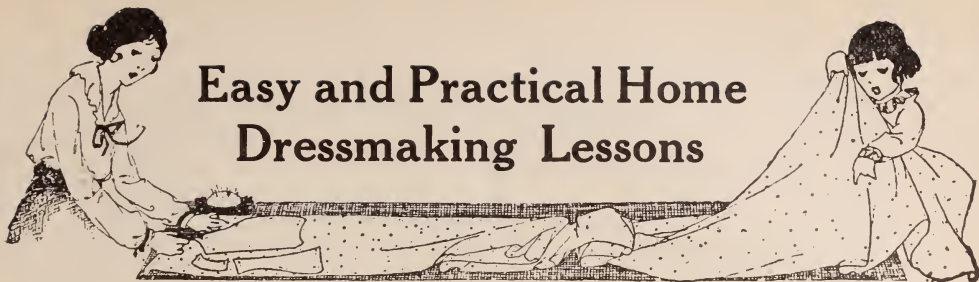
Charles B. Heimemann, traffic assistant to Director Thelan of the Public Service Division, resigned to take effect July 15. He was succeeded by R. M. Robinson, former traffic manager of the Dayton, Ohio, Chamber of Commerce.

Inspecting for Safety and No-Accidents

By E. R. Rowley

Freight Engineer, Chicago Division

Trainmen should observe all passing trains. If each crew does this, there will be no trouble in correcting defects before accidents occur. Enginemen should be willing to pull by trainmen slowly to allow running inspection, and conductors should insist on this being done. Everyone is then satisfied that there are no brakes sticking or brake beams down. This may seem like a delay to some, but it saves everybody in the long run and always keeps the "big hook" at home. Better be a little slow than have both tracks blocked.



Easy and Practical Home Dressmaking Lessons

A One-Piece Frock That Features Simple Design and Distinctive Appearance

NEVER since the introduction of the one-piece dress has it attained such distinctiveness as this season, and yet it has lost none of its simplicity. The costume illustrated today is fashioned in white serge. It closes at the left-side front under a plait, the square neck being collarless. The wide sash is tied at the left side and the vest is trimmed with soutache braid stitched on in border effect.

In medium size the design calls for $3\frac{3}{4}$ yards 54-inch material. The back and the front sections of the pattern are laid on the serge so that the triple "TTT" perforations rest along the lengthwise fold. The sash rests with its straight edge along the selvage of the material, the front gore, the sleeve, collar and shield being laid with large "O" perforations on a lengthwise thread as shown in the guide.

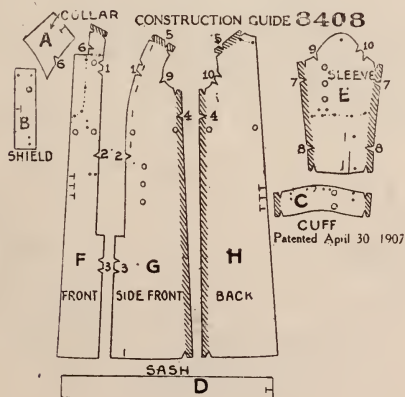
Study the construction as well as the cutting guide. Then begin making by turning the front edge of side front under on slot perforation.

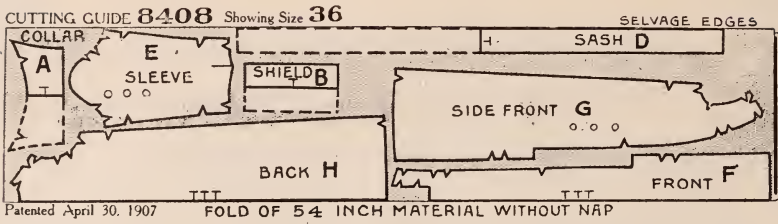
Lap on front section with notches and edges underneath even; stitch $\frac{3}{8}$ inch from folded edge, from upper edge to the extension and close the seam underneath matching double notches; leave edges to the left of center-front free

GRADING
12507



8408





above the double small "oo" perforation in front section and finish for closing. Close under-arm and shoulder seams as notched.

Plait sleeve, creasing on slot perforations, bring folded edge to corresponding small "o" perforations and stitch; leave slashed edges free and finish for closing. Close seam of sleeve as notched. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam

easing in any fullness between the notches. Hold the sleeve toward you when basting it in the armhole.

Arrange sash around the waist and tie at left side as illustrated. Finish ends with tassels, if desired.

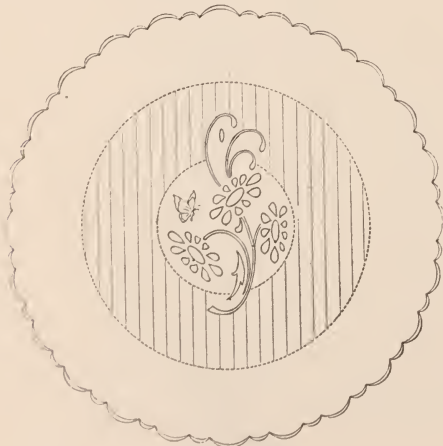
Pictorial Review DRESS No. 8408. Sizes, 34 to 44 inches bust. Price, 25 cents.

New Designs in Linens—Simple Patterns that Bespeak Beauty and Faultless Taste

By Kathryn Mutterer



IT IS the smart thing these days to emphasize simplicity in one's household linens and appointments, as well as in one's dress. The day of complicated embroideries that become eyesores before they are half finished is done. The new order calls for designs that work up quickly and, at the same time, bespeak simplicity and elegance.



No. 12532—Unusually Simple Centerpiece

Two pretty novelties are illustrated. One is a design twenty-one inches in diameter which may be used either for a centerpiece or a cushion top. The floral motif is the black-eyed Susan which, with stem and leaves, may be worked in heavily padded raised satin stitch in natural colors. Approaching the blossoms is a butterfly which is effective in blending shades of brown and yellow. If the embroidery is done in all white, of course, the same cottons should be used for the butterfly. The bars running from top to bottom may be outlined with contrasting color thread or a material may be applied in every other bar. If the design is used as a cushion cover the scallops should be omitted. Otherwise they are worked with buttonhole embroidery.

The second illustration is of a buffet or serving-table scarf. If desired, a centerpiece



No. 12526—Basket Design for Sewing-Table Scarf

may be added to complete a set. The baskets are carried out in brown cotton, raised satin stitch being used. The flowers are in light and dark blue, red, pink, yellow and violet in French knots. One shade of green only is used for the leaves. For the edge of the scarf a narrow crochet trimming may be used, or, if preferred, Cluny lace.

A crochet edge is always attractive and all of the patterns are simple. They are made directly into the edge of the material. Both the center-piece and scarf are unique and offer splendid opportunities for needle-painting, if one prefers colors to all-white embroidery.

EMBROIDERY No 12532, blue, 15 cents.

EMBROIDERY No. 12526, blue, 25 cents.

8367—LADIES' DRESS (25 cents). Seven sizes, 34 to 46 bust. Width at lower edge about $1\frac{1}{4}$ yard. Size 36 requires $3\frac{3}{4}$ yards 36-inch material and $\frac{3}{4}$ yard 27-inch contrasting material for collar (cut bias). Without lining; to be slipped on over the head. Long shoulders and one-piece sleeves. Deep V-shaped neck, and removable shield. The bias collar and inserted pockets may be omitted.

8258—MISSES' JACKET (25 cents). Three sizes, 16 to 20 years. As illustrated in first



view, size 16 requires $2\frac{1}{4}$ yards 36-inch material, $\frac{3}{4}$ yard 36-inch contrasting material, $2\frac{1}{4}$ yards 36-inch lining.

7714—MISSES' TWO-PIECE GATHERED SKIRT (25 cents). Four sizes, 14 to 20 years. Width at lower edge about $1\frac{1}{2}$ yard. Size 16 requires 3 yards 36-inch material for skirt with suspenders, or $2\frac{3}{4}$ yards 36-inch if made without suspenders.

Patterns on sale at all *Pictorial Review* Agents in principal cities on our lines.



JACKET
8258
WITH SKIRT
7714

Lines to a Pencil

I know not where thou art.
I only know
That thou wert on my desk,
Peaceful and contented,
A moment back,
And as I turned my head
To light a pill,
Some heartless wretch
Went South with thee.
I know not who he was,
Nor shall I investigate.
Perchance
It may have been
The guy I stole thee from.

—Exchange.

IF I HAD TO PAY THE CLAIM MYSELF



WOULD I ACCEPT THIS PACKAGE —



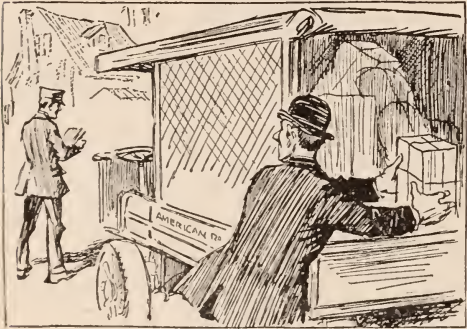
OR INSIST ON HAVING IT WELL PACKED ?



WOULD I HANDLE IT LIKE THIS —



OR IN THIS WAY ?



WOULD I LET IT BE STOLEN —



OR WOULD I GUARD THE WAGON ?



WOULD I LEAVE IT WITHOUT A RECEIPT —



OR WOULD I SEE THAT I GOT ONE ?

Railroad Makes Brave Show for Service Men of Martinsburg on Independence Day

By W. L. Stephens
Assistant Foreman, Shops

LAST month's issue made brief mention of the intended home coming celebration to be held in honor of our returned soldiers. Seventeen of our men dropped their tools and took up arms in defense of the Nation. And men at home bent their shoulders to the wheel and aided in keeping the old Ship of State running. The hour had come when we could all relax and rejoice. The boys were back with Victory written large on their battle banners and the men at home were conscious of a task well done.

The shop men at first planned to have a local celebration, but Berkeley County deciding to hold a public fete on July 4, we threw our lot in with the larger plan and decided to show the citizens just how Baltimore and Ohio vim and grit could do things.

Superintendent Brantner led the pack and it is due largely to his ability at organization, his wholehearted enthusiasm and the fine cooperation shown that such splendid success perched upon our banner in the celebration. The day's events included athletic contests, aeroplane flights, baseball games, complimentary dinner and lunch for the soldiers, addresses of welcome and appreciation, presentation of medals, band concerts, civic parade and trades display, and the pyrotechnic show at night. From dawn of day until long after midnight the old town gave herself over to one grand revel.

The only event in which the Railroad took part was the street pageant. For several weeks the committees had been working and planning for this exhibit. The B. of L. E. and the B. of R. T. joined with the shop forces to make the Baltimore and Ohio's the biggest and best show of the day.

Our section of the parade formed at 1.30 p. m. and moved into line a few minutes later, headed by employes carrying the Stars and Stripes, shop pennant and service flag. Then came the Brunswick band, leading our section, followed by eight boys bearing a large American flag, emblematic of the united efforts of the Baltimore and Ohio men marching behind.

There then followed in order:
Superintendent Brantner and staff with heads of the organizations.
The Safety float and committee.



Half size model of First Engine used on Baltimore and Ohio, as decorated for the parade

Model of the ancient engine, Arabian, first used in 1830, mounted on a motor truck, with crossing gates, watchbox and a group of school children held up at the crossing. This made a fine appearance and attracted much favorable comment.

Our shop fire department.

Float showing the evolution of transportation with the Egyptian ox cart mounted upon a 1919 motor truck, the modes of travel 2,100 years ago and today.

Platoon of employes marching in open column of fours.

Our fun maker, "Bud" Smith, riding in a tastefully decorated donkey cart and accompanied by the shop comedians, H. H. Mundy and "Charley" Taylor.

Platoon of men.

Acetylene float, showing the welding or building up of frogs with acetylene torch.

Platoon of men.

Peter Cooper's Tom Thumb engine mounted on a pony cart. The half-size model on the prettily decorated float and placarded "First



One of the platoons of our employes marching up side street to join the parade

Engine Used on the Baltimore and Ohio," was an object of interest all along the route.

Last, but not by any means the least, came the Indian cart with Miss Alice G. West, our popular timekeeper, and Miss Helen Smith, local telegraph messenger, riding in state. It would be difficult to determine which attracted more attention, these charming young ladies or the stately equipage in which they rode. Several spectators were frank enough to remark: "Wonder how it is the Baltimore and Ohio always picks the best."

This last of the historic exhibits was followed

by a float of the Ladies' Auxiliary, B. of L. E., a large auto truck handsomely decorated and filled to overflowing with charming ladies of the railroad organization. Then came a First Aid automobile containing our veterans and disabled shop men.

The Baltimore and Ohio exhibit was the largest and by far the best of any. We had nine soldiers in line and our floats were tastefully draped with bunting and flags. Our employes wore white caps with yellow band and "Baltimore and Ohio" in black letters, the Road's colors. White shirt and duck trousers completed their attractive costumes. Marshals Ray Russler and Stewart Perry, mounted on spirited chargers, formed an able escort for the marching Baltimore and Ohio hosts.

The throng on the streets along the line of march quickly caught the significance of the big exhibit and were profuse with their applause. The citizens of Martinsburg and Berkeley County and the returned soldier boys, the visitors and all who saw the pageant were brought face to face with a great Railroad's interest in the community it serves. They saw the evidences of its cooperation, through the local branch of the System, in any civic movement for the welfare and happiness of the people it reaches.

The Square Deal

NEWARK, OHIO, June 16, 1919.

W. J. DUDLEY,
Superintendent Relief Department,
Baltimore, Md.

Dear Sir:

This will acknowledge receipt of yours of the 13th instant which contained:

Policy of fire insurance in force,
Two policies of fire insurance expired,
Two tax receipts.

I do not wish another loan at present, but would, in the near future, like to start a savings account with you.

I realize that the Savings Feature of your department has been a boon to a great army of Baltimore and Ohio employes in helping them to get homes.

Thank you for the services given me in connection with my loan.

I can recommend to Baltimore and Ohio employes the square deal given me.

Very respectfully,

CHARLES C. BOWMAN,
Air Brake Inspector.

(Extracts from letter written by Mr. Bowman after his loan had been repaid.)



SAFETY ROLL OF HONOR

Staten Island

On June 14, Daniel J. Bernard, a member of the Clifton Shop Safety Committee, noticed the wheels of train No. 19 jump the rails while passing over Clifton crossing. Investigation disclosed track spikes and stones between the rail and crossing plank, which he removed. Commended for keen observation and prompt action.

Baltimore Terminal Division

Operator W. J. Baxter, on duty at Huntingdon Avenue, June 2, when first 13 was passing his tower, noticed some brake rods dragging, had train stopped and obstructions removed before accident occurred. Commended.

E. H. Kramer, operator at North Avenue, Baltimore, observed brake rigging dragging under passing extra east 4084, on June 4, had train stopped and repairs made before accident occurred. Commended.

Baltimore Division

At 6.05 p.m. on June 21, train No. 158, in charge of engineer Hall and conductor E. B. Huffman, picked up an express car at Annapolis Junction, standing ahead of three loads of horses for Camp Meade.

When coupling to this car, it was noticed that there was confusion in one of the stock cars. It was investigated by brakeman Adam Abel, from train No. 158, who discovered that one of the horses had his foot caught in the side of car between slats and was down. He informed his conductor, who left brakeman Abel at Annapolis Junction to release the horse.

Brakeman Abel secured a saw from a neighboring house and succeeded in releasing the horse and getting him on his feet, thereby saving possibly \$175.00 to \$200.00 for the Company, for, had the horse not been released, he would have been trodden upon by the other horses and probably killed.

Commendatory notation has, therefore, been placed on the records of conductor Huffman and brakeman Abel for their forethought in protecting the Company's interest. Although

not a member of the Society for the Prevention of Cruelty to Animals, this incident shows clearly that brakeman Abel "has a heart."

On June 24, operator George W. Fowler, at North Avenue, Baltimore, noticed brake rigging down on car in train of extra west, engine 4116, while passing his office, and had it stopped at Mt. Royal, where the rigging was removed. This prevented a possible accident, and Mr. Fowler is commended.

On June 21, flagman W. W. Forrester, with extra west, engine 4016, while looking over train, found a cracked arch bar on head truck of M. C. 47006. The car was set out before the train left the yard at East Side. Careful observance in this case possibly averted an accident, as this car was loaded with sand. Mr. Forrester is commended.

On June 14, extra east, engine 4548, in charge of conductor Smith and engineer Drenner, with seventy-four loads, 5,759 tons, was passing Marriottsville when a brake rigging was discovered down on C. C. & St. L. 70581, the fifth car from cab. This was noticed by operator W. Boyer at Marriottsville, who



Crew on Coal Saving Run

Left, Engineer A. B. Haller; right, Fireman C. E. Jacobs

notified conductor. The train was stopped and brake rigging taken down. A credit notation will be made on Mr. Boyer's record.

The following letter is self-explanatory.

BRUNSWICK, MD., July 2, 1919.

R. B. WHITE, Superintendent.

Dear Sir—On June 11, engineer A. B. Haller and fireman C. E. Jacobs made a coal test on engine 1376 on the Washington County Branch: total tonnage for round trip, thirty-eight tons, mileage sixty, allowing six miles an hour for switching on line of road. The engine burned 208 shovels of coal at fifteen pounds per shovel, which made one ton and 14/25 tons of coal, and handled twenty-six cars on the trip. These men have since made another test on seven round trips. They handled 140 cars, 6,260 tons, 420 miles, and the coal consumed was eighteen tons. This crew is continually making tests to save fuel.

Yours truly,

J. J. McCABE.

East End

While train No. 67 was crossing the Susquehanna River on July 3, fireman B. A. Bowen noticed that the bridge was on fire. He called it to the attention of engineer W. J. Clishian, and together they notified the watchman, thus preventing a possible loss.

The following letter is self-explanatory:

BALTIMORE, MD., June 11, 1919.

MR. J. B. SHULTZ, Engineer,
Care J. E. SENTMAN,
East Side, Philadelphia.

It has been called to my attention that you were in charge of train No. 504 on June 5, and were delayed five minutes getting an intoxicated man off of the bridge just east of Eddystone. I have found out that it was due to your keenness of vision, and the strict attention that you were paying to your duties, that this intoxicated man was not killed. Your attention was attracted by a small moving object on the bridge while you were some distance from it, and you handled your train in such a way as to be able to stop before reaching the bridge. You and your fireman then had considerable difficulty putting this intoxicated man off the bridge.

I wish to compliment you for the manner in which you handled your train on this occasion.

Very truly yours,

R. B. WHITE,
Superintendent.

The accompanying picture is of Irving Miller, aged eighteen, employed as billing clerk at Pier 22, Philadelphia. Miller, although only employed by this Company since May, 1919, has already made himself conspicuous by his bravery in saving the life of Philip Dumbrofsky, a would-be suicide. On the afternoon of

Thursday, June 27, Dumbrofsky, a man who the newspapers stated was insane, decided to end his career by drowning, and picked out Pier 22 for the fatal plunge, but fortunately for him, Miller was there to change his mind. At the time of the attempted suicide, Miller was on the second floor of the pier, sorting out shipping tickets for billing, and, when the cry of excitement arose, he, without a moment's hesitation, jumped from the second floor to the first, in itself a dangerous act, then made a dive into the river without removing any part of his clothing, and with shipping tickets still in his pocket, rescued the would-be suicide, just as he was going under for the last time. We all feel proud of this hero in our midst, and would advise anyone contemplating suicide, to pick out a place other than our Pier, as their plans here will be thwarted.

Cumberland Division

Keyser

On June 12, brakeman R. H. Murphy, with extra west, engine 4142, from Keyser to Fairmont, while inspecting train at M. & K. Junction, found P. R. R. 11483, loaded with Government freight for Nitro, W. Va., with right wheel having fourteen inches cracked on out-



Irving Miller, eighteen year old billing clerk at Pier 22, who made heroic rescue on June 27

side plate, but not through the inside plate. Air brakes on this car were cut out and the head brakeman notified not to use hand brake on Newburg grade. In this way the car was taken to Fairmont and yardmaster and car foreman notified. Brakeman Murphy has been commended for the interest he displayed in inspecting his train at M. & K. Junction and an entry has been placed on his record.

On June 9, engineer J. M. Carrico discovered a broken rail on No. 4 track at Salt Lick water tub, just west of Terra Alta. The defective condition was immediately reported to operator and rail repaired before there was any chance of an accident occurring. For his vigilance in the Company's behalf, Mr. Carrico has been commended and credit entry placed on his record.

Connellsville Division

On June 30, while conductor C. F. Rizer, in charge of extra 4569 east, was inspecting his train at Deal, prior to coming down the mountain, he detected the odor of a hot box but could not observe smoke, so he began to feel the various boxes. Finally he located a warm box on A. T. & S. F. 19091, a car of milk, thirty-one cars from engine, and, upon raising the journal lid, found the journal burned off, with a mere handful of "dope" in the box. Conductor Rizer and crew packed one hot box at Bidwell and another at Rockwood, but there were no signs of this particular box being hot. The activity of conductor Rizer is responsible for his discovery, and had he been lame in the close supervision of his train, a serious accident might have occurred on the mountainous grade. Conductor Rizer has proved one of our many boosters in the "No-Accident Campaign."

CONNELLSVILLE, PA., July 7, 1919.

W. H. BITTNER, Trackman,
Glencoe, Pa.

Dear Sir—I have information that on June 26, 1919, when train No. 41 passed over section where you were working, you noticed what appeared to be a loose wheel on engine 2016. An examination was made of this engine at Connellsville and it was found that left front tank wheel journal was badly bent.

Your prompt action in reporting this condition is highly commendable and I take this means of expressing my appreciation of your alertness while in the performance of your duties.

Yours truly,
T. J. BRADY,
Superintendent.

Pittsburgh Division

GLENWOOD, PA., July 8, 1919.

B. SMALLWOOD, Road Foreman of Engines,
Pittsburgh, Pa.

Dear Sir—Yesterday, I rode No. 6 from Pittsburgh to Connellsville with Engineer

Quinn, Fireman Knepper and engine 5066. The train consisted of 9 steel cars of the latest type. We burned 203 scoops coal at about 15 pounds per scoop, 3,030 pounds all told, or 5½ pounds per car mile. The work of Fireman Knepper was first class. On leaving Pittsburgh station 11 shovels of coal were applied at the first fire; after that the engine was fired with 4 scoops per fire to Connellsville, the steam being maintained at 170 to 175 pounds at all times. The fire was light and level and at no time over 6 inches deep. The handling of the train on the part of Engineer Quinn was first class; train leaving Pittsburgh was 2 minutes late, McKeesport, 2 minutes late, West Newton, on time, Connellsville, on time. The pumping of the engine was done by Fireman Knepper and the height of water in boiler at no time exceeded 3 scant gauges. The reverse bar was worked at the shortest possible cut-off and the trip was almost void of smoke. Speed restrictions were observed in all cases and no violations were made; we received 1 caution block at Robbins. The handling of brake on part of Engineer Quinn was good. The handling of train and firing of engine on part of crew was, in my opinion, all that could be expected, except that engine was permitted to pop 3 times, which amounted altogether to 93 seconds. Would suggest that this trip be written up and placed in EMPLOYEES MAGAZINE as an example of what can be done when engineer and fireman cooperate.

Yours very truly,
M. C. THOMPSON,
Supervisor Locomotive Operation.

On Sunday, June 1, while on duty, car foreman W. P. Gallagher discovered a railing at the top of the steps at Willow Grove Tower loose and in an unsafe condition, and made repairs to prevent injury to fellow employes. Mr. Gallagher received a nice letter from superintendent Gorsuch, thanking him for his interest.

J. Tobias, leverman at Demmler Tower, while on duty May 20, observed a car door in a passing train in an unsafe condition, and called it to the attention of the crew. It was corrected, thus preventing a possible accident and Mr. Tobias has been commended.

New Castle Division

Operator E. C. Forney at Lodi, Ohio, on June 19, noticed car of pipe in train of extra 4103, with two supports gone and load shifted. He notified crew and car was set off for repairs. For his close attention to dangerous conditions of this kind, commendatory entry will be placed on his record.

Newark Division Zanesville

On June 23, while on a fishing trip down the Muskingum River, J. A. Anderson and B.

Maneely, machinists at the Zanesville round-house, saw Bridge No. 429, just east of Eagleport, Ohio, on fire. They promptly flagged all trains on this division (O. & L. K.) and extinguished the flames. It was probably the prompt work of these two employes that saved this bridge and we are glad to give them special mention in our MAGAZINE.

Cleveland Division

About 6.30 p. m., Sunday, June 15, on account of the storm on the lower C. L. & W., all telegraph wires were out of commission, except one Western Union wire between Uhrichsville and "GI" Tower. The only available linemen were at Lester and Bridgeport, and after an unsuccessful attempt to get a telephone lineman from New Philadelphia, we instructed W. Furlong, Section foreman, Uhrichsville, Ohio, to start west from Uhrichsville and see what he could do to overcome the trouble. He left at 8.05 p. m., and at 9.00 p. m. he had all wires working, thereby preventing us from being seriously handicapped all night. He has been commended by the superintendent.

Ohio Division

William Shermer is flagman on trains running between Parkersburg and Cincinnati. Because of the efficient manner in which he performs his duties and the courtesy he shows to Company's patrons, particular notice was given these features in a letter written to the Director General of Railroads by a passenger on one of the trains which flagman Shermer worked. This is the second letter of this character in the past sixty days and in further recognition of flagman Shermer's efficient service commendatory entry has been placed on his record.

Operator G. G. Doherty, while on duty at "GN" Tower, June 11, notice brake rigging down on a Big Four train which was passing this office. He immediately had train stopped and upon examination, condition of car was found to be dangerous and train was held until temporary repairs could be made. For interest displayed, thereby averting possibility of a serious accident, operator Doherty has been commended.

Indiana Division

At 4.34 p. m., June 27, when freight train No. 90 was passing Delhi, operator Frank Vawter noticed something dragging under car in train, dropped train order board, stopped train and notified conductor Childers, who reports that they found bottom connection dragging on P. F. E. 7382, car of cantaloupes, destined Cincinnati. This was removed and car taken forward. Appropriate entry has been made on record of operator Vawter.

On June 8, C. W. Griffith, crossing watchman, Holton, discovered what appeared to him to be a broken brake beam under a car in Extra 2517, west, in charge of conductor Banta, engineer R. C. Miller. He informed the agent at Holton immediately and it was arranged for Extra 2517 to be stopped at Butlerville. Brake-beam was found down and was taken care of by conductor Banta and crew. Commendatory notation is now on the record of Mr. Griffith.

On June 27, engine 1432 on train No. 43, broke down at Nebo and it was necessary to disconnect engine. Engineer H. Durham, who was on train No. 43 with his bride, immediately went to the assistance of Engineer Evans, who was in charge of the 1432, and assisted him in disconnecting the engine and getting train in shape to move. For the loyalty displayed by Mr. Durham an appropriate entry has been made on his record.

The Veteran Employe Owes

the lessons of his long experience to the new Railroad worker. He owes him more than anything else an uncompromising lesson on the rules of SAFETY. You would not willingly lead your own son into needless danger—why the son of another? Play fair with every "new" boy in the service. Help him become a real SAFETY man.

—Charles Fox, Safety Committeeman, Indiana Division



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Office Federal Manager

Correspondent, H. H. HARTLOVE

Active interest is now being taken in baseball by the single men and the married ones—so much so that there is prospect of a permanent league being organized for the purpose of helping the American and National Leagues by presenting them at some future date with excellent professional material.

On the morning of July 3, W. C. Kinney looked at his Ingersoll, which recorded 8.00 a. m. Rushing hurriedly hither and thither, he half ate his morning repast; then, rapidly boarding a J. G. Brill seventy-two passenger car, arrived at the office at 8.30 a. m. "Ingersoll Time." To his immense surprise, no one was around, and Camden Station informed him that it was just 7.00 a. m. Making a few rapid slide rule calculations and deducting "Daylight Savings," it is statistically assumed that he must have arrived at the Central Building at a time when the milk man was making his rounds.

Mr. and Mrs. Earl Hammond are spending their honeymoon at Rehoboth Beach, Delaware. Miss Martha Rawlings, C. P. Cloonan and T. J. Klauenberg, of the Pass Bureau, headed by their chief, C. A. Duvall, and his wife, spent the week-end of July 5 as the guests of Mr. Hammond and his bride.

C. N. Lochboehler, formerly of this office, has been transferred to the Corporate Engineer's office.

Miss Gladys Knabe and Miss Mable Muller are spending their vacation in the Blue Ridge Mountains and expect to go to Atlantic City as a grand finale. What are the wild waves saying? Let us spray!

Recently Miss Vivian Colgan entertained Miss Ethel Buckless and Miss Ella Horan on her farm at Fallston, Maryland. Miss Horan became very fond of the little pigs and other farmlike things and is now spending the first section of her vacation on a large farm at Keedysville, Maryland. The pump appealed to Miss Buckless, so she is taking a water trip to Boston.

Your correspondent, after making the boat trip from New York to Albany, and then touring Lake George and Lake Champlain, will spend ten days at one of the many resorts along Lake George. He is fond of water and wants to go where there is plenty of it. Signed and sealed this FIRST DAY OF JULY, 1919.

Law Department

Correspondent, G. W. HAULENBEEK

A Pertinent Inquiry!

When will there be a ban on the lighting and smoking of cigarettes in the crowded office elevators. A proper course, willingly followed by all, would be to have consideration for the ladies. What a dreary existence we men would endure but for the girls, that is we men who are unfortunate enough to be single. Now there!

I am in full accord with the "No Accident Campaign," as outlined in the July number of our MAGAZINE. We should bend all our energies to prevent accidents. It is said that a new employe, working in the danger zone, is very, very careful during the first year, but after that, carelessness creeps in, and trouble begins, trouble of a very serious character. This should not be the case. Everyone should exercise caution and circumspection. I am constantly cautioning my grandchildren to look up and down the street before attempting to cross, to avoid accident. We of larger growth should certainly increase our vigilance in every way, whether in the shop, in the yard or on the road. The work of the MAGAZINE in this regard is of the greatest importance.

Charles Edward Sanders is a young gentleman possessing a goodly share of common sense. He is employed as a stenographer in Frederick J. Griffith's tax office, of our department. I always did admire Mr. Sanders, and now that he has entered the matrimonial precincts, my admiration has increased. Miss Ina Buxton had the good fortune to meet Mr. Sanders before he entered Uncle Sam's service, and after his discharge from the military the marriage ceremony was performed. The couple sailed for Boston the day of the wedding, visited Bunker Hill monument of patriotic interest, then boarded the first train for Sanford, Maine, where the honeymoon was spent.

Narrating the entrance into the realms of matrimony by any of our employes, is the supreme duty of every MAGAZINE correspondent. I might think seriously of it myself sometime. You never can tell.

Major A. Hunter Boyd, Jr., and his colleagues, Lieutenants Bowie and Gross and Sergeant-Major Gemmill, returned to Baltimore from overseas, too late for a MAGAZINE account of their activities "over there." The trip going over, the Major tells me, was rather long drawn out; but coming back, the steamer ploughed the ocean wave at high gear, and all was serene. These gentlemen have resumed their duties in the Law Department, and our only absentee now is Charles Radley Webber, still in Italy doing good work. Mr. Webber's room is ready for him here, and when he does return, he will take up the work he laid aside to engage in patriotic work for his country as though he had not been absent at all.

The sons of our popular law clerk, Edward Jennings Sillman, have returned, but not to remain, as they are officers in the regular army and their work is not yet finished. These young gentlemen are devoted to their occupation and consequently are meeting with success. This is something that should be remembered by a good many of our railroad employes—to be interested in their daily tasks, and to do the work assigned them in the best possible manner. Cheerful service is the best service after all.

Our young friend, William Bruce Berry, the junior clerk of our department, carrying out the spirit of economy, eschews the street cars and goes to his home on Gorsuch Avenue on his wheel. On one of his trips, a careless chauffeur of a rapidly moving car ran into William and spilled him all over the pavement. While he received minor hurts, he was at his post in the department a morning or two thereafter, as polite and willing as usual.

Relief Department

Correspondent, H. IRVING MARTIN

Two more of our strapping army chaps have been mustered out and have unobtrusively resumed work.

Corporal Robert H. Baldwin, Battery F, 110th Field Artillery, helped to use up a lot of ammunition in shell practice. His battery was ready for business near Metz, and only needed the opportunity to make a record. Corporal Baldwin received his military training at Camp McClellan, Anniston, Alabama, and at Camp DeMeucon, near Vanns, France. After the armistice he spent some days "Seeing Paris."

Sergeant Lawton D. Whaley was one of the fighters who traveled under a lucky star. Although shells passed overhead, and many burst near him, he came through without a scratch. In his work with the 29th Division, and during his assignment at headquarters, in the motor cycle corps, he heard and saw much of actual warfare. He was in the fighting in the Alsace sector from July 25 to September 23, 1918, and in the Meuse-Argonne offensive from October 8 to 29, 1918. He talks entertainingly of the underground city beneath the Fortress of Verdun. One of his compensations was his trip to the Riviera, Menton Beach, Monte Carlo, and Paris—after hostilities ceased.

We have added to our roll Charles Francis Morrison as messenger. They say that the man always succeeds who is interested in his job. Based upon this principle, Francis is surely going to win out, as he is trying to make a record for always being on hand when needed.

Harry C. Shakespeare has discovered through personal experience that "La Grippe" is a summer disease. We are glad to learn that his stay at home will probably be short and that he and his "foot-ball" hair cushion will soon be on the job.

The Savings Feature, on July 10, accepted, with much regret, the resignation of Miss Rosalyn Landon.

She entered the service on November 3, 1918, in the Federal Manager's office, and was transferred to the Relief Department on February 1, 1919. Her record has been notably efficient and all regret her departure to her former

home near Warehouse Wharf, in old Virginia, "down on the Piankatank, where the bullfrogs leap from bank to bank."

Telegraph Department

Correspondent, MISS DELLA M. HAIN

If you can consistently serve the interests of the Railroad by having a telephone in your office removed, please notify this department.

George W. Sherrard has been appointed regular station lineman at Washington Junction, Md., vice R. Hightman.

G. W. C. Day, division operator, Pittsburgh, is at Meyersdale, Pa., convalescing, after a period of poor health.

Transportation Department telegraphic code book, Form 2664, can be obtained from the stationer on requisition. If in need of a code book, by all means order one and use it extensively.

R. F. Miller, chief clerk, attended the Relief Department convention in Cincinnati, June 26 and 27, as the representative of the Baltimore Division. B. H. Titchnell, telephone lineman, Philadelphia, also attended, after election by the Philadelphia Division.

D. D. Fox, telephone maintainer, has recently returned from France and has resumed his former duties with the Railroad.

Lumber Agent

Correspondent, S. O'NEILL



Allen J. Perry
Office, General Storekeeper

Allen J. Perry entered the service of the Western Maryland as a stenographer in 1916, and was transferred to our Purchasing Department in 1918, later entering the General Storekeeper's office. He joined the Navy as second class yeoman and was sent to the Great Lakes Training Station, being next in line to be promoted to ensign when the Great War ended.

We are glad to have his smiling face (see picture) with us again.

Transportation Department

Correspondent,

MISS MARGARET TALBOTT STEVENS

Tucked away in a cozy little Methodist parsonage at Cannon, Delaware, is one of our girls, Miss Zillah Munroe—we beg her pardon—Mrs. John Townsend, formerly of the L. C. L. Bureau of our office, but destined now to shine as capably and efficiently in her present capacity as a popular wife of a famous minister. All of our best wishes are extended to this little June bride and her husband. Some day we hope to visit the church presided over by the Reverend Townsend—that is, if Zillah will ask him not to call on us to pray.

How time does fly! Allow us to introduce two of our young gentlemen, George Barry and Clifton Brooks. Long trousers do certainly make a difference.

The aviation fever has seized August Schweizer, resulting in a number of miniature aeroplanes floating about the mail desk; he brings in a new one every day. 'Tis whispered that this young genius is trying to get a patent on a plane that will fly indoors from desk to desk and from office to office, thereby saving the messenger boy many a weary step, while "Gus" will merely sit at his desk and pull the strings.

Those who wish instructions on the new subject, "How to Board an Emory Grove Car," will apply to Miss E. V. McClayton, who is well versed theoretically, and thoroughly experienced.

For reasons unknown, some of our young people have suddenly taken to the gentle art of poetry writing. A young lady coming in one morning, wearing the pinkest of rosebuds, was surprised to find in the mail at noontime a missive which ran somewhat as follows:

"How I love you
Nobody knows;
Now won't you give me
That little pink rose?"—H.

Alas for cupid! alas for the poet! The answer he received was as follows:

"How much you love me
I don't know;
I'll give you the rose—
When you're under the snow."

(P. S.—Don't let Aunt Mary see this, for she'll put it in the MAGAZINE.)—G.

A week or two ago we correspondents received a note from our mutual friend, the Editor, asking us not to follow our natural tendencies in telling where every Tom, Dick, Harry and *Jane* spent their respective vacations, But not once did he mention the names of Elsie or Mona. Therefore, when two young ladies like Miss Russell and Mrs. Craig spend two perfectly lovely weeks in Chicago, Denver, Manitou and Pikes Peak, come back all sunburned and weighing at least five pounds more than when they started, also bringing home all kinds of souvenirs and photographs, how can we help saying a word or two? So, Mr. Editor, will you kindly let us know if we may have a little space in the September or October MAGAZINE for a trip to Pikes Peak, as they told it to "Aunt Mary?"

Sure, you can! It's different with girls and I only included "Jane" to keep "in right" with "Aunt Mary," anyway.—Ed.

Engineering Department

Correspondent, WILLIAM H. FRALEY

First Lieutenant R. S. Hunter, of the Engineer Reserve Corps, which embarked from Hoboken in July, 1918, for Brest, France, returned to Baltimore on June 9, in the best of health, having had many interesting and valuable experiences.

Our chief draughtsman, J. H. Milburn, is the proud grandfather of two exceedingly interest-



Charlotte Elizabeth Harrison
Another grandchild of our Chief Draughtsman



Jean Marie Milburn
Nine months' old grandchild of our Chief Draughtsman,
J. H. Milburn

ing little ladies, whose pictures we are glad to reproduce here. There are Charlotte Elizabeth Harrison, sixteen months, and Jean Marie Milburn, nine months. Their "daddies" are both in our service.

E. L. Chaney, a former bank clerk of Sykesville, but now "one of us," after carefully saving his pennies, was enabled to make a long anticipated pilgrimage to see the "Father of Many Waters." The vastness of Niagara had a wierd and startling effect on him; notably when a companion makes a movement down his spinal column he will spin around in a good imitation of the whirlpool, shouting "Oh, Boy!" and blushing like a Maid-of-the-Mist. We hope his next vacation will have less exciting influence.

Our agriculturist, T. E. Hilleary, became quite an expert in producing unusual crops. His crop of poison oak is unusually large this year, much to his personal discomfort.

An unusual accident occurred to J. M. Fitzgibbons, who had his tonsils sunburned while looking at the dirigible sailing over the central building recently.

June 11 was the day. And Harry L. Wirsling, of the Architectural Department, was the man. He said the words that sealed his fate, and the bride blushed and promised to obey. And all the world laughed. So did Harry's associates—the single ones. So did Harry, he thought

he had put one over on them. Then a shower of rice, then the trip, all the way to Cuba—Cuba in June! At sea the wind blew, the bride was seasick, Harry was blue, so was the bride. But it was worth it. Since the return the crowd has been invited out, and they will all be out, most of them are used to being that way, and Harry may be out, too, shortly—if he is not all in.

C. R. Leland, architectural draughtsman, is again a happy father. It is a little daughter this time.

E. Harry Bauman, a Sergeant-Major, has returned from his army duties at Camp Meade, with three service stripes and an intense passion for automobiling.

Ossian Gee, assistant cook and porter, returned with the 808th Pioneer Infantry Regiment. "Oscar" won promotion to the rank of Sergeant and is now busy renewing old acquaintances, especially among the ladies.

Milton Kemp, draughtsman, is on an important trip to Boston, which is said to include a search for happiness in the person of a Yankee heiress.

Our assistant file clerk, Miss Jane Delahay, found much pleasure in a Fourth of July trip to Thurmont. Her bright smiles indicate that a widower can add much enjoyment to such a visit, especially on the return trip.

It is rumored that our dainty little file clerk in the Architectural Department is due to pass out of her 'teens shortly.

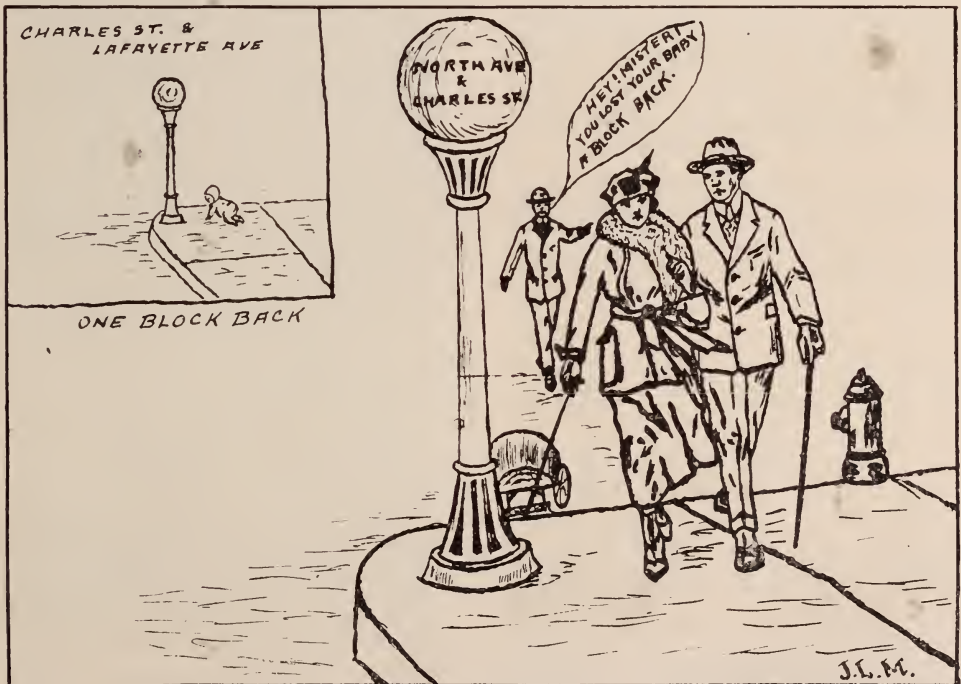
Since the armistice Miss Appel has discontinued wearing the divisional and regimental badges of the infantry.

The newly formed fire brigade is looking forward to a "swell" banquet at which arrangements are expected to be made to form a social organization. T. E. Hilleary, the extinguisher man, has no opposition in the candidacy for president. It is suggested that the position of "pipeman" be created in the fire brigade for draughtsman M. M. McCracken, who is a "pipe specialist."

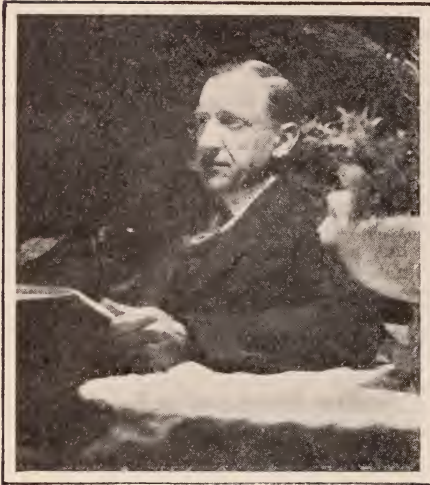
Auditor Merchandise Receipts

Correspondent P. H. STARKLAUF

Note our cartoon entitled "Did this ever occur to you, Mr. Newlywed?" "Charlie," whose habitat was Covington, Ky., before making Baltimore the city of his adoption, was strolling down Madison Street one beautiful summer's afternoon, arm in arm with the "Mrs." and with the Junior in the sulky, when the latter suddenly decided to volplane. Not being familiar with the streets of Covington where this came to pass, we are camouflaging the names of the streets.



Did this ever occur to you, Mr. Newlywed?



C. J. North, Head Clerk, Revision Division,
Office Auditor Merchandise Receipts

We are presenting this month to the Baltimore and Ohio family C. J. North, head clerk of our efficient Revision Division. Clyde entered the service September 7, 1900, and, as one of our junior contingent, stands for everything progressive in our organization and executes his duties in a creditable manner.

The table at the bottom of the page shows the amounts saved by the Revision and Comptometer Bureaus in the issuance of correction notices during the stated periods. These run in proportion to the amount of traffic handled, some months having shown more than one hundred thousand dollars in savings.

Miss Ruth E. Nordorft, our efficient multi-graph operator, has returned after a thoroughly enjoyable trip to Milwaukee. She tells us the "water" out there is so much better than in Baltimore, possibly due to the city's close proximity to White Fish Bay.

Mrs. Dahlgren Boyer, in charge of the Entry Division, gave the young ladies in her jurisdiction a garden party on June 19, at her residence, 509 Radnor Avenue, Govans. Dancing

on the porch under the soft light of Japanese lanterns afforded much enjoyment. Miss Lillian Engel sang several solos.

June Nuptials

At St. Joseph's Church, Irvington, Miss Agnes Weishaar, of the Machine Room, and Joseph Bechler, of the Pennsylvania Railroad, were married by Rev. Victor Koch, on June 4. Miss Gertrude Holbein sang "Ave Maria" and Mr. Harry Welker, "Oh Promise Me." Points along the Hudson attracted the young couple on their honeymoon.

Miss Grace Vint, of the Agents' Settlement Bureau, and Bennett Gladding were wedded at Light Street Presbyterian Church, June 5, by Rev. Henry W. Miller of Harrisburg, Pa. 'Twas a Rainbow Wedding, Miss Elvira Nilson of the Agents' Settlement Bureau being one of the bridesmaids, while Arthur Bromwell and Caldwell Lean were among the ushers. Atlantic City saw their honeymoon.

Miss Martha L. Hewes of the Interline Settlement Bureau, and Mr. Samuel M. Loose, were married at Reisterstown, Md., on June 10. Niagara Falls and other points of interest were visited on their sojourn.

Miss Mary G. Hewitt, of the Machine Room, and Phillip J. Stevens were married at St. Martin's Church, by Rev. B. J. McNamara on June 23. Miss Gladys Osborne, secretary to the general chief clerk, was bridesmaid. New York and other points north were included on their tour.

Miss E. Virginia Miller, of the Entry Bureau, and Vinton Bowen were married by Rev. Dr. Powell, of St. Mary's P. E. Church, on June 24.

Miss Helen Zahm, of the Machine Room, and Mr. Edward Clark were married by Rev. Dr. L. M. Zimmerman, of Christ Lutheran Church, June 25. Thomas M. Morgan, of the office force, was one of the ushers. The happy couple saw the sights of New York. All these newly-weds have our felicitations.

We welcome home again and to our ranks the following soldier boys, who have given good account of their stewardship: Messrs. Gaston, Parrott, Feinour, Clayland, Maguire, Oldhouser, Watkins and Mullinix.

Correction Notices Issued by Revision and Comptometer Bureaus Effected These Savings

	JANUARY, 1919	FEBRUARY, 1919	MARCH, 1919	APRIL, 1919	MAY, 1919
Revision of rates by rate clerks..	\$69,691.41	\$44,402.74	\$46,602.06	\$43,085.62	\$37,424.39
Revision of weights on current waybills by rate clerks.....	5,540.80	3,856.39	3,662.96	3,577.11	2,666.25
Revision of extensions by Comptometer Bureau.....	3,361.00	2,546.00	2,857.45	2,422.71	3,014.34
Amount saved by following up re-consigned merchandise traffic...	1,860.71	1,958.04	1,850.39	1,643.60	1,412.61
	<u>\$80,453.92</u>	<u>\$52,763.17</u>	<u>\$54,972.86</u>	<u>\$50,729.04</u>	<u>\$44,517.59</u>

Miss Evelyn M. Pryor, of the Statistical Bureau, who recently obtained a month's furlough because of ill health, was caught in the great storm which recently struck Minnesota. She was en route to Kalispell, Montana, to visit her brother, who now resides there. According to the latest reports Miss Pryor was not injured, although seven coaches of the train on which she was riding were wrecked.

George Koerner recently went on a fishing trip and surprised his fellow clerks by the number of fish that he coaxed from the briny deep—that is, the number he SAID he got.

The month of June is now over, and our statistical clerks are surprised that Miss Virginia Laynor is still a Miss.

F. A. Cooke was recently appointed assistant head clerk, Local Settlement Bureau. P. J. Hamilton assumed charge of Desk 7-A, vacated by Mr. Cooke. Continued success to them!

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPERT

This picture is of Milton C. Smith, who served with the 313th Infantry through all of its hard



Milton C. Smith
Office Auditor Miscellaneous Receipts



Ainsley G. Nash
Office Auditor Miscellaneous Receipts

fighting and did not receive a scratch. We hope that Milton will carry this good luck through the rest of his life.

The above photograph is of Ainsley G. Nash, a 313th Infantryman, and who was wounded in their great drive. We are glad to say that Ainsley is back and enjoying the best of health.

Miss Reba Baron is away on a month's furlough, owing to illness, and is greatly missed by her friends.

During the Salvation Army campaign four of the good looking young ladies of this office sold "Doughnuts" to the extent of \$111.71. This amount was made up as follows: Miss A. E. Lilly, \$38.41; Miss R. H. Baron, \$28.89; Miss E. Flinkman, \$27.66; Miss D. Freeburger, \$16.75.

By July 15, we will have all of our oversea men back in the service. Greetings, men! You have well done your bit and we are all glad to welcome you as bigger and better men than when you left us.

Our chief clerk, C. M. Loewer, has missed his calling—poetry seems to flow with every breath. He should submit some of it for the MAGAZINE, so that the readers at large might enjoy what his personal friends are continually thrilled with.

The complete office force offers deepest sympathy to the few here who lost their beloved friend "JOHN BARLEYCORN" on the first day of July.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

There is no questioning the fact that the days of the horseless carriage are here to stay. If you doubt this statement, ask W. H. Brauer, the gent who forgot where he put his overcoat last winter, while attending a social gathering of the Burlesque Boys. The latest thing on the docket, according to reliable information, occurred June 30. Of course, other notable things happened on that particular date, but, according to the dope, it appears that this Brauer person in some manner got mixed up with a horse, and, thinking it would be great sport to drive up town and exhibit his skill with the reins, put harness on Sir Barton, backed him up into the shafts, jumped into the carriage and, with a crack of the whip, pictured himself speeding away from Westport at a 2.08 clip. But he forgot a very essential detail, and, at the first swish of the goad, Sir Barton made one leap, likewise Mr. Brauer, who had a firm hold on the lines. There is no telling what serious accident might have resulted but for the fact that the horse decided to get away from that vicinity with all speed, after dragging Mr. Brauer some distance. The facts of the case are, that after backing the nag into the shafts, he forgot to hook him up. Oh, fatal day!

Our Own "Haul of Fame"

Lutz and Dell went fishing. They claim to have made a wonderful "haul," a whole basket full, but this is the time of the year you may expect to "hear" such tales. No doubt these wonderful reports about "whole basket full" and "big haul," etc., saw their finish on July 1.

We announce the safe return of Sergeant William J. Hartwig and Corporal George Schuster. These are the last two of our brave boys who were in the big fight, all of whom returned safely, for which we are justly thankful. Welcome home, boys.

"Jimmy" Landerkin, our youthful interline settlement clerk, has been a proud papa since June 19, when a beautiful girl baby was left at his home. Congratulations, James. May she live long and be a source of cheer and comfort in your old age.

Another member was also added to the family of W. H. Brauer on July 3, when a fine boy was presented the already "twice papa." We all hope that this latest arrival grows up to be as good looking as his father.

The June sale of Victory Stamps showed the Victory Boys making up some lost ground:

	VICTORY GIRLS	VICTORY BOYS
June.....	\$ 62.75	\$124.75
Previous sales.....	770.50	332.00
	<u>\$833.25</u>	<u>\$456.75</u>

Keep it up boys. Let's try to make another dent in that big lead.

Alois H. Link and Miss Grace O. Morgan, both of this office, quietly slipped away to Media, Pa., May 29, and were married. Some beautiful silverware was presented the happy couple by the employees of the office.

Auditor Passenger Receipts

Correspondent, FREDERICK S. JOHNSON

Private Edward J. Kuehn, who was with Company B, 112th Engineers, 37th Division, in France, has again taken up his duties in our office. "Ed" is the picture of health and received a hearty welcome on his return. He saw service in the Alsace-Lorraine sector, Meuse-Argonne drive on Montfaucon, St. Mihiel sector, Ypres-Lys and Escaut drives in Belgium, so he may well be proud of the part he played in winning the war for Uncle Sam.



Private Edward J. Kuehn
Company B, 112th Engineers, 37th Division
Office Auditor Passenger Receipts

Our baseball team journeyed to Laurel, Md., on June 21, where they played the team of that place. The game was an interesting one from start to finish and at the end of the ninth inning stood 4 to 0 in favor of the Laurel (Midway City) Club.

Fulton, for the Laurel Club, pitched a splendid game, striking out thirteen batters and allowing but three hits.

Leo Dunphy, a member of the strong Alco's, was sent in to do the twirling for our team and also pitched a fine game, striking out nine batters and allowing five hits.

In only one inning was there any scoring and that in the fourth, when, with two on base, Warner for Laurel connected with the ball for a triple, scoring two runners. After the battle we went to a beautiful grove nearby, where we enjoyed ourselves immensely eating supper in picnic fashion, and returning to Baltimore at 9.30 p. m.

Eighty-four employes, including about sixty young ladies, made the trip. The following girls of our office formed a luncheon committee and did themselves proud with the splendid spread they furnished: Misses Ulla Nilson, in charge, Florence Heiderich, Helen Kirkwood, Helen Tate, Louise Brannan and Helen Foulke.

Patterson, our catcher, was always in the game and succeeded in getting one good hit. He adds life to the team and is popular with the fans.

Special mention must also be made of our short stop, "Rabbit Brandt," who seemed everywhere and played like a big leaguer.

Auditor Disbursements

Correspondent, JOHN C. SVEC

On July 9, Harry J. Lineberger, of the Statistical Bureau, became a benedict. May Heaven be merciful to him!

Up to the present writing we have 142 members in our new Welfare Association.

We have recently received a letter from Major Herbert Corkran, who is now with the Quartermaster Department, Ancon, Canal Zone, Panama.

We were given quite a surprise when Harry A. Roddy, who recently returned from overseas, slipped one over on us by capturing a wife in New York, on June 28, in the person of Miss Lillian E. Graham, of Baltimore. We all congratulate you, Harry.

New York Terminals

Correspondent, PATRICK LUCEY

To those who don't know the original of this picture we want to say: "Nay, gentle beholder, it is not Desperate Desmond of Bloody



Harry Owen Duffy, Chief Clerk, Pier 22, North River

Gulch waiting for the sheriff's posse and prepared to drop the first six possums that dare to enter his private office—no, "lair"—nor are the shining objects under the window racked six-shooters, but—it is a dandy picture of our picturesque Chief clerk, Harry Owen Duffy, whose familiar identification mark "H. O. D." carries some weight with it, here, locally. Note the bulging forehead, the set jaw, signs of character denoting the thinker and the doer, brains and purpose.

"H. O. D." was born in a place called Binnewater, N. Y., but the H₂O in this name did not dilute his forcefulness nor wash away that which makes him particularly attractive, his ancestral "blarney." Harry is well liked in and out of business, and his friends are many.

Terra Cotta is now the popular shade in complexions, a pleasanter color than the carmine and white to which many of the ladies that do not favor sunshine still cling. "Tom" Duffy claims that there is nothing like one of his personally conducted tours up the Hudson to bring out the new color scheme in its full splendor. Witness the Misses Marshall and Loughlin.

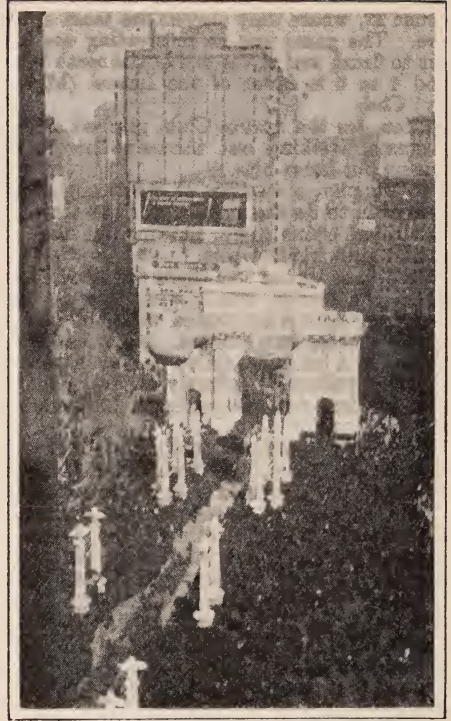
John Reardon, of the Claim Department, surprised the whole office force recently by removing his woolen cap. Nobody had ever seen him bareheaded before and the impression had been gaining that he was bald or had horns. Moreover, his abundant crop of hair was noted to be carefully parted and dressed. This happened the day of the grand festival, and

John had been assigned to pass around the ice cream and bon-bons and see that the ladies were served first.

Miss Mary Tobin, terminal agent's personal stenographer and factotum, who is a musician, specializing in Irish airs on the violin, was noticed to be particularly attracted to the star singer at one of the recent socials. His rendition of "When Ireland Comes Into Its Own," attracted general attention on account of the masterly acting of the performer. Is the affinity mutual, Mary?

We are much worried because Miss Hattie Malick, stenographer to the chief clerk, says she has heart trouble, this despite the brilliant solitaire on the proper finger. She is growing notably thinner, only weighs 210 pounds now. We wonder whether the heart trouble is causing the loss of so much beauty or vice versa.

"There's no place like the United States," says former Sergeant John F. Flynn, shown below, of Base Hospital No. 120, Medical Corps, U. S. A. Mr. Flynn recently surprised us pleasantly with a visit. He was our receiving clerk until July of last year, when he joined the colors. He went to Camp Greenleaf, Ga., remaining there but a short while, and, by the way, he says that while in Georgia, he failed to see those famous peaches everyone sings of. From there he went to Camp Beauregard, La., where he trained for seven weeks. Finally, he "crossed the pond" for France. He was in charge of convoy work, part of which consisted in taking wounded men in litters off the Red Cross trains, assigning them to the different



Veterans of the 27th Division marching through the Victory Arch on Fifth Avenue at 24th Street, New York



John F. Flynn, Pier 22, North River

wards, and looking after them. During the month of May, 1919, he was told to get ready to return to the States, and he assures us that he did not offer any objections. As for the "ou, la, la," and "oui, oui, Monsieur," girlies, "Johnny" has not lost his heart over any one of them, but says most emphatically in New York talk, "Give me an American Chicken any time." We were glad to see him and trust that he will soon be on the job once more.

Staten Island Rapid Transit Railroad

Correspondent, J. V. COSTELLO

Our employes extend their sympathy to Mr. and Mrs. Langford in the loss of their son, John, who died twenty minutes after reporting for duty on the night of June 13.

Miss Viola O'Neil, secretary to Division engineer, surprised us last week when she announced her journey upon the sea of matrimony. For full particulars, consult next month's MAGAZINE.

The picture on this page is of the nine members of the Police Department on our New York Terminal properties. They are as follows, reading left to right: Lieutenant Cole, Patrolman William Merz, C. Dillion, E. Morris, H. Fischer, E. McCann, A. Drattler, W. De-Bevoise and Lieutenant Lemmer. These men have been handling the crowded shipyard trains operated on the Staten Island Division and have maintained a high degree of order.

Baltimore Terminal Division

Correspondent, THOMAS J. O'CONNELL

Divisional Safety Committee

PERMANENT MEMBERS

F. G. HOSKINS	Chairman, Superintendent
W. E. NEILSON	Assistant Superintendent
W. T. R. HODDINOTT	Trainmaster
T. BLOECHER, JR.	Division Engineer
G. A. BOWERS	General Foreman of Engines
E. H. MATHERS	Medical Examiner
J. J. McCARRON	Captain of Police
R. B. BANKS	Division Claim Agent
J. P. BUZZERD	Signal Supervisor
J. L. CROTHERS	Master Carpenter
T. E. STACY	Secretary Y. M. C. A.

ROTATING MEMBERS

E. R. B. McCABE	Assistant Trainmaster
W. T. MOORE	Agent, Locust Point
L. J. CROSSLEY	Agent, Camden
W. T. HUNTER	Port Covington
D. J. McGRATH	Operator, Mt. Royal
C. CARTER	Signal Maintainer
A. L. HOLTON	Bridge Foreman
W. L. ALLERS	Carpenter Foreman
E. G. DECKER	Bridge Carpenter
J. COVELL	Freight Engineer
S. POPE	Freight Fireman
W. WOLF	Freight Conductor
D. GREEN	Freight Brakeman
W. D. EDWARDS	Inspector
J. J. MURPHY	Locomotive Shopman
A. G. HUNTER	Car Department Shopman

The splendid manner in which Stationmaster Magee and his force have handled the heavy

excursion travel out of Camden is deserving of praise. With the large number of people handled during the past two months, there has been no unfortunate accident or mishap, trains have been on time, and we hope the good work will continue.

Our employes are beginning to understand and appreciate the good effects the prevention of accidents will have on the welfare of themselves and the public. Although our start was not as good as we wished it to be, Superintendent Hoskins has put new spirit into the game, and with the cooperation of every employe on the Division, we feel that we will make an excellent finish in the "No-Accident Campaign."

Agent's Office, Camden

Correspondent, W. H. BULL

A banquet in honor of Private J. G. Fosbrink, who recently returned from overseas duty with the 313th Infantry, Company L, was tendered by our Billing Department. The affair was held at the home of Frank Chambers on June 25.

The Reception Committee, of which Frank Chambers, Jr., was Chairman, assisted by R. W. Adams and James Cole, welcomed the guests. The decorations of potted ferns and other flowers, with the Allied Flags, was most effective.

In addition to Mr. Fosbrink, the guests of honor were agent L. J. Crossley and assistant agent P. J. Treuschler.

Frank Chambers, Sr., was excellent as toastmaster. Mr. Fosbrink told some of his interesting war experiences. He enlisted in the 313th Infantry, 79th Division, Baltimore's Own, May 29, 1918, sailing for France July 8, and arriving at Brest on July 15. He was in



New York Terminal Police Force



J. G. Fosbrink
Agent's Office, Camden

action in Sector 304 (defensive), September 13 to 25, inclusive; Meuse-Argonne (offensive) at Montfaucon, September 26 to 30, inclusive; Troyon Sector (defensive), October 8 to 26, inclusive; Grand Montange, October 28 to November 11, inclusive. He sailed from St. Nazaire on May 18, 1919, and arrived in the United States on May 29.

At the conclusion of his remarks, he passed around hand grenades as souvenirs.

After several other speeches, dancing was enjoyed to the music of Skinner's Jazz Band, and singing alternated with this until the wee small hours.

Among those present were Mr. and Mrs. J. G. Fosbrink, Mr. and Mrs. L. J. Crossley, Mr. and Mrs. P. J. Treuschler, Mr. and Mrs. Frank Chambers, Sr., and Mr. and Mrs. Frank Chambers, Jr., Mr. and Mrs. John Garrity, Mr. and Mrs. G. E. Prichard, the Misses Lucy Fields, Marguerite Groscup, Katherine Litchfield, Lena Bishow, Elsie Kreider, Elsie Aronson, L. J. Hoffman, Charles Fugman, "Fred" Steinacker, J. Boteler, Andrew Olert, J. M. Cole, T. Webb, Elmer Duitschler, R. W. Adams, John McGainey, Frank Corrigan and Abraham Epstein.

Miss Ethel Smith, clerk in the Accounting Department for the last several years, and Mr.

Harry Stenebach, who has just returned from service in France, were married on June 16. After a trip to Atlantic City and New York they left for Detroit, their future home. The entire office force congratulated Miss Ethel, and wish her much happiness.

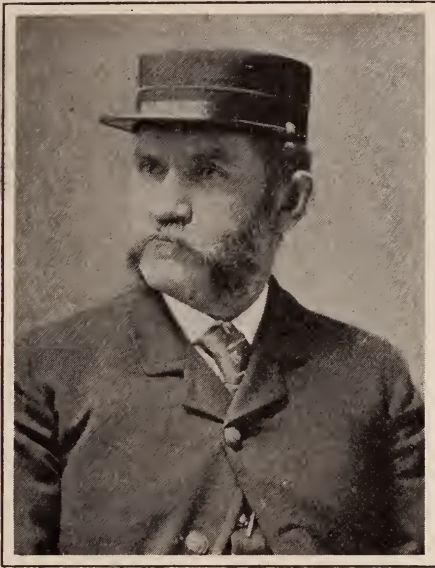
Our sympathy is extended to our General foreman, L. H. Martyne, in the loss of his beloved wife. Mrs. Martyne had been sick for quite a while, yet her passing was all too sudden. We feel keenly for Mr. Martyne in his bereavement.

F. H. Ways, of the Cashier's Department, is receiving the congratulations of the office on an addition to his family. The baby girl weighs twelve pounds, and rejoices in the name of Anna Shipley Ways.

Another of our returned heroes is William F. Driver, formerly of the Cashier's Department. He enlisted May 7, 1918, was called to active service May 16, and after two months at Training Station, was transferred to U. S. S. Kentucky. At the time of the submarine scare off the Virginia Capes, Mr. Driver saw much service. After the armistice was signed, he had target practice and battle maneuvers with a fleet in Cuban waters. He also made the Victory Loan Cruise in New England, and was released from service on June 2. We are glad to welcome him again.



W. F. Driver
Agent's Office, Camden



As they wore them thirty years ago
Stationmaster Adams of Mt. Royal Stat on

Baltimore Division

Correspondent

W. H. TARR, *Superintendent's Office*, Camden
Station

A. T. Worthington, formerly employed in the Stationmaster's office at Camden, has returned from aviation service with the Army. He received a great welcome from the boys at the station.

His many friends will be glad to know that C. A. Mewshaw, trainmaster, was able to leave the hospital on June 3 and is now walking about a bit.

Many employes will recognize the accompanying picture as that of conductor N. E. Reese, now running a night train on the Washington Branch.

Mr. Reese was born in Carroll County, Maryland, July 10, 1866, and is therefore just a little bit beyond the half century mark. He worked on his father's farm until about seventeen years old, engaged in merchandising for a few years, and came to the Railroad on December 9, 1887.

Mr. Reese has not confined his activities altogether to his Railroad work, however, but in spare moments has devoted some attention to other interesting subjects. He was for several years secretary and treasurer of the Jones Automatic Train Control System, now called the American Train Control System, which is being experimented with extensively and is in actual service over short pieces of main line track on several railroads.

To know "Captain" Reese is to appreciate how much courtesy on the part of our operating men counts for the Railroad. His quiet and business-like methods while running his train are often favorably noted by our passengers and he has many friends among the traveling public between Baltimore and Washington. We know that our employes who have been associated with him during his long railroad career will be glad to see his picture in the MAGAZINE.

It was gratifying to receive, on June 11, a receipt from the Salvation Army for \$183.60, with thanks to our Baltimore Terminal and Division employes for their contributions of this amount for the Home Service Fund of the Army. Now that real hot weather has arrived, we can appreciate the need of such funds for the Army to use in alleviating distress and suffering in the crowded sections of the big cities.

Samuel Bosley, clerk to the Road foreman of engines, Riverside, at the time of the draft, returned to this country with the boys of the 313th. He is now back in the service and is being greeted by his friends.

Brunswick Transfer

A "NO ACCIDENT" rally was held in the large Auditorium of the Y. M. C. A. at Brunswick, Md., on Wednesday evening, June 25. Many employes were present, and after the meeting was called to order by Chairman W. E. Shannon, splendid addresses were made by M. H. Cahill, our general superintendent, J. T. Broderick, superintendent Safety and Welfare



Conductor N. E. Reese
Baltimore Division



Department; R. B. White, superintendent Baltimore Division, and J. W. Deneen, superintendent Cumberland Division.

Every one seems to take an unusual interest in this "NO-ACCIDENT CAMPAIGN," with great rivalry between the Baltimore and Cumberland Divisions for the pennant.

Music by the Brunswick Band preceded the opening of the meeting with Mrs. N. E. Conway, wife of N. E. Conway, clerk at Transfer, presiding at the organ.

At noon, June 26, W. E. Shannon, our Transfer agent, held his regular staff meeting of employes in our splendid office. He took up in detail the handling of freight at Brunswick Transfer, asking each and every one to use the utmost care in transferring, stowing and forwarding. With us were William Amey, Freight Claim Prevention representative of the Baltimore Division, and Mr. Wilson, inspector Freight Service, from the office of W. T. Tyler, director of Operation, Washington, D. C.

Each of these gentleman also spoke, and much good may be expected from this meeting, as we are all trying to cooperate.

The Brunswick Terminal baseball team met defeat on July 2, when Washington Junction beat them by the score of 15 to 10. This is the first game for the Terminal team to lose, they having won fourteen games. "Bob" Orrison pitched for Washington Junction.

Riverside Shop team was defeated on July 2 by Brunswick Shop, the score being 9 to 5. Nelson, of the local team, made five hits out of five times up.

We are glad to see F. L. Bissett back, after eleven months' service in France. Mr. Bissett is assistant to Car foreman M. E. Akers.

East End

Correspondent, HENRY H. RAYMOND

We are glad that conductor W. T. Shaw, who was severely injured at Eddystone on April 8, was able to report for duty on July 1. Mr. Shaw has been with the Company for a number of years and is well liked by his associates. We wish him the best of luck after his long illness.

The accompanying cartoon by conductor H. H. Raymond shows a new slant which S. C. Tanner, master carpenter, has for his comfort and convenience while running over the Division on his motor car. It is a canopy top which Mr. Tanner made to protect him from the wind and sun. A good idea, say we, as is anything else which makes our work easier and more efficient.

We are sorry to learn that B. F. Asher's home at Aberdeen, Md., was destroyed by fire about 4.00 a. m., July 5, with heavy loss. Mr. Asher is crossing watchman at Aberdeen.

Prohibition: That's the word! This is the first and only Fourth of July in my sixteen years and six months as a passenger trainman that I did not see a drunken man.

East Side

C. J. Bott, third trick crew dispatcher at East Side, has recovered from injuries received in an automobile accident, and has resumed his duties.

General foreman C. B. Smith has returned from his vacation, spent in "Old Kentucky."

H. M. Kress has accepted the position of index clerk at East Side, made vacant by the resignation of Miss Nellie Sullivan.

Yard brakemen D. D. Kenney, E. P. Kenney, J. W. Bradley, S. J. Kockesperger, J. J. Dugan, C. P. McCool, J. P. Harvey, F. Harvey, J. J. Mullen, T. H. Sheehan and H. A. Dougherty are again in harness at East Side, after having done their bit for Uncle Sam.

The accompanying photograph is of E. J. Ryan and Cornelius McEnroe, respectively, leading electric welder and electric headlight repairman at East Side shops. It was taken just after the glad tidings had been received that McEnroe was the father of a twelve pound baby boy. The boys are still waiting to see what brand of cigars he will hand out.



E. J. Ryan and Cornelius McEnroe
of East Side Shops

Miss Nellie Sullivan, index clerk at East Side, resigned June 14, to become a lifetime partner of Mr. Raymond Cassidy. She has the best wishes of us all.

Officials and employes of the East end were gratified to receive recently a letter from superintendent White, of which the following is a copy. Needless to say we expect to continue the good work and do all in our power to break a few more records.

BALTIMORE AND OHIO RAILROAD
SUPERINTENDENT'S OFFICE
BALTIMORE DIVISION

SPECIAL NOTICE

Below is quoted a letter from the general manager, covering the good operating record which was made on the east end of the Baltimore Division during the month of April:

I desire to express my appreciation to all of you for the manner in which you cooperated in bringing this about. Had it not been for the interest taken by all and the personal effort that you made, we could not have attained the results, which brought forth the appreciation and thanks of the management for this excellent work.

The letter from the general manager to the superintendent follows:

We are all so much gratified with the good showing on the Philadelphia Division for the month of April, and we all so fully appreciate that a showing of this kind is only made by the cooperation of everyone from the superintendent to water-boy, including all departments, that I am writing you in order that you may know that the efforts of yourself and assistants were recognized and appreciated.

Our records show that in the month of April the Philadelphia Division broke a number of records, including passenger train performance, freight train performance and yard engines.

We also know that to accomplish this, everyone on the division, including the men who maintained the track, bridges and buildings; the men who maintained the engines and cars; the men who operated the engines and cars; the employes who kept a record of the operation, and the supervising forces who directed the operation, all had to work in harmony and with a single end in view, and the results show that this was done.

I should very much appreciate your conveying to the men of the Philadelphia Division the hearty appreciation and thanks of the management for their excellent work.

Washington D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

The accompanying photograph of the "McDonnell Sisters," two of the young ladies in our office, shows them to great advantage in their costumes as members of the choir of the



The McDonnell sisters of the Washington
Freight Station

church they attend in Mt. Rainier, Md., in which town they reside. The taller one is Miss Jane, who is our assistant agent's stenographer, and her sister, Miss Mary, is Government Settlement clerk.

"Ninety-six in the shade," and the asphalt on the streets bubbling over with enthusiasm and heat! Washington is some summer resort. But, notwithstanding all that, visitors still pour in to the National Capital as if it were the Adirondack Mountains. All the trains have from ten to fifteen coaches each, and all the coaches are full. Be sure that the good old Baltimore and Ohio is getting its share of the increased travel.

The trains have brought back some more of our boys who left us to go "over there." Sergeant W. L. Santman, who has spent the last year or more in France, has returned, but Uncle Sam prevailed on him to enter his service, and Lee has become connected with the U. S. Shipping Board in a position which his previous experience with our Railroad very aptly fitted him for.

Private E. G. Taubersmitt, of the 162d Infantry, 41st Division, who served his country first in the Mexican trouble two or three years ago, and was only taken from that service to be again put into khaki and sent to Europe to help down the unspeakable Hun, has also returned, and has resumed his old occupation of tallyman on our platform.

Private Thomas Collins, who was at one time messenger, and who enlisted for service at the outbreak of the war, is also back in Washington, much to the joy of his parents and friends.

"Tommy" is a son of our veteran engineer, "Pat" Collins, and "Pop" is justly proud of his Hero Boy.

The news came over the wire that on Sunday, June 29, the ubiquitous stork had left in the home of our genial assistant agent, C. R. Grim, in Parkersburg a nine-pound daughter. From the weight of the newly-born it is evident that she takes after "Daddy," who could spare some of us beanpoles here a little of his superfluous belongings and still be a good sized man. At last reports both the mother and daughter were doing splendidly.

We are glad to welcome back to the station Tallyman J. V. Alsop, who has been suffering from an attack of appendicitis for some time.

Miss Alberta Potter and Ellsworth Raup, both Freight Bill clerks, have recently left us to seek other fields of service. We wish them both all success in their new ventures.

Mount Clare Welfare, Athletic and Pleasure Association

Correspondent, L. A. MOGART

Everyone misses Miss M. L. Goetzing, who has accepted a position in the Mechanical Engineer's office, because of the return of Mr. Finegan's former secretary, Mr. Morgan, from the army.

J. F. Scharnagle, R. B. Collison and J. H. Weems attended the Relief Convention at Cincinnati.

The young lady in the accompanying picture is seventeen months old Miss Ethel May Crew, grandchild of W. J. Crew, assistant foreman, Paint Shop.



Ethel May Crew



Oh, you engine!

Our girl operators at Mount Clare have the right idea about their lunch hours. After finishing the dainties of the noon repast they come out into the yard, spy a piece of machinery, and gracefully decorate the front end so that our photographer can beautify the pages of the MAGAZINE. From left to right in the accompanying picture, meet Miss Annie M. Milanus, Machine operator, Miss Elizabeth Wirth, Electric Welder operator, and Miss Mary Milanus, Steam Hammer operator.

Leo Strider has returned to his former position in the General Car Foreman's office after spending two years in the army.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

William M. Perry, a well known passenger engineer, running between Cumberland and Grafton on our Division, died at the Allegany Hospital at Cumberland, Md., Monday, June 2. He had previously been in the Maryland University Hospital in Baltimore. Mr. Perry was fifty-four years of age at the time of his death and has been a passenger engineer for eighteen years, handling some of the most important trains on the Division in a very successful way. He is survived by his widow, Mrs. Francis Perry, of Cumberland.

The accompanying picture is of First Lieutenant H. E. Flock of the 165th Aero Squadron, taken at Souilly, France, just northwest of Verdun, during the Argonne-Meuse offensive. While making a flight, Lieutenant Flock was

shot down and wounded on November 7, 1918, at Montfaucon, and in falling he mashed his ankle and broke his shoulder blade. He was train dispatcher at Cumberland when he left for the aviation service on July 17, 1917. He returned for duty on June 20 last. While with the army, abroad, the lieutenant was fortunate in securing a large collection of interesting photographs of actual events.

M. F. Naughton, of Piedmont, W. Va., West End of our Division, completed fifty years' service with the Company on June 2. He entered service June 2, 1869, in the Mechanical Department and changed to train service in the Transportation Department in 1887. He was promoted to conductor, September 7, 1896, which position he holds at this time. When a man is in train service on a mountain division, where requirements are exacting, so long a service demonstrates his success. "Barney," as he is familiarly called by those who know him well, has been required at times to perform the duties of assistant trainmaster and other special work of various kinds. He is still in active service and goes up and down the line with regularity and it is the hope of his associates and friends that he will continue to do so for many years.

Mr. Naughton's picture is at the top of the next column.



Conductor Michael F. Naughton
Cumberland Division

a long and useful career. The remains were brought to this city for burial. A widow and three sons survive.

William Wright, equipment man, and Miss Lillian Schadd were married in this city July 5. "Bill" recently returned with the 315th Machine Gun Company, Blue Ridge Division, from overseas, where he saw some lively service. May his adventure upon the sea of matrimony prove a calm and blissful voyage.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

Henry F. Kendall, aged eighty-two years, a Baltimore and Ohio retired veteran engineer, died at his home, Great Cacapon, W. Va., after



First Lieutenant H. E. Flook
Now back as Train Dispatcher at Cumberland

Timber Preservation Plant

Correspondent, E. E. ALEXANDER

C. E. Tebby, Treating inspector, has been transferred to the same duties at the Central Creosoting Company's Plant, Finney, Ohio, vice F. L. Berne, who was assigned Tie inspector at our plant on June 12.

Among returned furloughed employes are C. L. Kittle, truck foreman; J. R. Myerly, Treating engineer; Carl Cosner, tieman, and Roy Ambrose, tieman.

Earl S. Crawford, Syracuse, has accepted the position of special apprentice to succeed E. W. Hartwell, who resigned to go with the Minnesota State Forestry Department. A. E. Irving, our former truck foreman, has purchased a farm in Arundel County, Md., and moved his family there. We regret the loss of both Tebby and Irving, and wish them success in their new positions.

Our Boy Scouts, Eagle Patrol, Troop No. 1, were entertained at the home of our supervisor, in appreciation of their work in scouting and of Scoutmaster Irving.

Miss Jennie Smith, Railroad evangelist, was a recent visitor at the Plant, holding a meeting at the church and also a shop meeting, in which she was assisted by Rev. A. P. Richardson.

J. R. Myerly sports a late model Chevrolet and has joined the good roads enthusiasts.



The only one of its type on the System

The accompanying picture is of our No. 16, 12 x 16, four driver, saddle tank locomotive, 30" gauge, used at the Plant, as she looked after a visit to the shop recently. We believe that this is the only engine of its type on the System.

Tie inspectors Charles Turner, R. M. Seville and Adam Lease have been assigned to the Plant.

Keyser

Correspondent, H. B. KIGHT, *Ticket Clerk*

Much excitement was caused on the Dinkey car at Piedmont recently. Machinist D. A.

Niland came in with no hat or coat on, pants backwards, a boot on one foot and a shoe on the other. Finally the boys got "Denny" quieted down and he managed to say "It's a boy." Good luck, "Denny."

We are glad to learn that the fellow who borrowed erecting shop foreman B. W. Kalbaugh's dinner pail has returned it. Keep your eye on her the next time, B. W.

"Joe" Foley, who had thought about going into the mining business in Peru, has called it off on account of the high altitude.

T. R. Stewart, Jr., has returned from Atlantic City. "Tommy" says that everything is fine down there, but "don't hit me on the back." We suppose that the was swimming too much in the sand.

Machinists W. H. Wills and Thomas Welsh have Victory gardens, and we expect that they will have to call out the hook and ladder company to pull their corn if it is as tall as they claim it to be.

"Steve" Pagenhart, machinist, is wearing a four foot smile these days. It's a girl. Congratulations, "Steve."

Yard brakeman Harry Wright, who has been on duty overseas, has returned. Glad to see you "Neuter" and that you brought that old sunshiny smile of yours back with you.



Our attractive station at Keyser, W. Va.



P. K. Lohan
(See Connellsville Notes)

We regret to record the death on July 7 of H. G. Copper, chief clerk to master mechanic Hodges. Mr. Copper came to Keyser from Newark, Ohio, in January of this year, was a fine fellow and liked by all who knew him. He directed the work at his office as long as he was able. He leaves a widow and six children, a mother, brother and sister to mourn his loss. His remains were taken to Newark for burial by the master mechanic and ticket clerk Harry B. Kight. His office remembered him with a beautiful piece of flowers at his funeral.

We note an entirely new industry at Oakland, Md., through the amount of milk being shipped out of that station. A pasteurizing plant has been put into operation by the Imperial Ice Cream Co., the present output being nearly a thousand gallons of milk and cream a day.

Quite a decrease has been noticed in the loss and damage claims since the Freight Claim Prevention Committees were organized. It is to be hoped that the time is not far off when the "For Rent" sign will be put on our Over Warehouse.

A new coal mining plant has been put in at Offutts, three miles west of Oakland, and operated by the Taylor-Offutt Coal Co. They are now shipping coal.

Charles Beall, Car repairer, who has seen service "Over There," has returned home. We welcome you back, "Slocum."

Myron Mohler, Transportation timekeeper at Parkersburg, has returned from overseas, and resumed his old position. He paid his father, conductor D. W. Mohler, a visit here before returning to his duties at Parkersburg.

Homer Johnston, Motive Power accountant at Garrett, Ind., with his wife and baby, recently visited his mother here. We are always glad to see Homer, who began his railroad career in Keyser, and is making good.

"Pete" Ervin, chief clerk to assistant superintendent Welschonce, made a trip from Rowlesburg to Grafton on a gasoline speeder with Track foreman Laffey a few Sundays ago. "Pete" says the trip was great, the scenery wonderful and Laffey's section in first class shape.

First Lieutenant Rex J. Offutt has returned from France and certainly looks "fit." Rex was a machinist and when Uncle Samuel called he went over and did his bit. Now he is back and we are glad of it and admire him for his patriotism.

Car foreman "Bob" Pownall attended Commencement exercises at the West Virginia University. His daughter was among the graduates.



F. J. Cuneo
(See Connellsville Notes)



The late P. J. O'Connor, Connellsville Division, whose death was mentioned in June issue

Connellsville Division

Correspondents

J. J. RYLAND, *Office of Superintendent*, Connellsville, Pa.

M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.

J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.

The photographs on preceding page are those of Frank J. Cuneo and P. K. Lohan, who have been in France since January, 1918.

Before enlisting Private Cuneo was a clerk in the car distributor's office, while Private Lohan held down an important seat in the local Tonnage Bureau. They enlisted in December, 1917, and were only in camp a few weeks when it was decided that the railroads of France could not be operated without them and they have been assigned to railroad duty there ever since. We hope that they may soon get the railroads straightened out "Over There" and will be able to resume their former duties with the Baltimore and Ohio. Mr. Lohan is a brother of the widely known assistant division accountant, M. L. Lohan, at Connellsville.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributer Office of General Superintendent*

A few years ago when "Charley" Kerr, now of the office of Superintendent of Transporta-

tion at Pittsburgh, and his "buddy," "Dick" Padden, long since departed, were tracing cars, some one over on the West End owned one of those gentle and docile birds known in the animal kingdom as a mule. Characteristically he became a little obstreperous at times, so his owner sold him to an unsuspecting buyer in the East.

In those days, when business was brisk and cars short, mules didn't fare so well in transportation facilities. This particular one was loaded into a box car with a short supply of rations, and left ready for movement, when an unsuspecting yard clerk, drilling through the yard in the dead of night, noticed the box car open, and peering in and seeing nothing but emptiness, closed the door, thus germinating the first symptom of a "No-Bill." Now the mule was wrapped in sleep while this performance was going on and remained passive for a while. But as time rolled on (also the train), he began to get impatient. And an impatient mule can register quite a "kick."

Traveling in a closed box car is some hardship, even for a mule, and as he pondered over his predicament, the train arrived in the yard at Demmler. By this time Mr. Mule was peeved and decided to assert his rights by putting up a kick. Accordingly he arranged his anatomy in such a position that his artillery would be flush with the side of the car in which he was incarcerated and let go broadside after broadside. In time he was rewarded by the loosening of a board. Through this opening he pushed his weary head, breathed the exhilarating atmosphere, and let loose one of those invigorating he-haws, which reverberated through the valley of the Monongahela and scared the inhabitants of this quaint little



Henry Roland, Jr.

Acetylene Welder, Glenwood Shops

yard beyond measure. This outburst was, however, his salvation, for after the scare he was removed from his prison, given food and drink and a little walk to limber up his muscles, after which he was reloaded and sent on his way rejoicing. The troubles of "Charley" and "Dick" were ended for the lost mule had been found.

Stationmaster Drake at Pittsburgh, usually good natured and in fine spirits, has been worrying of late about a certain contraption used on an automobile. The burning question which is the cause of his unrest is "Why do they put windshields on automobiles?" Can anyone enlighten Mr. Drake, as we fear for his health unless his mind is set at ease.

The Benedicts of our office and the Young Hopefuls, more or less fortunate, traveled to Glenwood recently and staged an affair resplendent with thrills, which to all intents and purposes was supposed to be an exhibition of the National game, baseball. When the smoke of the battle cleared, it was found that the score was 22 to 19, with the youngsters on the short end. Our old friend, Riley, of the Division Accountant's office, was on the mound for the married folks, and it is alleged that the youngsters had a "ringer" flinging for them. The combatants went into action about 6.30 p. m. and at 8.30 the battle was still raging. Chief clerk Lloyd was a star at second base for the married men for a while, but a strenuous clout at the old apple caused his retirement. The assistant chief clerk was there as an observer, principally of the fair sex, quite a number of whom were present. The single men swear vengeance and let us hope for another fracas, so we can all go out and root for our favorites.

Division operator Day, who has been seriously ill, has gone to Meyersdale to recuperate. We hope he will regain his health and soon return to duty.

Bernard Kessler, employed in the Superintendent's office at Pittsburgh, while returning from Olympia Park one night recently, was mistaken for another party and attacked by a gang of thugs, who slashed him severely about the face and body with a razor. He was removed to the McKeesport hospital, where he is getting along nicely. In the meantime, two of the five culprits have been apprehended.

To every reader of this MAGAZINE,
Kindly remember we have to glean
Bits of news from here and there
To make our contribution fair.
Help your scribe corral the news,
Tell about yourself if you choose,
If you cannot write, then use the phone.
Remember it's hard to go it alone.



Peter A. Malachowski

Glenwood Shops

Correspondent, FRANK RUSH

The accompanying picture is of welder Peter Malachowski. He has been in our service since 1915 and is held a first class welder.

The picture at bottom of page 84 is of cutter Henry Roland, Jr., in our service since 1916. He was recently married to Miss Anna Kurtak and we wish him great happiness.

We are sure that there is no more important paragraph in this issue of the MAGAZINE than this one—and the reason becomes apparent as you read on:

Ludwig Franc, Steel Car repairman, was working inside a car cutting rivets on an inside hopper sheet, when one of the rivet heads which had been cut off struck the side of the car with such force that it rebounded and struck him in the right eye. Fortunately, Mr. Franc was wearing a pair of goggles which, although badly broken, saved his eye. He was able to resume work after being furnished with another pair of goggles.

If you, Mr. Employee, have at any time been willing to take a chance without your goggles, let this occurrence sink in deep. Don't wait to be an example of the careless worker and lose your eye sight. Keep your goggles on.



Engine 80 on Local North No. 186, and group of employes

Monongah Division

Correspondents

- E. S. JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.
 C. N. MAYS, *Chief Clerk to Division Accountant*, Grafton, W. Va.
 J. LYNCH, *Car Inspector*, Fairmont, W. Va.
 H. F. FARLOW, *Operator*, WD Tower, Fairmont, W. Va.

June has been the month of weddings on the Monongah Division and it is our pleasure to make the following announcements, which will be received with pleasure by the many friends of the contracting parties.

On June 25 Miss Mae Kelly, of Fairmont, and Norman K. Long, of Brunswick, Md., were united in marriage at the First M. E. Parsonage by the Rev. Goodwin. The bride is the charming and accomplished daughter of Mr. and Mrs. R. D. Kelly of Fairmont. They spent their honeymoon in Washington and other eastern points. On their return, they took up their residence on Locust Avenue, Fairmont, W. Va.

On June 24 occurred the marriage of H. Sheperd and Miss Mildred McCravey at Wabash, Ind. The ceremony was performed at the home of the bride's parents, in the presence of a large number of guests, Rev. L. B. Bishop, of the Methodist Church, officiating. Immediately after the ceremony the bride and groom started on a trip to Washington, Baltimore, Philadelphia and New York. The groom, who was formerly of Wabash, is now employed as chief clerk to the chief dispatcher at Grafton,

W. Va. Mr. and Mrs. Sheperd will make their home in Grafton.

On June 4 Mr. E. L. Willey and Miss Mary Drake were united in marriage at Oakland, Md., in the presence of a number of close friends. The ceremony was performed by Rev. S. L. Jones of the Methodist Church, Oakland, Md. The happy couple left immediately on an extended trip to Chicago, Cleveland and Pittsburgh. They will make Grafton their future home. The groom is one of our most popular dispatchers at Grafton. All join in wishing him and his bride much happiness and joy.

Ferd Price, who served his country in France, returned to his position as file clerk, but is now confined to his home on account of serious illness.

C. M. Stone has been appointed trainmaster at Grafton, vice W. Damron, who has been transferred to Baltimore.

C. Foltz, of Martinsburg, has been appointed supervisor, with headquarters at Clarksburg, in place of B. F. Dawalt, who has left the service.

Charleston Division

Correspondent, C. W. DIXON, *Car Distributer*

Above picture is of Engine 80 on local north No. 186, which was Coal and Coke No. 34 at the time the photograph was taken. Those appearing are, reading from left to right: flagman C. T. Campbell; conductor T. Davis; brakemen C. B. Hitchcock and J. L. Young; fireman Gregory; engineer Joseph Daugherty and W. E. Hoyt, agent at Walkersville, where the picture was taken.

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.

J. F. ALREED, *Agent*, Folsom, W. Va.

JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

After two years in the service of Uncle Sam, one year of which was spent in France, we are glad to welcome our old friend, Sergeant-Major Bernard L. Helfer, of the 314th Division. Bernard was formerly employed in the Commercial Freight Agent's office, and is now clerk in the Trainmaster's office, Wheeling, W. Va.

Effective June 15, A. J. Penrod was appointed Signal supervisor on our Division. His many friends wish him success in his new work.

After spending two years with Old Glory, one in France with the Railroad Engineers, Francis O'Neill sprung quite a surprise when he dropped in on us the other day. "Red" was not expected to return for quite a while. Before entering the service he was employed in the General Superintendent's office, and he will resume his former duties soon.

The accompanying picture is of Engine No. 66, Benwood shops, showing S. McCombs, turntable boy, and C. H. McFall, engineer, who, during slack time, have charge of this engine.

Western Lines

General Office

Correspondent, W. A. HOWELL

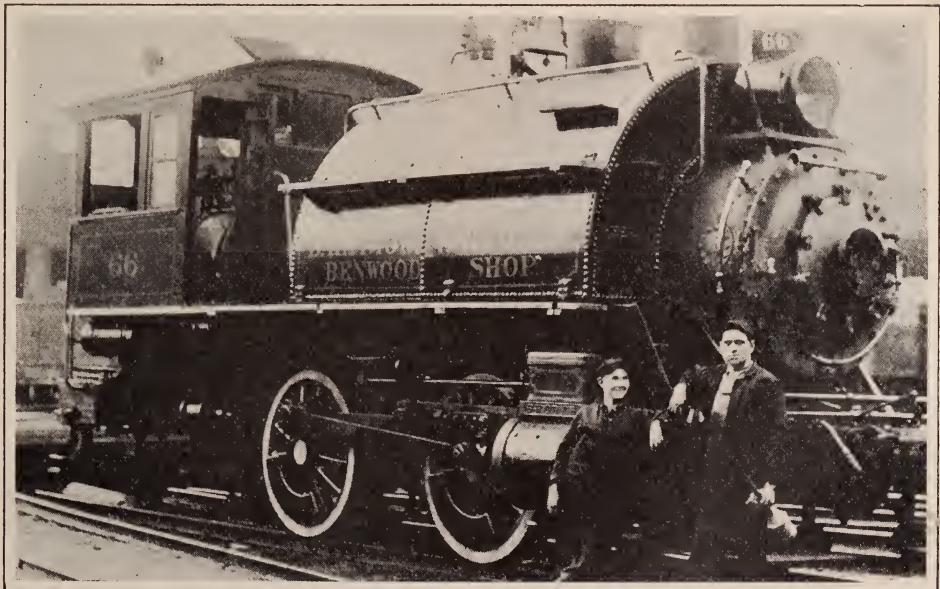
No-Accident Campaign

With everybody today it seems to be just one campaign after another. But we of the Western Lines are not in the habit of trailing anybody when we go out after a good thing and it's a cinch that we will make good on the No-Accident Campaign that was started by Federal Manager Begien on July 15.

The posters that have been furnished will remind every employe, "day and night to be sure that everything is right." And we will do our best to keep everybody in this section of the country apprised of what we are after so that we can get all possible support.

It is surprising what men can do when they get together with a will and a purpose. We understand that our friends in the East have already done some gratifying things in cutting down their accidents and injuries. Let's all get together to surprise ourselves with our accomplishments in the present very worth-while effort.

The picture on next page is of Raymond Nieman, interchange clerk in the local Car Accountant's office at Fifth and Baymiller Streets. Nieman has seen over six months' service in the army, and while he did not "cross the pond" he has done his share and done it



S. McCombs, turntable boy, and C. H. McFall, who handle Engine 66 at Benwood Shops



Raymond Nieman
Interchange Clerk, Car Accountant's Office

well. He has gained about thirty pounds and is looking fine. Nieman is well liked in the Terminal and has many friends who will be glad to hear of his return.

Cincinnati Terminals

Correspondent, W. E. COCHRANE, *Chief Clerk to Supervisor of Terminals*

We believe that most employes of the Terminal know of the transfer of W. E. Cochrane, chief clerk to superintendent, and MAGAZINE correspondent, to Baltimore. Mr. Cochrane will be associated with E. T. Horn, supervisor of Terminals, who is also well-known to the Terminal employes. We know that you are all saying about Mr. Cochrane's promotion, "Our loss is your gain," and we can echo a hearty "Amen." That his service with the Railroad may be increasingly useful and successful is the wish of his many friends.—Ed.

"Tommy" Maloney, under his big straw sombrero, smiled the smile of an angel and cautiously from the depths of his jeans yanked out his "ticker" and murmured gently "just thirteen minutes and twenty-three seconds." One guess—yep, it's "Tommy's" vacation season. "Phil" LaCrosse is spending pleasant days—fifteen in fact—in "Tommy's" place.

Mr. LaCrosse had a wonderful time at the recent Shrine celebration in Indianapolis, but don't ask him why he paid his railroad fare.

Private Lee Connely recently passed through Cincinnati en route to Camp Sherman to be mustered out from the service, having spent about twelve months at Fort McPherson, Ga., where the interned German aliens were confined.

Daynon Simpson, who was furloughed about a year ago to join Uncle Sam's forces, paid us a short visit a few days ago and expects to be back at the repair track at Storrs soon. Mr. Simpson has seen quite a bit of the world since leaving the States and was engaged in all the most important battles of the war. We extend the glad hand to him and welcome him back.

F. W. VanCleave, leading machinist and "incidental" farmer, has discovered that toads are worth while creatures. He is establishing a refuge for them at his home on College Hill. "Van's" other hobby is his fourteen-year old daughter, Eunice, who recently graduated with honors from grammar school.

The accompanying snapshot is of Sergeant Edward Connely, who has just returned from military service. "Ed," as the boys all call him, is one of our yard men and has been in our service for the past several years. He was champion lightweight of Camp Sheridan, Alabama.



"Ed" Connely



Yardmaster Martin Walsh

Martin Walsh was born in Cincinnati on June 11, 1865, on the site now occupied by our Kenyon Avenue Depot, in a house owned by the C. H. & D. Railroad, so it can be truthfully said that Martin was born and raised on the Baltimore and Ohio. His early education was received in Cincinnati's famous West End, where he early enjoyed a wide acquaintance. Some of his boyhood friends then are his fellow workers now. He has devoted his entire life in rendering valuable service to the Company.

He came with the Railroad as a messenger June 3, 1885, in the Agent's office at Fifth and Baymiller Streets. He secured various promotions in the Agent's office and, in 1887, accepted a position as yard clerk in Yard One; was promoted to transfer foreman, assistant yardmaster and yardmaster, successively.

Throughout his long career, thirty-four years, he has always been loyal, consistent and conscientious in the performance of his duties and is held in high esteem by all employes throughout the Terminals. He has quite an enviable record to his credit, having worked six years, in the ninetys, without missing a single day.

We have discovered that Martin's hobby is baseball, and he is a real live "fan" and predicts great things for our boys, the Cincinnati Reds, this season.

Mr. Walsh celebrated his silver wedding anniversary on September 18, 1916. He has six children, three girls and three boys, one of whom is wearing the khaki in the service of Uncle Sam. We all hope that Martin will be in our midst when he celebrates his golden wedding anniversary.

Little Robert Woellner, aged two months, Stock Yards protege, and son of Arthur F. Woellner, machinist, discusses great problems of the day with his "Dad" each night after they retire. We often wonder how "Mose" can look so cheerful.

Yard switchman W. J. Kunze has returned from overseas, where he spent about fourteen months of hard railroad work at \$30.00 per.

W. H. Kuhl, yard switchman, has returned to work after having spent fifteen months overseas with the engineers. He brought back sixty large pictures taken from a German prisoner, which were made from a German Fokker plane, around St. Mihiel, the Argonne Forest, Verdun, Metz and Berlin.

Engineer T. J. Gallagher is the "guy wot cheers 'em up" on blue Monday. In at 2.30 p. m. with his broad smile, he is the "joy spreader" of Stock Yards.

A. Seewald has just received his discharge from the Naval Aviation Squad, having served about seventeen months.

The laborers and car repairmen settled an old account the other day when they met on the ball field for a nine-inning scrap. The laborers were not quite as good as the carmen, but showed some rare form and promise them a hot battle the next time. The result of the game was 10 to 9.

H. Reese has been discharged from the Navy. He wears two gold stripes, indicating that he spent twelve months in foreign waters aboard one of Uncle Sam's large boats as a first class fireman. Mr. Reese had worked for Cincinnati Terminals as a fireman for two years before he enlisted.

Some fellow at Stock Yards is after C. H. Wiehe's scalp. They're having a poetry duel and the "gang" is lookin' on breathlessly. Results promise to be interesting. Wiehe is champion poet of Storrs.



F. H. Wolke.

Baggage-master on Nos. 53 and 54, running between Cincinnati and Toledo

John Wiethoff, who is well acquainted with all yardmen in the Terminals, has resumed his former duties as train clerk at Elmwood, after a year's service with the U. S. Army in France. John is glad to get back among his old associates, as during his stay in France he never had the good fortune to meet any of his pals from "Cincy." John enlisted on May 26, 1918, and returned from overseas on May 26, 1919.

Among the numerous Terminal employees who have returned from overseas service is F. W. Kimball, yard engineer. He served in khaki for eighteen months doing railroad work.

If you want to know anything about the benefits or joy of being sunburned, just confer with either Miss Clara Schulte or Miss Leafy Wiltsee. They know just what part of the Beach to sit on to acquire that adornment to their beauty.

There's a new slogan, or rather an old one redecorated, at Stock Yards these days, "Efficiency, FIRST, LAST and ALWAYS."

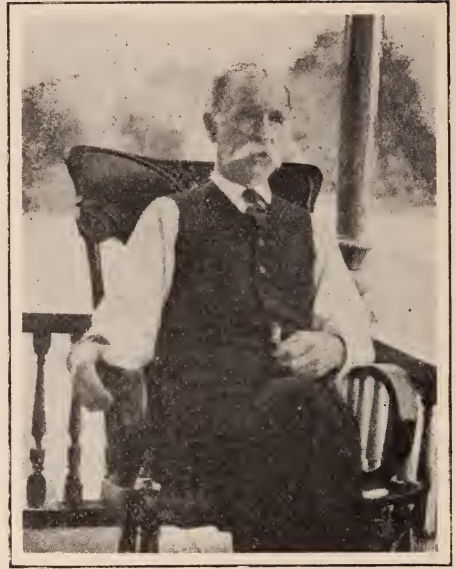
New Castle Division

Correspondents

- A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
 P. W. ADAMS, *Telegraph Operator*
 O. C. BEDELL, *Telegraph Operator*



Henry Weinmann
Operator, "XN" Tower, and his two boys



James L. Shiland, Pensioned Employee

J. L. Shiland greets you from this good picture. He is one of our old timers. He first entered the service as agent and operator at Youngstown, Ohio, on April 1, 1875, when the railroad was operated as the Painesville and Youngstown. In April, 1876, he was transferred to Painesville as agent and operator, remaining at that point until May 1, 1886, when he accepted position as passenger conductor on the branch. In October, 1886, the Painesville and Youngstown was changed from narrow gauge to standard gauge and the operation of the line taken over by the Pittsburgh and Western. Mr. Shiland still retained his rights as conductor and for a long time was local conductor on the Lake Branch, the last four years of his service, however, being on fast freight runs over the main line, New Castle Junction to Willard. After continuous service of thirty-seven years, pension was granted Mr. Shiland in December, 1912. His record is an enviable one, and in the community in which he resides he is held in high esteem.

Henry Weinmann, second trick operator at "XN" Tower presents himself and his two boys in the accompanying picture. He says: "Mine is one of the nicest jobs on this Division. I started with the Company on March 5, 1917, and certainly enjoy my work. Gordon, sitting on the seat of the wheel, is my oldest boy. The other, James, has a frown on his face because he was trying to look at the camera and avoid the sun at the same time. The boys are now with their mother on a little vacation at the home of her parents in Indiana. But 'baching' it isn't so bad because I live conveniently close to my work."

Friends of dispatcher J. M. Griffin will be delighted to learn of his appointment as divi-

sion operator, succeeding C. O. Brown, furloughed because of ill health. Mr. Griffin has been dispatcher on our division for a number of years and has also been acting chief dispatcher during certain periods when regular men were absent. His long experience, ability and disposition admirably fit him for this position.

The New Castle Junction baseball league is now under way, with four teams entered, representing the Transportation Department, Shops, Yard and Accounting Department. The Transportation Department has won all games played, through the excellent work of pitchers Morrissey and Snider and the timely batting of the team back of them. Shop is in second place, Accounting Department third, and the Yard team fourth. Both the Shops and the Yard teams have made some changes and are confident that they will be able to boost their standing.

The accompanying photograph is of Patrick Mulqueeny, a pensioned employe of our division with a service record of thirty-nine years. Entering the service of the Painesville and Youngstown on January 8, 1872, Mr. Mulqueeny worked continuously as fireman and brakeman, for the past fifteen years acting as joint car inspector at Painesville. When he first entered service the Lake Branch was then a narrow gauge railroad and he witnessed the change to the standard gauge, also the various changes in ownership resulting in the Baltimore and Ohio finally taking over this line. Mr. Mulqueeny has always had the interest of the Company at heart, and his record is one that he can certainly be proud of.

Our Welfare organization at New Castle Junction recently elected the following officers: President, J. A. Tschuor; Secretary-Treasurer,



Patrick Mulqueeny

J. A. Jackson; Executive Committee, P. B. McDowell, G. H. Wyman, H. D. Horner, H. Sewald. Their baseball team also effected their organization, with A. C. Harris, manager, Mr. Herbst as coach and L. M. Plier as captain. The first game of the season with the P. & L. E., Youngstown team, on our grounds, resulted in a victory for our team, score 10 to 2. Our Welfare organization is supervising the New Castle Junction league and has under consideration the organization of teams for trap shooting and lawn tennis.

The dance given on June 11 by the Youngstown Terminal baseball team proved entirely successful, both socially and financially. The boys realized a large sum, which will be used to equip the team and provide for incidental expenses. The committee in charge, consisting of "Al" Bates, M. F. Murphy and L. V. Kinney, are to be congratulated.

Newark Division

Correspondents

W. E. SACHS, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark (Ohio) Shops

Zanesville Reclamation Plant

Miss Gertrude A. Shoemaker, stenographer for P. H. Reeves, general foreman of the Motive Power Department here, had the honor of being the second lady delegate elected to attend the Relief Department Convention in Cincinnati, Ohio, at the Grand Hotel, June 26 and 27. The first lady delegate was Miss A. P. McCracken, telephone operator at Hazelton, Pa., in 1918.

On arriving in Cincinnati our successful candidate was again honored by being elected secretary of the Convention, and at its close she was presented with a ten pound box of candy by the delegates, in appreciation of her efficient work. Miss Shoemaker entered our employ as stenographer at the Plant May 14, 1917.

Willard Edson Fuller, timekeeper in our Plant, and Miss Margaret Nevitt, both well known residents of Zanesville, were united in marriage on June 28. The ceremony was performed by Rev. C. M. Eddy of the Market Street Baptist Church. The bride is a musician of recognized ability, and the couple has our best wishes.

Cleveland Division

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

We are glad to report that "Ed" Mishler, former Train dispatcher, is improving rapidly after recent operation.

S. H. Jewett, Division accountant, reported the arrival of a nine pound bouncing boy on the morning of June 17. Mother and son are getting along nicely.

Our Lorain boys were happy on June 26 when they went "over the top" in handling lake coal, dumping 839 cars, 40,650 tons. This is the highest record since 1910, when 701 cars, 28,335 tons, were dumped. Our highest dumping records follow:

August 9, 1910. 701 cars, 28,335 tons.
 September 6, 1918. . 688 cars, 33,460 tons.
 May 26, 1919. 631 cars, 32,605 tons.
 June 2, 1919. 672 cars, 32,880 tons.
 June 3, 1919. 697 cars, 34,155 tons.
 June 26, 1919. 839 cars, 40,650 tons.

These boys still declare they are going to make it 900 before they stop. The June 26 record is considered remarkably good, considering the facilities at Lorain for handling lake coal.

R. R. Beggs, Car distributor, spent the last two weeks serving on the Cuyahoga County Jury. He reports a most interesting time.

Mrs. D. B. R. Lucas, wife of Train dispatcher, is again up and around after a severe sick spell.

W. E. Shelton, operator "CS" office, spent the Fourth in Toledo, witnessing the Willard-Dempsey fight.

Akron

Miss Anna Jordan spent her vacation visiting Buffalo, Atlantic City and Pittsburgh. Before leaving she attended a picnic given by the young ladies of our office, at which she was fortunate in getting the piece of cake which contained the wedding ring, and she wore it on her vacation to arouse the suspicion of her friends. The joke may be on us in the end. Who knows?

Miss Nell Tovey has surprised most of her friends recently at the beach, as a swimmer, and we believe that she is of championship caliber.

Miss Florence Piers, expense bill clerk, met with a serious accident. She was holding a fire-cracker in her right hand when it exploded and burned four fingers. Her condition is improving rapidly, however.

A. J. Messner recently visited in Sandusky, Ohio, where he attended the wedding of Renata Keller, on June 24.

Our general agent, R. H. Troescher, has recently recovered from a short period of sickness. We are glad that nothing serious resulted.

G. S. Jones, traveling auditor, spent several days in Akron, auditing our books. We are glad to see Mr. Jones, because he is always wearing a smile.



Morris A. Vaughn

Morris A. Vaughn, whose picture is here shown, is one of the oldest employes of the Company at Akron. He is nearing his sixty-fifth milestone, and has been in the service for almost thirty years. He first entered the service in 1893, at Akron, as delivery clerk, and in this time has served under the jurisdiction of five agents, the present one being Mr. Troescher. Vaughn has only missed three days because of sickness, due, perhaps, to the fact that he gets plenty of rest, good food, fresh air and exercise. That indefinable quality known as personal magnetism is his, and it has gained him many friends. It is a pleasure and a credit to our station to present to our readers a man of such character.

'Tis True

The man who once so wisely said,
 "Be sure you're right, then go ahead,"
 Might well have added this, to wit:
 "Be sure you're wrong before you quit."
 —*The Gillette Blade.*

South Chicago

Correspondent, MRS. BERTHA A. PHELPS

We noticed an article in the *Chicago Tribune* recently, regarding an employe of Marshall Field & Co., who had written over 800 letters to soldiers to keep up their courage and cheer them. The writer was not privileged to join the army and did his bit in this way. Our cashier, A. E. Pollard, had twenty-seven regular correspondents among the soldiers and at the time the armistice was signed had received 550 replies to his letters, which had to be written nights and Sundays, and which, from the stand-

point of helping to keep up the morale of the boys, we venture to assert were not surpassed. In addition he supplied as many of them as possible with the EMPLOYEES MAGAZINE.

May was a non-accident month in this district. Wreckmaster Pence advises that there was not a single accident report from this district and gives credit to the alert car inspectors employed on this end of the Division.

D. F. Zern, son of our veteran carpenter, Frank Zern, and a former fireman in the yards here but who has spent thirteen months in the navy and is now chief watertender on the U. S. Transport, Eastern Chief, was home on a short furlough recently.

We all sympathize with engineer and Mrs. H. Tibbals in the loss of their little eight-year old son, who passed away at the Washington Park Hospital on May 31, after an operation for appendicitis. It will be remembered that engineer Tibbals has been in France for two years and was released from Government service but a few weeks previous to his son's death.

Chicago Terminal

Correspondent, W. E. BUCKMASTER

C. R. Briggs, accountant in the Master Mechanic's office at Lincoln Street, appeared at work on the morning of July 3d with the smile that won't come off. The wife had presented him on the 2d with a beautiful baby girl, and daughter and mother are doing well.

Major F. S. Harvey, formerly of the Engineering Department of the Baltimore and Ohio Chicago Terminal Railroad, but now in the army and lately associated with Colonel Lamphere on the Government warehouses at Charleston, S. C., has been transferred to the Panama Canal Zone.



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Margaret Eloise Johnson
fourteen months' old daughter of Homer Johnson,
M. P. Accountant, Chicago Division

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Children of John Clyman, gang foreman

The accompanying picture is of Edith, aged three, and Thelma, aged six, the daughters of John Clyman, Gang foreman in the freight car repair yard.

The consolidation of the office of the Master Mechanic at East Chicago with his office at Lincoln Street has been effected. This necessitates the removal of accounting, time-keeping and other clerical work to Lincoln Street. J. J. Kennedy, formerly Joint accountant, becomes chief clerk to master mechanic, and Glenn S. Smith, who held that position at East Chicago, becomes assistant chief clerk. Mr. Smith remains at that point handling local clerical work of the master mechanic.

Recently O. Lozo, H. White, P. L. Manning, H. Hanson, Mr. Finegan and Mr. McDonald of the Terminal forces; F. Mitchell of the C. & S. E., and C. P. Gallagher of the C. G. W., took a three day trip to Parker's Lake, near Winters, Wisconsin, on their annual fishing trip. Many fish were caught, but the honors go to Otto Lozo and "Mac" McDonald. Before leaving Chicago they had provided themselves with a .38 caliber policeman's revolver, possibly for protection. On the last day Lozo hooked a sixteen pound muskie and the fight was on for about forty-five minutes. At last poor Mr. Fish was dragged near the boat, still full of fight. "Mac" was sitting in the stern with the gun in his hand, dreaming of what he could do if he only had something to shoot. Suddenly someone shouted, "Shoot!" at which "Mac," emerging from his dream, aimed the gun point blank at the fish. Bing—three inches behind the eye—and muskie was dead. We were well aware that Lozo was some fisherman, but the divulgence of "Mac" in the role of a cracker-jack pistol shot was some surprise.

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

James Hickey, machinist, has been appointed Machine Shop foreman, vice W. Nolan, who was

made night Roundhouse foreman vice Joseph Krieg, resigned. We wish these men success in their new positions.

We extend to conductor W. P. Thacker and Mrs. Thacker our sincerest sympathy in the loss of their little son, Wendle, who was killed in front of his home by an automobile. Preparations were being made to celebrate the little fellow's fifth birthday anniversary, when he ran out into the street, and was struck and killed.

James Rutherford, Car repairer, who has been overseas with the heavy artillery for the past year, is again with us, looking fine. Glad to welcome "Jimmy" back.

Clark Groninger, clerk to Road foreman of engines, has been promoted to stenographer to Chief clerk, General Superintendent's office, Cleveland, Ohio. Best wishes for success in his new field go with him.

Howard A. Wagenman, who is now first class machinist mate on the U. S. Submarine O-4, greets you from the accompanying picture. Mr. Wagenman was a machinist at the Chillicothe shops at the time of his enlistment, May, 1918, and is still serving his country.



Howard A. Wagenman, Ohio Division

E. B. Isnogle has been assigned as chief clerk to storekeeper, vice A. Drury, transferred to Washington, Ind.

Kenneth Yaple has taken the position as clerk to Road foreman of engines.

Joseph A. Morton, seventy-seven years of age, died at his home in Marietta, Ohio, from complications incident to old age. Mr. Morton entered our service on the Ohio Division January 1, 1862, as Freight brakeman, was promoted to Freight conductor, August 1, 1872, and to Passenger conductor, April 1, 1873, remaining in active service in that capacity until he retired soon after the 1913 flood, after over fifty-one years' service.

Fireman C. M. Varian, attended the convention of the B. of L. E. at Denver, Col. He also visited Colorado Springs, Salt Lake City and Chicago.

Born to Track foreman and Mrs. Alva Higley, a son. Alva is wearing the smile that will not come off.

Trainmaster Richard Mallen is now grandfather to twins, who were born to Mr. and Mrs. Gordon Phillips. "Dick" was out with the supply train at the time these two young gentlemen arrived via "Stork Line," and when informed of the fact, it is said he kept the operators busy asking Chillicothe how HIS GRANDSONS were getting along. "Dick" and "Jack," as the new arrivals have been named, have also the honor of having for the other grandfather, John P. Phillips, district attorney for the Baltimore and Ohio. Congratulations to both.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

Supervisor W. M. Downey of North Vernon, with the assistance and cooperation of all maintenance of way, maintenance of equipment, station and yard employes, has been able to beautify the plot of ground, about 40 x 200 feet in size, just east of the freight house at North Vernon, by sowing grass seed and putting in two beds of cannas and red sage. The same employes have also put out a bed of cannas and sage on Walnut Street at the rear of watch-house, purchasing the flowers themselves. This will add considerably to the appearance of the North Vernon property and is much appreciated by citizens at that point.

The following clerks at Mitchell, Ind., who have served with Uncle Sam overseas, have returned for duty: Corporal D. A. Conkey, of the 83rd Field Artillery, Eighth Division of Regulars, formerly baggage clerk; E. H. Reily, utility clerk, who was three times rejected by the U. S. Medical Examiners, but finally was accepted after consenting to undergo an opera-

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tion, and joined the happy throng of the 84th Division, at Camp Taylor, serving in the headquarters of that division until discharged; former cashier E. G. Boyd, of the Supply Company, 362d Infantry, 91st Division, was discharged at Camp Sherman recently, was met at Cincinnati by Miss Ella Love, where they crossed the river into Kentucky and were married; H. H. VanCleave, formerly of the C. I. & L., who saw service in the States and was adopted on his return by our Road because his former position was taken over by the consolidation of August 16, 1918.

O. S. & D. clerk Robert J. Moosmann, of the Louisville Freight Station, reported the matching of 125 shipments (over and short) at the semi-monthly meeting, held May 7, under the jurisdiction of the Louisville Terminal Freight Agents' Association. These meetings are attended by all O. S. & D. clerks of the city and wonderful results have been obtained. As a matter of information concerning this station, our records indicate the receipt of about 125 shipments per month either over or received on free-astray billing, and of this number up to and including May 1, all shipments have been delivered on regular revenue billing except twenty-four.

Illinois Division

Correspondent, **OMER T. GOFF**, *Secretary to Superintendent.*

Dispatcher B. B. Pritchett was recently sent on a vacation and instructed to go fishing,



Dispatcher B. B. Pritchett
"Fishin'," with the window rags behind him, Oh, Man!

because he had not been fishing in the last twenty years. During this vacation a man thought to be Mr. F. Arbuckle was seen fooling around one of the windows at the Pritchett residence. Suspecting a forced entrance during Mr. Pritchett's fishing trip, the gentleman was hailed, "heytharwatyedoin." The suspect turned and answered "fishin'." It was our own B. B. P. washing the windows (he has the rags behind him). His brother, trainmaster K. S. Pritchett, was also taking a vacation, but we'll put up a "five" that he didn't fish like B. B. P.

Toledo Division

Correspondent, **F. M. DRAKE**, *Relief Agent.*

That Baseball Game

By **E. M. Mannix**, *Timekeeper East Dayton Shops*

I've heard of celebrations that have made the Hall of Fame,
But the one that struck me hardest was that Dayton-Lima game
It was played by hefty railroad men who with determined will
Fought hard for twelve long innings, to try to kill the pill.
The game commenced on June the eighth, way out at Island Park,
All talked at once and seemed that they were surely there to bark.
The first few rounds were quiet, with not a single score,
Then the Lima bunch took a winning hunch and put a couple o'er.
This made the Dayton boys quite sick, but each face bore a smile;
When John O'Neil in a little spiel, said: "We'll beat that bunch a mile."
And then his forecast came right through when he yelled out, "Come on boys,"
For the Dayton boss put one across, and you ought to heard that noise.

Next inning Lima turned the trick, they made their score show "three."
With two ahead now, bear in mind, some visions they could see.
But their vanity was scattered as it never was before,
When the old Nut Busters came to bat and evened up the score.
The game went on midst all the noise, the air was full of glee,
When Lima copped another run, and made it four to three.
The last chance came for Dayton, the game was nearly o'er
When, Bingo! In came two more runs, which made it five to four.

Oh, somewhere in this land of ours, there's Happiness we trust,
But gloom is over Lima, for they bit old Dayton's Dust!

The Home Owner is Not a Drifter

[Extracts from the booklet on the "Own-Your-Own-Home" Campaign, issued by the
Information and Education Service, U. S. Department of Labor, Washington, D. C.]

Q "Since the owner of a home naturally has a personal concern in the administration of public affairs he assumes a leading part in the community. He has taken root and is no longer a drifter.

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"Home owning affords the best environment for childhood and lays the foundation for good citizenship.

"It creates reserves for periods of misfortune and for old age.

"It is the foundation for the best sort of patriotism.

"Few of these new home owners will have sufficient funds to pay in full the entire purchase price or building cost, and most of them must depend on borrowed money for more or less of the cost of their homes."

Here is where the Savings Feature of the Relief Department can help you.

If you wish to build a house, or to improve your property, or to pay off a lien on property already owned, or to purchase property, write to "Division S," of the Baltimore and Ohio Railroad Relief Department, Baltimore, Md.

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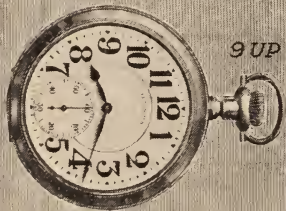
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She was twenty, and her name was Florence; she trimmed hats in a millinery shop. She was a girl who laughed. And somehow she solved her problem. What she did may make you weep or make you rage—when you read the story told by

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Last Spring the price of paper went so high that we had to raise the price of the books. Fortunately, we secured one big lot of paper at a comparatively reasonable price so that we had to add very little to the price of the books. Now that paper is nearly gone, what we shall have to pay for the next edition we do not know—but that it will be far more than we ever paid before we can tell you. *This is your last chance.* Before you see another such advertisement the price may be far beyond your reach. Now, while you can, get these books at the low price with Jack London FREE. Never again can we give you such a chance. Don't miss it. Cut the coupon. Send it—**TODAY—at ONCE.**

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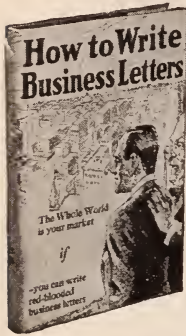
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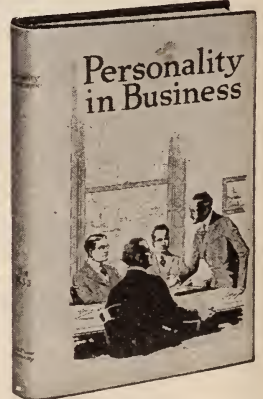
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EDITOR,
BALTIMORE AND OHIO EMPLOYEES MAGAZINE
Mount Royal Station Baltimore, Md.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 7 BALTIMORE, SEPTEMBER, 1919 Number 5

CONTENTS

Contents Page Decoration.....	John Newman	5
The Workingmen's Train.....	Margaret Talbott Stevens	6
General W. W. Atterbury Contrasts French and American Railroad Systems.....		7
Help Keep our Comfort Facilities Clean.....		12
Progress of "No Accident Campaign".....		13
Pictorial Review.....		16
Fuel Performance, Eastern Lines.....	C. W. Galloway	18
Dining Car Service Wins Friends for the Baltimore and Ohio.....		19
J. M. Davis Resigns from the Baltimore and Ohio.....		21
Conductor Charles Welsh, Representative Employee, Cumberland Division (West End).....		22
Editorial.....		24
Engineer E. Zumbaugh and Fireman R. Snyder Make Fine Per- formance with Test Train.....		26
New Pacific Type Locomotives for Blue Line Passenger Service, E. E. Ramey		27
The Roundhouse Foremen.....	R. E. Sigafoose	28
Changes and Promotions.....		29
Matthew J. McCarthy, Obituary.....	W. A. Howell	31
As Seen by the Cartoonists.....		32
Fire Drills at General Office Building Have Saving Sense of Humor..		35
Keep the Pop Down.....		36
Our Own Hall of Fame.....		37
Statement of Pension Feature.....		42
Social.....		43
Beware of Typhoid Fever.....		48
The Bolshevik Engine.....	From <i>Power Plant Engineering</i>	49
Washington Information.....		51
How Perishable Food is Protected in Transit.....	C. C. Glessner	56
Easy and Practical Home Dress Making Lessons.....		57
Some Good Recipes.....	M. Alice Hamilton	60
Roll of Honor.....		61
Among Ourselves.....		64
Watch the Spark Hazard.....	B. S. Mace	104

Published monthly at Baltimore, Maryland, by the Employees of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only



The Workmen's Train

By Margaret Talbott Stevens

Decorated by Stanley M. Bell
Valuation Department

Have you ever seen them a'hurrying along
At close of the day as they move, a great throng,
That army of workmen so mighty and strong,
Whose work is never in vain;
All flinging their coats, ever singing a song—
And swinging their lunch pails while tramping along,
In blue jeans and jumpers, this company strong,
Who ride on the "Workmen's Train?"

And nodding to folks on the street as they go,
Yet keeping in step in a long, steady row,
March Billy and John, Jimmy, Harry and Joe,
Till they pass through the station door;
So kindly to friend—without fear of a foe—
Now homeward they're bound, hither blithely they go;
For these are the men from Mt. Clare, you should know—
Who are tramping the station floor.

Out there in the country in cottages small,
Their wives and their kiddies are waiting their call—
And smoking hot suppers, pies, puddings and all,
With rich, creamy sauce in between.
But where duty beckons, they come at its call,
They're "right on the job," whatever befall,
And we take off our hats to these workmen, all,
Who ride on the "five-fifteen."

General W. W. Atterbury Contrasts French and American Railroad Systems

Former Chief of Transportation Corps, American Expeditionary Forces, Believes Our Methods are Favored in France

THE well known fact that the really big leaders in America's business world are not "hard to see," was substantiated to my satisfaction, quite recently when my request for an interview with General W. W. Atterbury, vice-president of the Pennsylvania Railroad and former commanding officer of the Transportation Corps of the American Expeditionary Forces, brought a favorable reply.

General Atterbury received me in his modest office but a minute or two after the time he had set for the interview. Evidently he believes that keeping business engagements on time is as desirable as running trains on time.

The Railroad Boys Played the Game Hard

I had explained to him in my letter that the employes of the Baltimore and Ohio Railroad would be glad to have him tell them something about the work of the Transportation Corps abroad and the first question which naturally came to my mind was,

"Did our railroad boys over there hold up their end of the game as well as you expected them to?"

"Every bit as well," he replied. "In fact, their service was in every respect of the highest character, and too great praise cannot be given them. The men who enlisted in the railroad corps went into the Army with the same high purpose that inspired the fellows who volunteered for the line and other essential units. Of course, discipline behind a fighting army is far different from railroad regulations in a country at peace. Yet although discipline was always essential in our work in France, as with the whole army organization, the spirit of the

men was such that they did more than discipline demanded. Hours of service were forgotten in the effort to support the men in the front lines with every ounce of strength that we could muster. Without an efficient transport system the boys who were giving and taking in the trenches would have been badly handicapped. And this was the thought which dominated the feelings of the railroaders in the Transportation Corps."

The Safest Railroads?

"A question which has always interested us in this country, General Atterbury, is that of the Safety work over there. It must have been a very difficult one to handle."

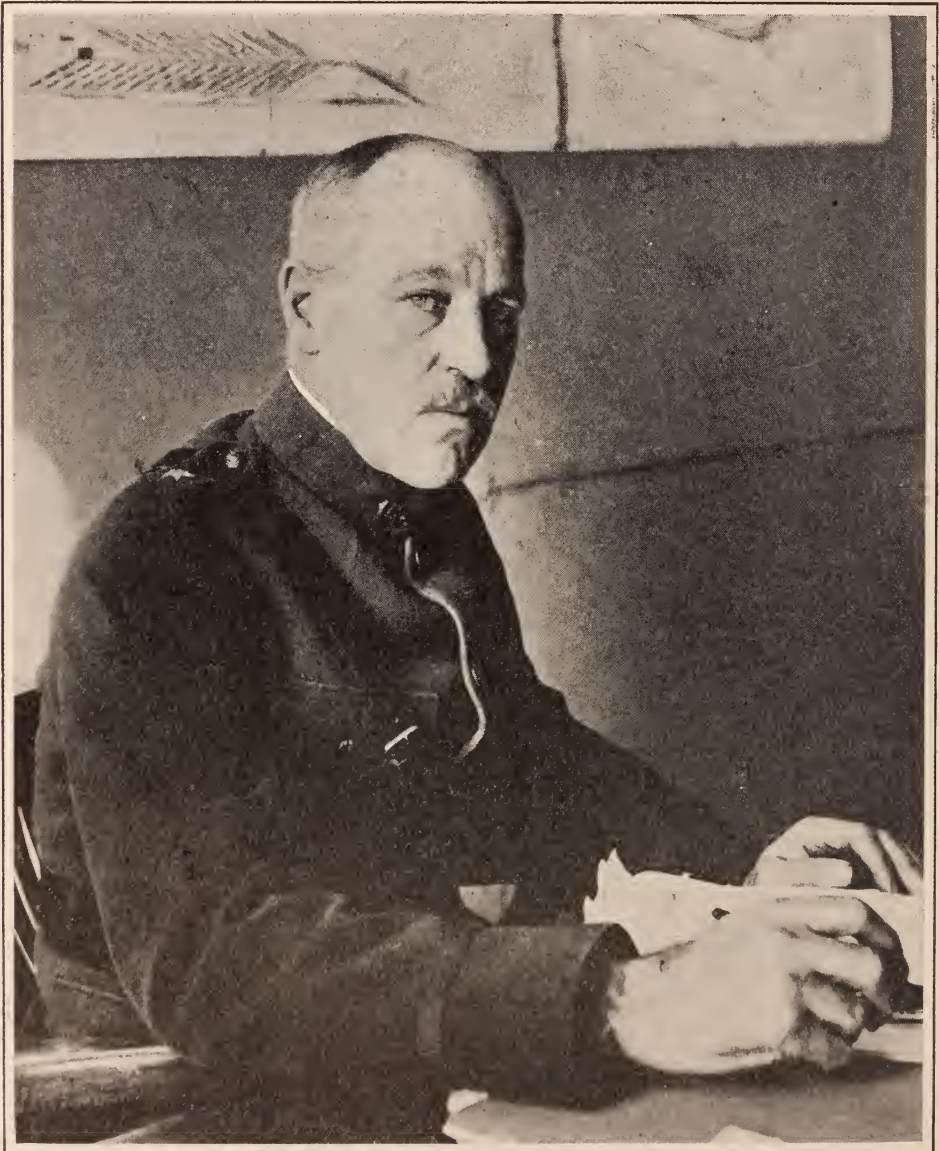
"It was," he replied. "As you know, we did not have time to surround our operations with all the safe-guards that we might have provided had we been under less pressure of time and other resources. But the Safety lessons which our transportation men learned in America stood them in good stead in France. Unfortunately, however, in the case of soldiers moving on our troop trains, a number of them were killed because of unnecessary hazards taken by themselves on moving trains, such as riding on the roofs of cars or leaning out of windows and doors, where they were taking the chance of being swept off or struck while running through tunnels or under bridges, or of being hit by passing trains. All of this was completely in violation of regulations and called for immediate and vigorous efforts. The strictest instructions were issued to Commanding Officers of organizations being transported, to the effect that they would be held accountable for any infractions of the

regulations on the part of their troops, and, with everybody cooperating to prevent the soldiers' exposing themselves to unnecessary risks, the result was a most decided improvement."

We reminded the General that we had reprinted in the May issue of the MAGAZINE some of the interesting posters

which were published to warn our soldiers of the hazards of carelessness on moving trains.

"Yes," he added, "those posters were inspired at our headquarters and helped considerably in reducing fatalities and other accidents. The typical American is a rather undisciplined and carefree



W. W. Atterbury
Vice-president, Pennsylvania Railroad, late Brigadier General, United States Army, and Chief
of Transportation Corps American Expeditionary Forces

individual and we had the same problem in this respect that we have in the United States. But army discipline, combined with our campaign for greater Safety in the transportation of our troops, brought about good results."

Relative Safety of French and American Operating Methods

Believing it would be of interest to have an expression of his views as to the relative safety of French and American operating methods, I suggested that he let us know what he thought in this connection.

"I believe," he replied, "that we in this country have been 'fed up' on the greater safety of French railroads. It is, of course, quite difficult to arrive at a fair measure of comparison, considering the great differences in the way of equipment, methods of operation, etc., but, taking everything into consideration, my opinion is that, on the whole, the operation of our railroads is, in reality, even safer than theirs, because of our highly developed methods of train dispatching, our superior signal systems, and the general and increasing use in this country of steel or steel underframe passenger cars."

Racial Characteristics Shown

"Is it not possible that the idea that French railroads are safer than our own has become general because the representative Frenchman is a much safer man than the representative American?" we asked.

"That is true to a considerable degree," he agreed. "The French, and the Germans, too, for that matter, are much more highly disciplined than our Americans; they have greater respect for laws and regulations. As you know it is the breaking of the rules of our American railroads that is so often the cause of our accidents. The national characteristics of the French show interesting contrasts to those of our own countrymen in many other aspects of their transportation system. For instance, we know that their roadbeds as a whole are better than our own. Why is this? Simply because the French build more slowly and more surely than we do. Their ballast and their drainage are better. And this insistence on permanency and stability is not only shown in the con-

struction of their roadbeds, but also in the building of their bridges and other structures of all kinds.

French Railroads Stood War Test Well

"This was clearly shown when we got to France. They had been suffering the devastation and destruction of war for three years. Yet their tracks and equipment in general had stood up under the excessively hard usage remarkably well; and this with very little time and money having been devoted to maintenance.

"It is not an uncommon thing to see an engine on a French railroad which is sixty years old and still giving good service. While this is a tribute to their careful workmanship and exacting repair methods, it must be remembered that our own engines would last as long if they were not continually being discarded before being worn out for newer and more powerful types. In France, generally speaking, they scrap locomotives only for age; here we scrap them for obsolescence. We live faster in America, and changes in railroad operating methods and in the needs of our commerce come too quickly for us to use a piece of motive power sixty years old, even though still mechanically in good order.

French Density of Traffic

"Another thing which should be remembered in contrasting French and American railroads is the difference in the nature of the countries and the consequent difference in the kind of transportation handled. For instance, you will probably be surprised to know that just before the war the Paris, Lyons and Mediterranean Railroad, the largest privately-owned line in France, carried more passengers in a single year than did the Pennsylvania System. Yet this is not so strange when we consider the greater density of population in France and the closer proximity of their cities, both productive of a large amount of short distance passenger traffic.

"It is to a large extent because of this dense passenger traffic that they are ahead of us in the matter of grade crossing elimination. Their roads were built through populous communities where it

was immediately apparent that grade crossings were a source of danger. Our railroads were laid out through sparsely settled sections and brought the growth of the cities with them. What in earlier years here was a safe method of constructing a railroad through a thinly populated section does not continue to be safe when the population expands as rapidly as it does in the United States. This same thought can be used to explain in a measure the greater permanency of all French construction work and especially that of the railroads. They have been building for a large and actual population. We built to develop a potential population which has grown much faster than have our transportation facilities."

Will the French Adopt American Methods?

"Do you think, General Atterbury, that the work which our Transportation Corps did in France is going to leave a permanent impression on their transportation systems?"

"Without any doubt. The French now have no system of dispatching. Their trains run on what they call 'marches'; that is, at regular intervals of say 8.10 a.m., 8.30 a.m. and 8.50 a.m., etc. Dispatching is not necessary. But if an engine breaks down or a derailment or other accident occurs all the schedules are thrown into confusion until the trouble is rectified.

"Again, they have no car record office. A car is sent out in a train in about the same manner as we post a letter in the mail box. Ordinarily it gets there on regular schedule. But sometimes it does not and, if not, it has to be traced practically without guiding records from its point of origin until it is found.

"These are two of the fundamentals of American operation which will probably be instituted on the French systems. On two of our divisions we installed train dispatching, with the selector telephone system. French railroad men worked in the towers with our American operators and saw the advantages of our methods. But it will take some time, I believe, for a system similar to our system of train dispatching to make headway on the French lines, largely because

of the difference in the way their trains are controlled. A *chef de gare* has his headquarters at each station and his control of track and operation between his station and the station of the next *chef de gare* is absolute. This official is the foundation of the French operating personnel. He controls the movement of the train, the receiving, loading and distribution of the freight. In fact he is all powerful in the territory which he controls and has become not only the most important cog in the railway wheel but also a man of much influence from a civic standpoint in his immediate vicinity. A system of train dispatching would take a good deal of power out of his hands, not without objection on his part. And because he is so much of a local power in dispensing service and privileges to the citizens of his community, he naturally will endeavor to retain that power as long as he can."

General Atterbury's Career an Inspiration to Young Railroad Men

The career of General Atterbury with the Pennsylvania Railroad, like that of many of our own officials on the Baltimore and Ohio, shows that there is always plenty of room at the top for the right man. He was born at New Albany, Indiana, January 31, 1866, and reared in Detroit, Mich. His grandfather was Lewis Atterbury and his grandmother Catharine Boudinot, niece of Elias Boudinot, at one time President of the Continental Congress.

Started as Apprentice

After receiving a liberal preparatory education, Mr. Atterbury was graduated from Yale University, and entered the service of the Pennsylvania Railroad Company in 1886 as an apprentice in the Altoona shops. From 1889 to 1892 he served as assistant road foreman of engines on various divisions of the Pennsylvania Railroad and Philadelphia, Wilmington and Baltimore Railroad. In 1892 he was promoted to assistant engineer of motive power in the Pennsylvania Company's Northwest System, and, in 1893, to master mechanic for the Pennsylvania Company at Fort Wayne, Ind.

On October 23, 1896, Mr. Atterbury was appointed superintendent of motive power of the Pennsylvania Lines East of Pittsburgh and Erie, and on October 1, 1901, he was advanced to general superintendent of motive power. He was appointed general manager of the Pennsylvania Lines East of Pittsburgh and Erie on January 1, 1903, and on March 24, 1909, was elected fifth vice-president, in charge of transportation. On March 3, 1911, upon a change in the organization, he was appointed fourth vice-president, and on the same date was elected a director of the Pennsylvania Railroad Company.

On May 8, 1912, when the practice of designating the vice-presidents numerically was discontinued, Mr. Atterbury was elected vice-president in charge of operation.

On May 17, 1916, Mr. Atterbury was unanimously elected president of the American Railway Association. As the head of this Association, he rendered invaluable service to the United States Government in connection with the transportation of troops and war supplies to the Mexican Border, as well as to the Atlantic Seaboard.

To France as Director General of Transportation

Mr. Atterbury was requested by the Secretary of War to go to France and assume charge, as Director General of Transportation of the American Expeditionary Forces, of the details of organization for the construction and operation of the United States transportation requirements in France, as well as the harmonizing of them with those of our Allies in France.

He sailed for Europe in August, 1917, and on October 5, 1917, he was commissioned Brigadier General of the United States Army, which, three days later, was confirmed by the United States Senate.

General Atterbury returned to this country on May 31, 1919, following the completion of his work in Europe and the termination of the war. He received his honorable discharge from the United States Army on the same day and at once resumed his duties in the Corporate

organization of the Pennsylvania Railroad Company.

General Atterbury was awarded the Distinguished Service Medal of the United States Army to signalize the great value of his military services to the forces of this country, and three foreign powers conferred distinguished orders upon him. The French Government made him a Commander of the Legion of Honor; King George of England created him a Companion of the Most Honorable Order of the Bath; King Albert of Belgium created him a Commander of the Order of the Crown.

He is also a member of the American Society of Mechanical Engineers, the American Society of Civil Engineers and the American Philosophical Society. He was given the honorary degree of Master of Arts by Yale University in 1911.

General Pershing Complimented Railroaders through General Atterbury

General Atterbury received a letter of congratulations from the Commander-in-Chief of the American Expeditionary Forces, General John J. Pershing, and although this was written several months ago, we believe it should form a part of the archives of the Baltimore and Ohio Railroad as collected in the MAGAZINE, because so many of the thousands of the Baltimore and Ohio men who served in the Great War were in the Transportation Corps. The letter from General Pershing and the reply of General Atterbury follow:

FRANCE, February 20, 1919.

BRIGADIER GENERAL WILLIAM. W. ATTERBURY,
Director General of Transportation,
Headquarters, S. O. S., American E. F.

My Dear General Atterbury:

Permit me to take this opportunity of expressing to you, to your officers and soldiers of the Transportation Corps my appreciation of their services to the American Expeditionary Forces.

From its inception in September, 1917, I have watched with the greatest interest the progress you have made. You have been called upon to organize base ports and to operate them in connection with the terminal yards and the necessary road train service connecting these yards; to instruct and assign railway transportation officers at all important stations in France; to erect cars and locomotives; to arrange and perfect details for troop movements and to

maintain through all a most varied and difficult liaison service with the French.

All this you have done with a shortage of personnel, equipment, and with facilities that were lacking, due to unavoidable delays in construction.

Please convey to your officers and enlisted men my personal congratulations and appreciation, and that of their comrades of the American Expeditionary Forces for the splendid work they have done.

Each member of the Transportation Corps, whether stationed at a base port or at an advanced railhead, has contributed to the victory of our armies, and I want each man to understand my full appreciation of this.

Sincerely yours,

(Signed) JOHN J. PERSHING.

24 February, 1919.

GENERAL JOHN J. PERSHING,
Commander-in-Chief,
American Expeditionary Forces,
General Headquarters, France.

My Dear General Pershing:

It is a pleasure to acknowledge the receipt of your letter of February 20th.

Needless to say, it is highly gratifying to me—as it will be, I am sure, to the officers and soldiers of the Transportation Corps as a whole, each of whom will be furnished a copy of your letter—to note the generous terms in which you speak of the service that has been rendered by the Transportation Corps toward the success of the American Expeditionary Forces.

To know that their Commander-in-Chief is familiar with the work they have done, and gives due credit to the part they have played in helping to win the war, will be to both officers and soldiers full reward for their efforts, and at the same time will stimulate them to maintain during the remainder of their service in France the zeal and energy that uniformly has characterized their performance.

No body of men has worked harder, nor with a keener spirit of intelligence, energy and patriotism, and I am more than proud to have been in charge of such an organization.

Personally and on behalf of the entire Transportation Corps I desire to express to you our grateful appreciation of the tribute that you have paid the Corps.

Yours very sincerely,

(Signed) W. W. ATTERBURY,
Brigadier General, U. S. A.

Help Keep Our Comfort Facilities Clean

August 15, 1919.

TO ALL EMPLOYEES:

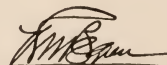
Every employe using the facilities offered by the Railroad is urged to do his duty to the Railroad, himself and fellow employes by enforcing order and cleanliness in our rest houses, Y. M. C. A.'s and other buildings provided for comfort and convenience.

Our employes very properly desire clean and inviting accommodations when away from home, and they can secure them by demonstrating a spirit of cooperation and willingness to make their wishes felt and understood by fellow employes who are inclined to abuse facilities which others must share.

It is to our mutual advantage to have employes display sufficient interest to correct improper practices, and your cooperation will be greatly appreciated.



Federal Manager,
Eastern Lines



Federal Manager,
Western Lines

Progress in "No-Accident Campaign"

Monongah Division Still Ahead in the East— Toledo Leads Western Divisions

THE chief topic of conversation along the line still is "How do we stand in the 'No-Accident Campaign?'" Bulletins showing the relative divisional records on Eastern Lines and Western Lines are eagerly awaited at division points and the same anxiety to find out "how our division stands" carries on to all points on the Railroad.

The other day the writer was talking to a ticket clerk on the West End of the Cumberland Division. The "No-Accident Campaign" was mentioned in conversation and he said:

"You have no idea how much interest the rank and file are taking in this effort to reduce accidents. We grab the latest reports from the superintendent's office, and the wreck train whistle never blows that we don't all wonder how it affects our standing."

In another division office the writer dropped in to find the superintendent, the assistant superintendent, the trainmaster and the road foreman of engines devouring the latest report from Baltimore and congratulating each other on the fact that their division was well toward the front.

By the time this issue of the MAGAZINE reaches most of our employes the campaign will be over on the Eastern Lines and the full report of the results, with the name of the winning division, will be published in the October issue. Employes on the Western Lines, however, will still have over a month to go in their competition. It is unfortunate that this issue cannot present a more recent digest of the record to date, but

the compilation of the numerous figures takes so much time at division offices that a later report is impossible.

Employes on both the Eastern and Western Lines still have time to get in their contributions to the prize contest. The showing made by the Eastern Lines in the contest thus far has been good, but we hope to have a great many more contestants before September 15. The prizes offered are real money and worth trying for. In addition the successful contestants will have their contributions printed in the MAGAZINE, with a picture of themselves and a brief account of their lives, whenever possible.

It doesn't pay to hide your light under a bushel. Get out into the open and show your associates and officials that you have put some thought and effort on this important feature of our railroad work.

On the Eastern Lines at last report Monongah, Connellsville and Baltimore (East End) held their lead in the order named, but Pittsburgh had moved up a peg to fourth place at the expense of Cumberland (West End).

On the Western Lines all of the divisions show an increase in their gross ton miles per accident. Toledo seems to have a big lead but the next four ranking divisions are closely grouped and are making a pretty fight..

It is unfortunate that we are not able to show in this issue the design of the pennant that will be awarded to the winners. It has been drawn up but too late to have the reproduction made for this number.

Complete reports of last available records follow on the two succeeding pages.

United States Railroad Administration

Director General of Railroads

BALTIMORE AND OHIO RAILROAD—EASTERN LINES

Statement of Accidents June 10 to July 31, inclusive, 1919 as compared with 1918 ‘NO-ACCIDENT CAMPAIGN’

DIVISIONS	ACCIDENTS										GROSS TON MILES		1000 GROSS TON MILES PER TRAIN ACCIDENT		PER CENT. INCREASE OR DECREASE 1000 GROSS TON MILES PER ACCIDENT 1919 OVER 1918		RANK
	TRAIN		CASUALTIES				1918		1919		1918	1919	1918	1919	INCREASE	DECREASE	
	1918	1919	1918		1919		K	I	K	I							
			K	I	K	I											
Baltimore (East End).....	90	12	3	30	0	24	269,985,900	170,633,200	3,000	14,220	374.0	3					
Baltimore (West End).....	23	9	4	153	0	36	415,727,900	294,838,400	18,075	32,760	81.2	6					
Baltimore Terminal.....	49	34	*	1	95	*	42,740,700	693,410,700	25,725	1,257	.....	9				
Cumberland (East End).....	33	24	0	82	5	62	848,926,700	693,410,700	28,892	28,892	12.3	9					
Cumberland (West End).....	56	21	9	64	0	73	396,474,700	344,628,500	7,080	16,411	117.6	5					
TOTAL MARYLAND DIST.	251	100	16	329	6	290	1,931,115,200	1,546,251,500	7,694	15,463	101.0	..					
Monongah.....	141	25	5	40	1	56	156,598,700	210,820,700	1,211	8,433	596.3	1					
Wheeling.....	43	26	1	36	0	24	233,474,500	176,151,100	5,430	6,775	24.7	7					
Ohio River.....	13	8	0	32	0	50	93,309,800	71,479,500	7,177	8,935	24.5	8					
Charleston.....	10	8	1	3	2	1	#	56,280,300	.....	7,040	.....	..			
TOTAL W. VA. DISTRICT..	207	67	7	111	3	131	483,383,000	514,751,600	2,403	7,683	219.7	..					
Connellsville.....	109	17	1	44	3	28	424,066,100	402,631,600	3,896	23,684	508.8	2					
Pittsburgh.....	57	19	14	81	5	64	403,314,600	297,156,300	7,076	15,640	121.0	4					
TOTAL PENNA. DISTRICT..	166	36	15	125	8	92	827,380,700	699,787,900	4,984	19,439	290.0	..					
TOTAL EASTERN LINES...	624	203	38	565	17	513	3,241,878,900	2,760,771,000	5,218	13,600	160.6	..					

* Included in Baltimore Division (West End).

SUPERINTENDENT SAFETY AND WELFARE DEPARTMENT,
BALTIMORE, MD., AUGUST 12, 1919.

Data not available.

United States Railroad Administration

Director General of Railroads

BALTIMORE & OHIO RAILROAD—WESTERN LINES

Statement of Accidents, July 15 to August 10, inclusive, 1919 as compared with 1918

“NO-ACCIDENT CAMPAIGN”

DIVISIONS	ACCIDENTS										GROSS TON MILES		1000 GROSS TON MILES PER ACCIDENT		PER CENT. INCREASE OR DECREASE 1000 GROSS TON MILES PER ACCIDENT 1919 OVER 1918		RANK
	TRAIN		CASUALTIES				TOTAL ACCIDENTS		1919		1918		INCREASE		DECREASE		
			1919		1918				1919		1918						
	1919	1918	K	I	K	I	1919	1918	1919	1918	1919	1918	INCREASE	DECREASE	INCREASE	DECREASE	
Chicago.....	10	30	1	32	2	55	43	87	217,051,000	236,309,400	5,048	2,716	85.9	.....	.....	.....	3
Newark.....	7	6	..	25	1	52	32	59	118,147,300	125,560,200	3,692	2,128	73.5	.....	.....	.....	5
New Castle.....	12	23	..	28	..	14	40	37	219,700,100	215,370,700	5,493	5,821	5.6	.....	.....	.....	8
Cleveland.....	25	39	..	13	1	17	38	57	179,673,100	221,719,300	4,728	3,890	21.5	.....	.....	.....	6
NORTHWEST DISTRICT.	54	98	1	98	4	138	153	240	734,571,500	798,959,600	4,801	3,329	44.2	.....	.....	.....	..
Ohio.....	3	6	..	12	1	16	15	23	133,503,400	111,100,300	8,900	4,830	84.3	.....	.....	.....	4
Indiana.....	4	7	1	5	..	9	10	16	114,803,200	96,956,100	11,480	6,060	89.4	.....	.....	.....	2
Illinois.....	4	6	..	14	..	13	18	19	82,111,200	80,151,800	4,562	4,219	8.1	.....	.....	.....	7
Toledo.....	11	33	..	9	..	40	20	73	270,583,800	362,273,700	13,529	4,963	172.6	.....	.....	.....	1
SOUTHWEST DISTRICT.	22	52	1	40	1	78	63	131	601,001,600	650,481,900	9,540	4,966	92.1	.....	.....	.....	..
WESTERN LINES.....	76	150	2	138	5	216	216	371	1,335,573,100	1,449,441,500	6,183	3,907	58.3	.....	.....	.....	..

“Gross Ton Miles per Accident” includes Train Accidents and Casualties to Employees only and does not include accidents to “Others.”

OFFICE OF
ASSISTANT TO FEDERAL MANAGER,
AUGUST 16, 1919.



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U S. Soldier Students Leaving Birmingham (England) University

Uncle Sam has tried to make up for the hardships that his overseas boys sustained during the War by giving them wonderful opportunities for travel and education in Europe since the Armistice. The soldiers in this picture are but a few of the thousands who have enjoyed short periods of study at the great universities of the Old World.



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Deporting Undesirables—Germans Lined Up Twice for Meals

Undesirables of all classes waiting for examination at port of embarkation at Charlestown, S. C., preparatory to being sent home on U. S. S. Martha Washington. Rotterdam dispatches say that 825 interned men and 118 women and children ate more than 1,500 husky American soldiers, Germans in the crowd being so gluttonous that they tried to line up twice for meals, making issuance of meal tickets necessary. Bolsheviks and some German sea captains were among those deported.



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Steamship Grampian Hits Iceberg; Escapes Titanic's Fate

Canadian Pacific Steamship Grampian in St. John's harbor with her bows stove in as a result of striking an iceberg. It will be remembered that the cause of the quick sinking of the giant liner Titanic several years ago was that a large section of her bottom was crushed in by the gliding impact with the iceberg, sustained in an endeavor to avoid a collision. To avoid a similar blow the captain of the Grampian directed her at the side of the berg and she was able to steam under her own power from the scene of the accident at Cape Race back to St. John's with few fatalities.



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Clemenceau Inviting the Germans to Sign the Peace Treaty

No more supreme moment transpired during the entire Peace Conference than the one pictured here, when the representatives of the world, with every feature tense, waited for the irrevocable decision of the German Delegation which Premier Clemenceau of France is inviting to sign. This is the best picture of this tremendous moment in the World's history. Premier Clemenceau is shown standing. From him, right to left, are: President Wilson; Secretary of State Robert Lansing; Commissioner Henry White; Col. E. M. House; Gen. Tasker H. Bliss; Stephen Pichon, French Minister of Foreign Affairs; Louis Klotz, French Minister of Finance, and Andre Tardieu, French High Commissioner. From Clemenceau, left to right: Premier Lloyd George, of Great Britain; Bonar Law and Alfred Balfour.

UNITED STATES RAILROAD ADMINISTRATION

Director General of Railroads

Baltimore and Ohio Railroad—Eastern Lines
Coal and Coke Railroad
Morgantown and Kingwood Railroad

Western Maryland Railroad
Cumberland Valley Railroad
Cumberland and Pennsylvania Railroad

Fuel Performance—Saving or Loss in Dollars

First Six Months, 1919 vs. First Six Months, 1918

(Based on Fuel Consumption per Passenger Car Mile, per 1000 Gross Ton Miles and per Yard Engine Hour)

DIVISION AND DISTRICT	PASSENGER Saving or Loss	FREIGHT Saving or Loss	YARD Saving or Loss	TOTAL
Philadelphia	\$10,044	\$34,457	*\$ 3,164	\$41,337
Baltimore	*6,451	15,895	*1,039	8,405
Shenandoah	*1,708	1,187	. . . . .	*521
East End Cumberland	7,740	17,700	1,933	27,373
West End Cumberland	17,839	23,084	528	41,451
MARYLAND DISTRICT	27,464	92,323	*1,742	118,045
Monongah	19,971	66,845	*494	86,322
Wheeling	7,705	7,475	20,516	35,696
Ohio River	914	1,496	3,119	5,529
WEST VIRGINIA DISTRICT	28,590	75,816	23,141	127,547
Connellsville	10,549	76,915	3,025	90,489
Pittsburgh	30,767	79,470	*6,541	103,696
PENNSYLVANIA DISTRICT	41,316	156,385	*3,516	194,185
Cumberland Valley	7,334	36,095	*1,152	42,277
Hagerstown	*2,636	*14,029	23,629	6,964
Elkins	*2,565	10,787	*4,923	3,299
POTOMAC DISTRICT	2,133	32,853	17,554	52,540
EASTERN LINES	97,370	324,524	17,883	439,777
SOUTHERN SECTION	99,503	357,377	35,437	492,317

*Indicates Loss.

NOTE—This statement indicates which Divisions and Districts are saving most money by reason of improved fuel performance. It is a summary of the Monthly Fuel Performance Statements covering the past six months. The total saving, of nearly one-half million dollars, indicates the possibility of saving a million dollars this year on this territory. If every Division will do as well, in proportion, as some Divisions are now doing, the total saving for the year will be much greater than a million dollars. It is the purpose of this statement to set this mark and show how it can be reached.

Be a Coal Saver and Help Save a Million Dollars

Baltimore, Md., July 21, 1919

C. W. GALLOWAY,
Federal Manager.

Dining Car Service Wins Friends for the Baltimore and Ohio

Ex-President Taft One of Our Pleased Patrons



IT WAS not the Army alone which travelled on its stomach during the war. We all felt the restrictions of food conservation and railroad dining car service was probably better organized to do its share than any other phase of the restaurant business in the country. This was the natural outgrowth of the enormous amount of food used in the aggregate by the railroads, the efficiency and patriotism of railroad managements, and highly centralized governmental supervision.

Complaints were expected and they came in goodly numbers, but principally from those unfortunate individuals who thought that exceptions should be made in their favor in allowance of sugar, cream, bread, etc. The only exceptions which were made, as a matter of fact, were in favor of the men in uniform, and hundreds of thousands of them got substantial and justified reductions from standard charges.

The typical American attitude toward the restricted dining car service was that of the fellow who left San Francisco for Boston, and said on reaching St. Louis:

"Well, I never did like bread pudding, and on this trip I have had it twice a day ever since leaving San Francisco. But I suppose it is like all other things, and that by the time I get to Boston I will really like it, and have my appetite so trained that I can sit down with the New Englanders and enjoy pie for breakfast."

Our dining car management on the Baltimore and Ohio was glad to go back from the restricted table d'hote service effective during the war to the old combined table d'hote and a la carte. This

was effective January 1 of this year, and it seems quite a coincidence that the special effort made to reinaugurate the a la carte service with a typical American New Year holiday dinner was rewarded by the presence on one of our cars of ex-president William H. Taft. How Mr. Taft enjoyed his turkey dinner is shown in the accompanying illustration, a reproduction of the New Year menu, containing his complimentary paragraph as handed to steward J. S. Warde, on train No. 10 from Chicago. Besides being a much traveled man of notable prominence, Mr. Taft has the reputation of being something of a connoisseur on cuisine and his tribute to our dining car service is so much the more appreciated.

Employes who have done much traveling on the Railroad recently know that we have four kinds of service. First, an a la carte service for all meals. Here you order what you wish from the attractive array of viands offered on the a la carte menu, and pay for each portion ordered. Second, the standard table d'hote dinner, which is served for the noon and evening meals at a cost of \$1.25. Third, the so-called Commercial Travelers' dinner, served for the same meals, and differing from the \$1.25 meal largely in respect to the way it is served. For, instead of by courses, it is brought to the table at one time on a large plate of individual compartments and gives one for the seventy-five cents charge the same meal as does the \$1.25 charge, except for the omission of the soup and salad courses. It is substantial, conveniently served and is far and away better than anything you can get at a city hotel for the same money. Travelers on the Bal-

timore and Ohio need never complain of the high cost of living while this meal is being offered as it is now.

Last but not least should be mentioned the service which is given by waiters who go through our day coaches with baskets of delicious sandwiches and ice cream cones, and big shiny kettles of steaming coffee. A couple of sandwiches and a cup of coffee, both attractive as to service, clean, inviting, substantial and of fine quality, are sufficient for an in-between meal and can be had at a comparatively small cost.

Any official of the Baltimore and Ohio Railroad is willing to subscribe to the statement that the secret of our dining car service is locked up in the heart of our efficient dining car superintendent, E. V. Baugh. Mr. Baugh has had charge of this department for many years, and besides being an expert in its technique, has built up an *esprit de corps* among his staff, stewards and waiters, which contributes largely to the splendid service.

Any one who has suffered the inconvenience and unpleasantness of an indifferent waiter or steward on a dining car knows what it means to get real service. All our dining car employes seem to be imbued with the idea that the dining car service is the most important thing on the Railroad. And so it is to our passengers, who have occasion to use it to any great extent. A good

meal goes a long way toward making a good trip and wins many steadfast patrons to the Baltimore and Ohio.

The secret of Mr. Baugh's success is because he is always heart and soul interested in his work. In conversation with him recently he dropped the following remark, which seemed to the writer to sum up the whole situation:

"Most of our pies are good and some of them may be bad, but I love everyone of them."

Readers of the MAGAZINE who have compared our dining car service with that of other railroads will not be surprised to know that during the year hundreds of complimentary letters are received by Mr. Baugh. Recent months have brought to his desk an average of about ninety of these enheartening messages from patrons on Eastern Lines, and forty from those on Western Lines. Of these we have chosen a few, which compliment the various styles of service above

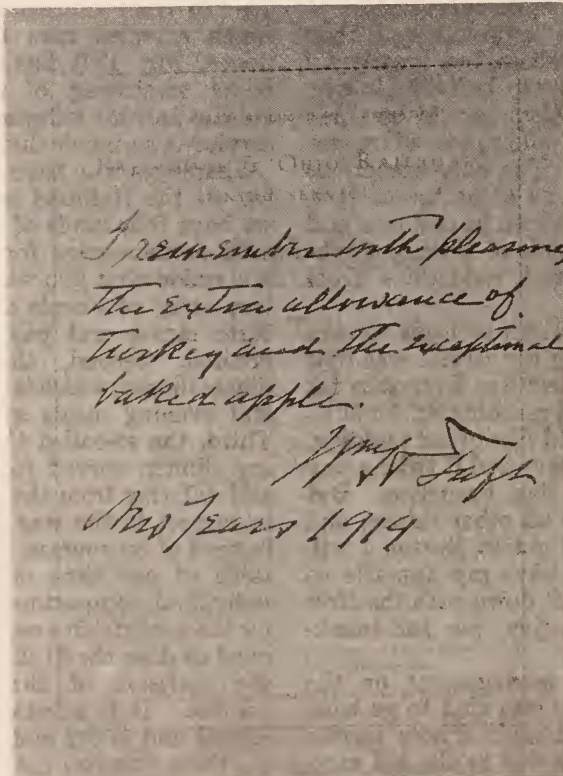
mentioned and which come from people in all walks of life, including, as will be noted from the following, officials of other railroads:

260 Melmore St.,
Tiffin, Ohio.

June 8, 1919.

Dear Sir—Leaving Chicago last Thursday we had occasion to eat our supper on the train. Mr. Schmidt has made the trip several times and told me of the excellent meals that were served him.

This was proved to me last week. I have traveled all over the United States and the greater part of Europe and I must say



Facsimile of the ex-President's memorandum

it is the best service I have ever had or heard of on a dining car.

I wanted to buy two of those sectional plates but the steward said he could not sell them. We own a hotel in the west and use the sectional plates for special dinners, but ours are not quite like those on the train and I wanted one for each of my children.

Mr. Schmidt and I congratulate you on the fine service you give and hope to make more frequent trips while you are superintendent.

Mrs. C. J. SCHMIDT.

DINING CAR 1020

March, 1919.

The best dinner I have had on a dining car.

CHARLES WUNDERLICK CULP.

Superintendent Transportation,
R. F. & P. R. R.,
Richmond, Va.

MISSOURI PACIFIC RAILROAD COMPANY
ROOM D-19, RAILWAY EXCHANGE BUILDING

JNO. LEIGHTY,
Chief Engineer

ST. LOUIS, June 14, 1919.

MR. E. V. BAUGH,
Superintendent, Dining Service,
Baltimore, Md.

Dear Sir—I wish to call attention to the fact that I got more "eats" for a dollar on one of your dining cars, of which Mr. S. C. Smith was steward, on a trip east from Chicago, than I have had on any dining car anywhere for months. Do not know whether it is your fault or that of the steward, but someone is to blame for it, and I think you should know about it.

Yours very truly,

(Signed) JNO. R. LEIGHTY,
Chief Engineer.

June, 1919.

Dear Sir—I can truthfully say that the dining service on the Baltimore and Ohio from Pittsburgh to Washington surpasses any I have yet experienced.

RICHARD V. FARLEY.

Past Grand Chief Ranger,
Pennsylvania Foresters of America,
2423 N. 10th St., Philadelphia, Pa.

DINING CAR 1009

I've got to hand it to your food and prices. I have not struck their equal.

(Signed) G. W. F.,
New York City.

J. M. Davis Resigns from Baltimore and Ohio

THOUSANDS of our employes will be sorry to learn of the resignation of J. M. Davis, manager of our New York properties and formerly operating vice-president of the System. Mr. Davis leaves the Baltimore and Ohio on September 1 to become president of the Rock Hill Iron and Coal Company and associated corporations, including the East Broad Top Railroad and Coal Company, with headquarters at No. 1 Broadway, New York City.

Though not brought up in the service of our Railroad, Mr. Davis won a place in the hearts of all Baltimore and Ohio men with whom he came in contact and expressions of regret at his leaving are sincere and universal. He will be most missed by those who were closest to him in his several official positions. Cincinnati, Baltimore and New York, especially, will remember him for his quiet but persuasive manner, his direct yet pleasing methods. He is approachable, kindly, sincere, and his railroad experience speaks volumes for the thoroughness of his training and his ability as an executive.

Mr Davis began his railroad career in his native State of Texas, first held official position on the Great Northern, and subsequently served on the Erie and on the Harriman Lines. He came to the Baltimore and Ohio from the Southern Pacific on January 1, 1914, as general manager of the Baltimore and Ohio Southwestern, and Cincinnati, Hamilton and Dayton Railroads, with headquarters at Cincinnati, Ohio. On July 1, 1916, he was appointed vice-president, operation and maintenance, of the Baltimore and Ohio System, with headquarters in Baltimore, and held that position until July 1, 1918, when, under federal control of the railroads, he was appointed manager of the New York properties of the Baltimore and Ohio, including the Staten Island Lines, with headquarters at New York.

We speak for all Baltimore and Ohio men when we wish him unqualified success in his new and attractive field, and opportunity.



CONDUCTOR CHARLES WELSH
Representative Employee, Cumberland Division, West End

Rules Examiner for Twenty-five Years, Promoting Employes Is his Hobby

The following is the fifth in the series "Representative Employes of the Railroad," and will be followed by other similar sketches until each division has had its representative appear. The selection of one man to represent a division does not mean that he is the only employe worthy of the distinction—rather that he is representative of the good character and fine record attained by other of his coworkers.

If you want to get real honest-to-goodness information about an employe, ask the fellow who works with him. I had heard a good deal about the subject of this sketch, and all of it good, when I ran into John Copeland, who has "braked" for him day in and day out, on trains between Cumberland and Grafton, for the last ten years.

"Charlie Welsh?" he repeated, as I broached the name of his conductor; "they don't come any better than him."

Mr. Welsh was born in Tunnelton, W. Va., on November 23, 1862, and was educated in the public schools. Railroading was in his blood, for his father became a part of the Baltimore and Ohio at the same time that the rails were pushed through the mountain at Tunnelton. He was tunnelman at that post and remained as watchman on the east end of the tunnel until he died in the service.

It was but natural, therefore, when the son began braking on the Cumberland Division on June 9, 1882. He was soon promoted to baggagemaster and, in 1889, to conductor. In 1894 he was made assistant trainmaster under trainmaster U. B. Williams, at Rowlesburg, but after four years of this service, again took a run which daily carries him back and forth over the crest of the Alleghanies.

A recent writer in the MAGAZINE said that any man who had been able to railroad for a period of years over the mountain divisions of the Cumberland West End was "some railroader," and as "Captain" Welsh qualifies under this requirement, we can attach this label to him at the outset.

But if he has seen hard railroading in this everyday service up and down the 17 mile grade, he does not show the cares of the job. He is rotund, rosy cheeked, good natured, dignified, competent. And I wondered as I talked to this man of so many virtues if the beautiful valley of the North Branch through which he runs each day might not have something to do with endowing him with this rare combination of qualities.

A July day in that valley is as beautiful as the day in June of which the poet Lowell sang. The moving train affords a glimpse of the colorful panorama. Over to the south the mountain side brings the dark green of the oaks and the pines down flush with the floor of the valley; where wave the grasses and grains, green and gold, and of all the hues of those contrasting colors, with here and there a symmetrical orchard or a patch of buckwheat, blossomed white, to complete the gorgeous pattern. This is the valley of the North Branch,

(Continued on page 29)



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

Foresight or Faith

EVERY now and again the daily press contains featured articles on the tragic scenes witnessed at various shrines of various churches. That faith in modern miracle working does no harm and much good is admitted. Belief in an omnipotent and omniscient power is the strong foundation on which all of life's activities should be based, and anything conducive to that belief helps humanity.

But we wondered as we read of the 2,000 cripples who one day thronged the recesses of a famous shrine, how many of these might have been spared the agony of their suffering had they possessed in time a sensible proportion of *forethought* with their faith.

Most of the sufferers were probably afflicted with congenital diseases; that is, they were born with them. But there were unquestionably others who sustained their afflictions through careless living and practices. All honor to their faith. And yet, how much better it would have been for these had they taken the sensible advice, "BE CAREFUL," in time.

We like to think of ourselves as free agents, endowed with healthy bodies and normal intelligence. All railroad employes have these two assets, yet our railroad statistics prove that in ninety-three cases out of one hundred we are injured because we abuse them.

By all means let us have faith, but let it start with a faith in our own ability to keep ourselves free from dangerous injury on the Railroad by the exercise of ordinary care. Such faith is common everyday forethought which, if exercised to a reasonable degree, would save the suffering of many of the seekers for modern miracles.

Bolshevism and Reaction

Harold Williams in "Struggling Russia"

FOR Lenine this is the opportunity for world-revolution, and his agents are everywhere stirring up the smouldering flames * *

" * * We must be up and doing; we must fight for a real and purifying liberty; otherwise Bolshevism will carry our feeble defenses and plunge us into an era of destructive civil war that will end in a dreary reaction. A friend wrote me lately from Switzerland: 'To me the War seems now but a comparatively pleasant overture; nor even yet has the curtain rung up upon the real drama. I can foresee nothing but the inevitable disintegration of the present civilization, followed by the German reorganization of Europe within five years.' And my friend's gloomy prophecy may quite possibly be realized if the peoples do not now find in themselves strength and wisdom to ward off the coming danger.

"For I cannot too strongly insist, in the light of the Russian experience, that Bolshevism is the hand-maid of evil reaction; that it is, indeed, itself a reaction, a relapse from that toilsome, liberating achievement which is the essence of true civilization, into a reign of violence and primitive materialistic impulses. It is the wrong way; it is the negation of liberty and spiritual endeavor. Hate is its principle, and in theory and practice it destroys the conception of the intrinsic worth of the individual. It is a revolt against the soul of man. That is why Bolshevism and reactionary Prussianism find it possible from time to time cynically to combine their forces."

American Legion Wants Alien Slackers Deported

MEN who were in the service during the war will not forget the alien slackers. Through every post of the American Legion, the national organization of American veterans of the European war, a determined campaign will be waged to make their life here uncomfortable and to bring about their deportation. The Legion promises this action in an editorial announcement in the current number of the *American Legion Weekly*, the official spokesman of the war veterans.

"The discreet and provident alien slacker," says the Legion's announcement, "will make his steamer reservations early.

"The State Organization of the American Legion in Oregon has compiled a list of all alien slackers, giving their names to the press for publication and making their existence uncomfortable generally. Foreigners who cancelled their first papers at the outbreak of the war are included in the list of alien slackers.

"The attention of men who employ alien slackers and who deal with them is being brought by the Legion's local members to these undesirables. Similar action throughout the country may be looked for shortly.

"Americans are credited with the characteristic of forgetting quickly—but the men who were in service are not going to forget the alien slacker either now or later. They are very much in earnest in their opposition to entertaining these individuals longer in America. The issue will not be neglected or laid aside."

Have You a Culebra Cut?

WHenever I see one of these two-story fronts on a lean-to store building, I am reminded of the Culebra Cut," observed the Smoking-Car Philosopher.

"A thing to be impressed with when you look up at it in the present, but of very little account once you get past it and look back.

"Now of course the Culebra hill was a very real and great obstacle in the course of a very real and great work. But who thinks about that now? If you should see 'Culebra Cut' in the headlines you would catch yourself wondering what part of Jugo-Slavia Mr. Culebra was Prime Minister of and who cut him.

"But do you remember the days when scores of steam shovels bit and clawed at its sides and you looked first into the morning paper to see whether shovels or slides had the best of it the day before?

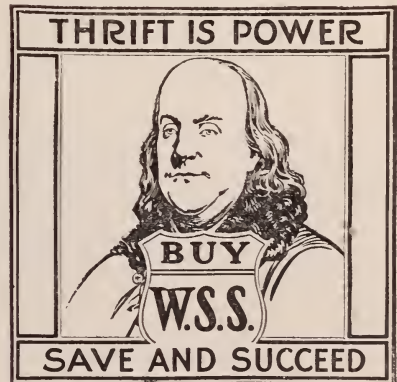
"The shovels won and Culebra is dead. A whole fleet of warships sailed right by Culebra the other day and never even fired a salute.

"It's the same old story in everyday life. Every one of us has been confronted sometime with a future that loomed over him like a Culebra itself, threatening to slide over and block his path.

"Most of us have kept right on with a full head of steam on our own particular steam shovel and by and by our scratching has had its effect. After we had scratched a while, we could buy a little bigger steam shovel and scratch harder. And when we got a good bank roll collected, nobody could tell us there ever had been a Threatening Future."

"I'm scratching all I can to buy Liberty Bonds at the 'market,'" observed the Silent Man in the Corner.

"Righto," agreed the Philosopher. "Culebra would have to slide uphill to hurt them."



Engineer E. Zumbaugh and Fireman R. Snyder Make Fine Performance with Test Train, Engine 4279, July 3, Garrett to Willard and Return

As Recorded by Themselves

Garrett, Ind., July 5, 1919.

W. E. FRAZIER,
Road Foreman of Engines.

Dear Sir:

We were called for engine 4279 for 2.15 p. m., at Garrett, Ind., July 3, for eastbound test train. We left Garrett at 2.35 p. m., with train consisting of seventy loads and one empty, 3,978 adjusted and 3,086 actual tons.

Arrived at Deshler 5.00 p. m. and departed at 5.15 p. m., delay on account of taking water. Delayed one mile east of Deshler, fifteen minutes, on account of burst air hose. Arrived at Kellar at 7.10 p. m. and departed at 7.38 p. m., No. 13 using No. 2 track. Arrived at Attica at 8.35 p. m. and departed at 8.50 p. m., the delay caused by taking water and Pennsylvania train going south over the crossing. Arrived at Willard at 9.11 p. m.

Went to house at 9.20 p. m. and left house at 9.50 p. m. On train at 10.10 p. m. and left Willard at 10.20 p. m. No delay experienced on westbound trip except twelve minutes for water at Hamler and slow down three minutes picking up third man at Rosedale. Arrived at Garrett at 3.25 a. m. On westbound trip the train consisted of two loads and ninety-seven empties, 3,449 adjusted and 2,170 actual tons.

Eastbound trip was made with two water stops, westbound with one water stop. We could have made the round-trip with only two water stops had it not been for the delay that occurred at Tiffin.

The distance covered was 256 miles. The engine was coaled only once with 38,000 pounds of coal on leaving Garrett and on returning there were 3,000 pounds left, making 35,000 pounds consumed.

Fourteen scoops of coal were fired by hand during the entire trip while engine was working, the rest of it being handled by the stoker. The trip was made without the fire being cleaned and the grates were shaken once at Willard. The condition of the engine was good, no defects being found after the trip had been made.

In our opinion the exceedingly good coal performance was due to the condition of the stoker engine and the manner in which the train was handled to avoid excessive consumption of coal. The performance was also materially helped by the cooperation of every one concerned from start to finish.

The safety valve on the engine was up only once, this at Garrett before starting train. The weather conditions were excellent. The condition of train line was good both ways, thus saving a considerable amount of coal. Condition of the fire on arrival at Garrett was good, considering the number of miles engine had made without having the fire cleaned.

Yours truly,

(Signed) E. ZUMBAUGH, *Engineer.*
R. SNYDER, *Fireman.*

New Pacific Type Locomotives for Blue Line Passenger Service

By E. E. Ramey

Superintendent Fuel and Locomotive Performance, Eastern Lines

THE picture on this page shows one of an order of thirty locomotives of the U. S. R. A. standard Light Pacific type now being received from the Baldwin Locomotive Works and placed in the Blue Line Passenger Service. These locomotives, Class P-5, have about 40,800 pounds Calculated Tractive Effort and will replace the smaller Class P-3 (5100 Series) locomotives on the heavy Blue Line trains.

The performance of these locomotives is making a favorable impression and, after the usual changes and corrections incident to the breaking in of a new class of power have been completed, it is expected that they will cover the assignments in a satisfactory manner.

The following letter gives an indication of the capacity of these locomotives and of the fuel economy which can be obtained by careful handling:

“R. B. WHITE,
Superintendent.

Rode engine 5200, train No. 6, July 2, nine cars, in charge of Engineer E. T. March and Fireman G. A. Norris.

This train left Washington on time; passed Alexandria Junction at 5.05 p. m.;

Muirkirk at 5.14 p. m.; Laurel at 5.18 p. m.; arrived at Camden Station one minute ahead of time. This is a fifty minute run.

We passed Branchville and Sunnyside at a speed of fifty-eight miles per hour and did not get below fifty-seven miles per hour between Branchville and Contee. Did not have to pull engine very hard to make this speed, and could have made sixty miles per hour up the hill had we cared to open throttle any more.

This engine consumed 105 scoops of coal, averaging fifteen pounds per scoop, or 1,575 pounds, 4.3 pounds per car mile.

(Signed) J. W. CAVEY,
Road Foreman E. Lines.”

The principal dimensions are:

- Cylinders—diameter 25 inches, stroke 28 inches.
- Boiler pressure, 200 pounds.
- Fire box—length 114 inches, width 84 inches.
- Grate area, 66.7 square feet.
- Total evaporating heating surface, 3,341 square feet.
- Superheater heating surface, 749 square feet.
- Tubes—Number 36 $5\frac{1}{2}$ inch and 188 $2\frac{1}{4}$ inch. Length 19 feet.



One of the thirty new engines, class P-5

Diameter of driving wheels, outside,
73 inches.
Wheel base, driving, 13 feet.
Wheel base, total engine and tender,
70 feet 7½ inches.
Weight, on driving wheels, 167,100
pounds.

Weight, total engine, 275,770 pounds.
Weight, total engine and tender, about
367,500 pounds.
Calculated tractive effort, 40,800
pounds.
Tender—water capacity 10,000 gallons;
coal capacity 16 tons.

The Roundhouse Foreman

By R. E. Sigafoose

Clerk, Brunswick Shops

The good Roundhouse Foreman must have a
great snap,
For his title commands your attention;
You naturally suppose that his hard work
consists

Just in drawing his fat monthly "pension."
But this same Roundhouse Foreman, I've
heard them all say,

Caused a lively contention in Heaven one day,
When the Recording Angel could hardly explain
What prompted this fellow to be so profane.
At last then a spirit was sent here below
To look up the cause of the mad Foreman's woe.
And at night he sat down in that gentleman's
chair

To begin taking notes of the happenings there.
First, a nery young clerk, with expression
satanic,
Brought a bundle of letters from Master
Mechanic.

Just list to a few that I give as a sample
Of the bunch that the ghost took away, for
example:

"Please note that the Superintendent complains
You are using poor coal on your passenger
trains."

"And please let me know what excuse you can
make

Why many of our compound packing rings
break."

"Engine failures last year for the month were
but seven;
I regret, for the same time this year, they're
eleven."

"You must get on the job and ascertain why
We used so much oil for the month of July."

"You are surely aware that a half pint to use
Of valve oil is simply outrageous abuse;
I believe 'twould be wise (and at least you can
try)

To give us all feathers with which to
apply."

"The President's special is leaving to-day
At ten-twenty-five. There must be no delay."

But, alas for the plans of mice and of men,
The telephone rang at a quarter to ten.
And the voice of the caller announced with a
drawl,

"The Fireman is sick, whom else shall I call?"
The fire-up man just then opened the door,
With, "The crown sheet is down on the 334!"
Then next comes an Engineer, swelled like a
toad,

You'd think from his looks that he'd surely
explode,
And asked in the name of the well-known
bad one,
"Now, why ain't the work on my engine been
done?"

The Foreman then made him an angry retort,
While the spirit examined the full work report
Of this same Engineer, and this was the news:
"Wash out the boiler, blow out the flues,
The seams are a squirtin', caulk up the leaks,
The bearings are groaning with rusty old
squeaks.

The steam pipes are leaking, and pack throttle
well,

With the right main pin out, she runs hotter
than h—.

All the rod bushings are loose on both sides,
Set up the wedges and line up the guides,
The air pump jerks badly on the upward stroke,
Examine and see if the valve isn't broke.
Take down the left main rod and reduce the
brass,

But don't fail to put in a good water glass.
Raise the front end up an inch or two more
And fix the old catch on the fire-box door.
I think from the way that she's burning her
fire

Her petticoat should be a little bit higher."

Before the good spirit got through taking
notes

Of the items we've given above in the quotes,
From the old Chief Dispatcher came a mes-
sage that read,

"The Maryland State Special engine is dead;
Send another at once to take out the train.
Why did you send this one on Six, please
explain?"

Then the hostler announced that a bad broken
switch

Had caused him to put 1512 in the ditch.

The spirit departed, but on the same night
Returned with a crown, and, in unfeigned
delight,

He showed to the Foreman's most gratified
vision

A text of the Recording Angel's decision.
The list of the great hero saints' names
revealed

That the good Foreman's name was leading
the field.

Changes and Promotions

Western Lines

A Correction

On page forty-two of our July issue the following appeared in connection with the appointment of W. L. Robinson as master mechanic at Washington, Indiana.

"J. B. Carothers, formerly assistant to the federal manager, succeeds him as superintendent of fuel and locomotive performance."

This should have read:

"Effective June 1, the jurisdiction of J. B. Carothers, assistant to federal manager, was extended to cover the Department of Fuel and Locomotive Operation. All reports in connection with that department will hereafter be addressed to Mr. Carothers."

Effective July 1, the jurisdiction of R. A. Ebe, live stock agent, Baltimore, Md., was extended to cover both Baltimore and Ohio Railroad Eastern and Western Lines and Allied Lines.

On July 21, superintendent Iams of the Indiana Division announced that, effective July 15, E. L. Carrico was appointed agent temporarily at Shoals, Ind., vice A. M. Mollot, granted leave of absence.

Effective August 1, O. O. Shortridge was appointed agent at Medora, Ind., vice L. G. White, transferred.

Effective August 5, W. F. Love was temporarily appointed agent at Loogootee, Ind., vice N. C. Stuckey, off duty on account of illness. Eastern Lines.

Rules Examiner for Twenty-five Years, Promoting Employes Is his Hobby

(Continued from page 23)

which twists and turns, now a slow-moving, peaceful stretch of deep water, now foaming playfully ever the shallows. In summer Nature richly shows her bounty and the country lovers climb aboard the trains at the little stations with baskets and pails overflowing with blueberries, elderberries and blackberries.

Such a setting for everyday work is the possession of a fortunate man. But Mr. Welsh's good fortune does not end here, for when he gets home each night in Cumberland it is to be greeted by a wife and seven children, three girls and four boys.

"Captain" Welsh is the senior passenger conductor on the West End of the Cumberland Division and his long service record is absolutely free of blemish. He likes his job, his associates and his officials, and enjoys being of service to the traveling public. But the most satisfying thing about his long years of railroading, he says, is the fact that he has been a rules examiner for the last twenty-five years and as such has had the privilege of promoting step by step many of our employes whom he saw come into the service as mere boys.

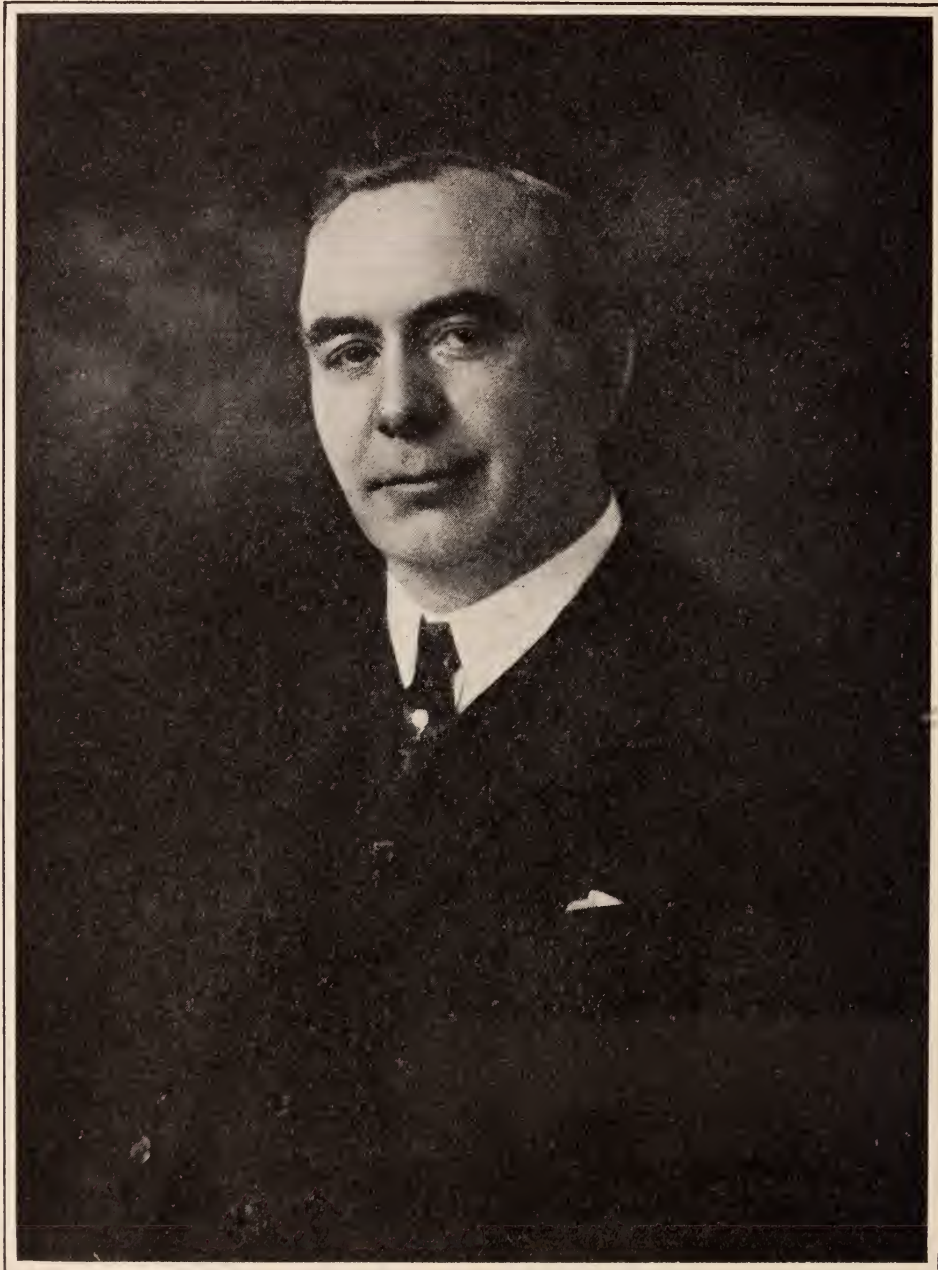
Only Fifteen Days Remain

For the employes on the Eastern Lines to submit their contributions for the prize essay contest on the subject: "How We Can Help in the No-Accident Campaign."

The three liberal prizes offered of \$25, \$15 and \$10 for the best articles submitted should bring an avalanche of offerings before the close of the contest. The field is wide open and although a number of articles have already been received, there is plenty of opportunity for late comers.

Think the proposition out for yourself. Relate it to your everyday work. Talk about it on paper as you would talk about it to a fellow employe or a superior officer. Get a practical slant on the subject and let us have it before the closing date.

For complete instructions in regard to the contest see page 12 of the July issue.



MATTHEW J. McCARTHY

Late General Superintendent, Maintenance of Equipment, Western Lines

Matthew J. McCarthy

Late General Superintendent, Maintenance of Equipment, Western Lines

Born January 28, 1864, Susquehanna, Penna. Died July 12, 1919, Cincinnati, Ohio

By W. A. Howell

MATTHEW J. McCARTHY, late general superintendent, Maintenance of Equipment, Western Lines, began his railroad career as a machinist apprentice with the Erie Railroad at Susquehanna, Pennsylvania. After completing his course there he worked as machinist for various roads in the United States and Canada.

His first official position was with the Michigan Central as master mechanic at St. Thomas, Ontario, Canada, in 1903. In 1907 he was appointed master mechanic of the Lake Shore at Elkhart, Indiana, and remained in that position until 1911, when he was appointed superintendent of shops of the Big Four at Beach Grove, Indiana.

Mr. McCarthy first entered the services of the Company as superintendent of motive power of the Baltimore and Ohio Southwestern Railroad and the Cincinnati, Hamilton and Dayton Railway, in January, 1913. On July 18, 1918, he was made general superintendent, maintenance of equipment, Western Lines, in which position he remained until his death.

Mr. McCarthy was one of the most popular officials on the Railroad. He had a cordial handshake and genial smile for the humblest of his subordinates. He liked his work and he liked life, and his cheerful disposition always made him sought after as "good company."

Physically he seemed a sturdy man; a robust personality who attracted once you met him. Back of that was a well trained mind, schooled in the disciplinary routine of experience and stimulated by his ambition to know every angle of his subject well, be it practical or theoretical.

To conferences with other officials he always brought a refreshing view point. He seemed to come right from labor with his men, and to present, not dry statistics, but the well-digested results of careful hours of investigation and study. His addresses at the Deer Park Operating Meetings will be remembered as scholarly and constructive, yet always stimulating because of their humanizing qualities.

This was the fruit of labors for and with associates and subordinates, the result of intimate contact with those on whom he depended for success in his work. Affection for a man of this type is most natural, as the universal regret over his loss, coming from all parts of the Railroad, eloquently shows.

As Seen by



—Ripley in the Baltimore Star.

Who Cares About Shantung?



—From The London Evening News.

UNCLE SAM: You needn't grouse. Just look at the cup I've got to swallow!

For Heaven's Sake, Gentlemen, Be Reasonable



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One at a Time, Please, Gentlemen.



—From The London World.

Pax: "How thankful I am to be out of the Doctor's hands."

the Cartoonists

THEY'RE AFTER HIM



—Copyright, 1919, by the Press Publishing Co.

The Profiteer—I'm the Goat. But that fellow with the hoe has a lot of gall.



—From The Fargo (N. D.) Courier News.

The Cat Came Back



—From Baltimore Sun

Wait Till Old Bill Gets to This One!



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Waiting for the Resurrection

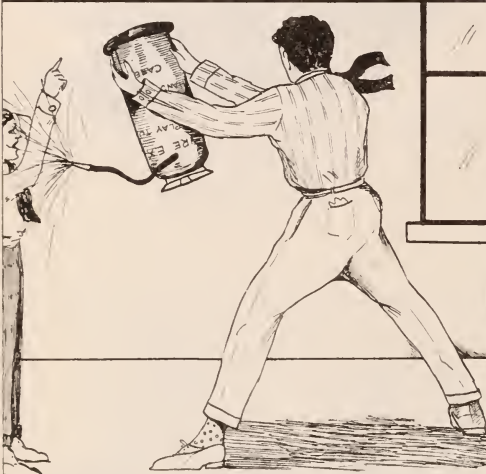
~ WE HAVE A FIRE DRILL ~



MR. HEIM RESCUES THE FAINTING LADIES



A "SEARCHER" TRIED TO BEAT IN A LARGE DOOR



MR. McHALE IS EXTINGUISHER-GENERAL!!



MR. BERRETT SEARCHES THE VAULT



MR. HACKETT LED THE LADIES OUT!



Fire Drills at General Office Building Have Saving Sense of Humor

DURING the last two months the employes of our general offices in Baltimore have had a good deal of fun out of their departmental fire drills and rehearsals. To examine our handsome general office building and to note its extremely solid construction of what seems to be almost exclusively steel and stone and other fire-proof materials, one would not think that a fire drill were necessary. But SAFETY in our general offices, where 2,600 employes are housed, is as important as on line of road, and in order to increase their protection an elaborate plan for their quick exit from the building and a system of fire alarms are now being developed.

The cartoon on the opposite page suggests some of the humorous situations which all departments have experienced in their rehearsals. It is the conception of J. R. E. Hiltz, of the Real Estate Department, who has done other interesting pen and ink work for the MAGAZINE.

Apparently nothing of the humorous ever happens in the Transportation Department which escapes the eye of Miss Margaret Talbott Stevens, file clerk, whose poems are so well known to our readers. The fun which the clerks in her department have had at their fire drills, as seen by Miss Stevens, is therefore passed along to our other readers as follows:

Fire Drills

In line with our No-Accident Campaign, we have our Fire Department, which, in all its glory, is a "thing of beauty and a joy forever." Perhaps the most notable of its leaders are Captain H. L. Persinger, in charge of the Beauty Squad (meaning, of course, the young ladies), and Emergency Man McCann, who catches them when they faint. Mr. McCann received a letter of congratulation and advice from Captain Persinger which reads as follows:

EMERGENCY MAN McCANN:

Hearty congratulations on your position as emergency man. I hope you will be able to handle the ladies in the future as well as you have always done. Of course, you will have to observe the rule "Never bend a knee in lifting ladies weighing over 200 pounds, but have mercy on their souls and caress them."

You will be duly sworn in, or at, in the near future.

(Signed) CAPTAIN PERSINGER.

To which the Captain received the following reply:

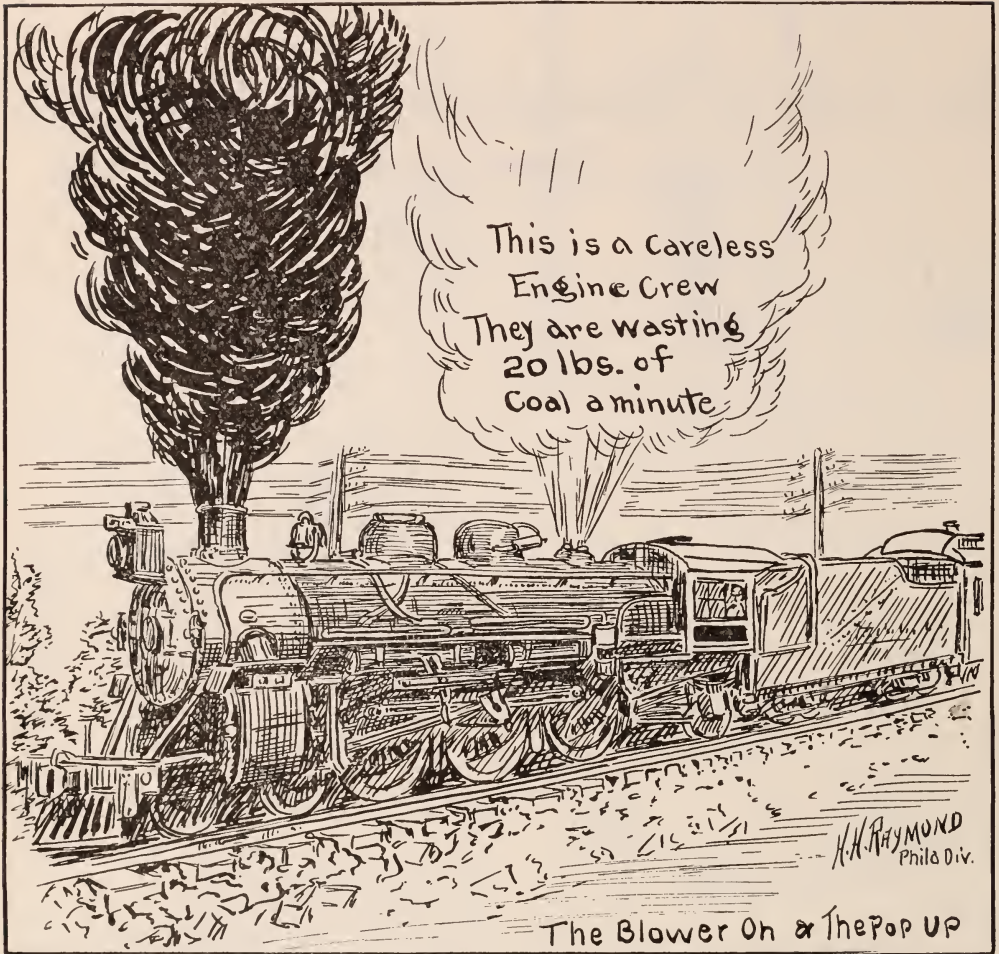
Dear Captain—In line with discipline, it is not expedient for an emergency man to have undue conversation or correspondence with captains of beauty squads, fellow workers or other inferior persons. However, I will condescend to pause and enjoy your good wishes, also to express the hope that your neighbor's family is enjoying the best of health, also that you have your supply of coal in for next winter. I am not so sure that this 2.75 per cent. is the best antidote for fainters, and I would positively relegate it in cases of hysterics, although I shall proceed to have the pockets of my uniform fixed up to accommodate half pints. Your advice is good, but I bend my knee to all ladies, regardless of weight, color, or previous condition of servitude. (Soft music.) Observe along highways those placid youths of the cream vest, patent leather, and silk sock variety, likewise vacant minds, wending their way to Toledo and other places of riotous revelry; then pike me for the ruins of this knee-bending business, which I pulled off for the first time (and last, I reckon), nearly twenty years ago.

(Signed) EMERGENCY MAN McCANN.

So much for that. All we know is that the girls are all proud of their handsome captain, Mr. "Mac" is proud of his first-aid qualifications, and we are all proud of the Fire Department, being ready to run, or to faint if necessary, on given signal.

KEEP THE POP DOWN

The drawing of the engine wasting coal through the pop valve, which appeared in the August number of the MAGAZINE, suggested this acrostic which justifies running the drawing in a second issue.—Ed.



DON'T ADVERTISE YOURSELF THIS WAY—SAVE THE COAL

The POP tells the tale of
How much COAL YOU WASTE on
Engines in your charge, by

Popping in the ENGINE TERMINAL,
On the READY TRACKS, or
Popping on the LINE OF ROAD.

It never works unless YOU MAKE IT WORK and then it
Shows up your lack of interest and care in your work,
And costs at the rate of TWO DOLLARS AN HOUR for the
Twenty pounds of COAL YOU WASTE
Every minute the POP IS UP.

Let ENGINEERS and FIREMEN,
Let ROUNDHOUSE FOREMEN, ENGINE WATCHERS, HOSTLERS, and all concerned
Take a real interest in KEEPING THE POP DOWN
And see that all who work with you
Learn to SAVE COAL and not to waste it on the
Engines YOU HANDLE.



The First Chief Medical Examiner—He Stole a Baltimore and Ohio Engine—Thirty-eight Years an Agent at One Station—A Trio of Veterans

Dr. Summerfield Baldwin Bond

A Tribute by William H. Ball

AS we press forward for a favorable place in the throng seeking success, we too frequently forget the men and women whose aid, counsel and guidance have contributed so much toward our ability to keep pace with the leaders. Forgetfulness, in this instance, amounts to ingratitude; and no human weakness merits greater contempt than this failure to show and declare appreciation for services rendered.

This monograph is a testimonial for myself and a veritable army of old Baltimore and Ohio employes, to the influence of one who "though dead, still liveth" through his altruistic service, and his self-sacrificing interest in the welfare of the Company's employes.

Dr. Summerfield Baldwin Bond was the first Chief Medical Examiner for our Company. No words of mine can adequately portray his unassuming and gentlemanly qualities, his flawless manners, his broad and human sympathies, or his professional ability: these are registered and treasured in the memories of all who had the good fortune to enjoy his companionship or acquaintance; and it is to be feared that whatever is said will understate rather than exaggerate his virtues.

No man was ever so well qualified to fill the position he occupied in the administration of

the Relief Department. With him it was never so much a question of our duty or obligation to a member, but rather a cheerful eagerness to help anyone in distress. Neither time, trouble, skill nor expense were, in his view, to be spared when a fellow-mortal stood in need of a big brother's help or sympathy. As might be expected, they wore a path to his door—the sick, lame, blind, aged and needy; and all bore away with them something more lasting and valuable than the tangible relief of their necessities—the memory of a real big brother, whose cheering voice, hearty handclasp and genial smile made them feel that here was a true friend.

Grievances against the arbitrary use of power by petty bosses lost their sharp edge when he undertook their adjustment. Fear,—and I refer to that unutterable dread which comes to one who faces operation for serious disease or injury,—was dissipated, and courage returned as he soothingly explained the simplicity and safety of the operation when performed by a competent surgeon.

Through his intercessions, the superannuated employe was provided with work suitable to his capacity, or retired upon the pension allowance gratuitously provided by the Company. These expressions of mine will recall to all who knew him many of his voluntary acts of kindness, most of them known only to the recipients. I spent many years in his company, and took him

for my great exemplar, striving to attain his poise; his marvelous discovery and appropriation of the good qualities inherent in all men; his ability to submerge self to such a degree that he compelled an admiration which was really exaltation. These attributes made him our hero, and justify the praise we now accord him.

As a surgeon he displayed a skill, combined with unfeigned sympathy, which made many patients say they *enjoyed* Dr. Bond's treatment of their injuries. I have seen him personally take an injured employe to the hospital, placing his own overcoat over the oily working clothes of the helpless man, and thereby exposing himself to the snow and sleet of a wintry day without proper covering. I have been with him on the street when men have rushed up to greet him, renewing thanks for some surgical service rendered years before, which had made them useful members of society, when they would otherwise have been dependent cripples. I have seen him pilot an old colored "mammy" across a crowded street, with as much gallantry as he could have shown a society belle.

He gave me the only life preserver that was on a sail boat in which we were both storm-tossed for several hours, while he took his chance with a hatch cover. He covered me with his blanket when we camped out on our boat cruises, thinking I was asleep and wouldn't know he had done it. I have gone with him to the homes of the poor, where his voluntary and unsolicited visit was to help some poor unfortunate whose miserable case had been brought to his attention. I have seen him suddenly dart from his seat in a railroad coach to help some poor child-burdened and baggage-worried woman get comfortably fixed for the journey. He was a true and chivalrous gentleman, whose influence upon my life has been so tremendous that I would consider myself a renegade if I did not widely extol and proclaim his virtues. No aspiring boy went without a patron if Dr. Bond knew him; and I am one of those who were fortunate enough to enjoy his benefactions.

This unusual man made such a place for himself in our Relief Department that his policies and ideas are still the guiding principles of its administration.

Dr. Bond died in December, 1911. His cheerful demeanor and unflinching fortitude through a protracted siege of intense suffering, and his calm acceptance of the inevitable, made all of us worship him as a great man and our hero.

The following lines from a poem by William

Cullen Bryant, seem to us to be peculiarly applicable to Dr. Bond:

" * * * * * Cut off
Untimely! when thy reason in its strength,
Ripened by years of toil and studious search,
And watch of Nature's silent lessons, taught
Thy hand to practice best the lenient art
To which thou gavest thy laborious days,
And, last, thy life. And, therefore, when the
earth
Received thee, tears were in unyielding eyes
And on hard cheeks, and they who deemed thy
skill
Delayed their death-hour, shuddered and
turned pale
When thou wert gone. This faltering verse,
which thou
Shalt not, as wont, o'erlook, is all I have
To offer at thy grave—this—and the hope
To copy thy example, and to leave
A name of which the wretched shall not think
As of an enemy's, whom they forgive,
As all forgive the dead. Rest, therefore, . . .

* * * * *
Rest, in the bosom of God, till the brief sleep
Of death is over, and a happier life
Shall dawn to waken thee insensible dust."

Adam Keller

By T. T.

REFERENCE has been made several times in the *MAGAZINE* to the spectacular seizing of two locomotives at our Martinsburg Shops during the Civil War by the Confederate forces, and it was the writer's pleasure, on August 3, to visit a retired employe, probably the only one now living, who was involved in the event.

Adam Keller, pensioner, of Keyser, was born in the vicinity of Magnolia (now in West Virginia) on January 1, 1839. Schooling hours were few in those days in the sparsely settled Alleghany Mountains and Adam was but a boy when he first started doing odd jobs for the Baltimore and Ohio, then only recently constructed through that section on its way to Cumberland.

He continued with the road until the war between the States broke out, when he followed his native State of Virginia into the Confederacy.

Right here, as he was narrating his story, I reminded him that I was Yankee born and bred, though happily in the days long following the Civil War.

"Well," he said with a kindly smile as his eyes lit up with the memory of the struggle, "I guess your forebears didn't need to feel quite as strongly as we of the South did that

we were fighting for our homes and firesides. Some of my railroad friends went with the North, but I was living in Morgan County, Virginia, at the time, and that section, as you know, was red hot for the Gray, so it was not long after the first shot had been fired at Fort Sumter that I became part of the 7th Virginia Cavalry under Colonel Ashby.

"I suppose they felt I was an invaluable member of my troop when the word was passed down the line one night that we needed motive power and were on our way to seize it from the Baltimore and Ohio shops at Martinsburg. It was hard for me to raid the property of the Company which had first given me employment, but my cause came first and it was with

"No," he replied, "that came shortly afterward and was handled by the cavalry of the great Stonewall Jackson."

Evidently partisanship between the North and South was about evenly divided along the Potomac and there was little enmity in post-war days between former employes, for many who had worn the Gray immediately returned to the Baltimore and Ohio. This was the case with Mr. Keller, who came back as fireman in 1864. After seven years service as such he was made an engineer and then handled our mountain trains for twenty-eight years. His last active service was as yard engineer for three years.

From a service which extends from the days before the Civil War to the present time, Mr.



Mr. and Mrs. Adam Keller at their home in Keyser, W. Va.

a clear conscience that I galloped over the Winchester Pike to Martinsburg and with my companions laid hold of the two engines available.

"One, which we called 'Billie Blackwell's,' rumbled over the turnpike to safety in our lines behind the thirty or forty actual horsepower which we hitched to the front end. But the other stalled on what was called 'Fisher's Hill' and the Yankee cavalry, which was pursuing us, recaptured it."

I here interrupted to ask if it was on that raid that the Confederates tore up Baltimore and Ohio rails, heated them and twisted them around trunks of trees so that they could be of no further use to the Union forces.

Keller was able to draw incident after incident of great interest to this generation of railroaders. Nothing that he told me, however, was more interesting than the fact that long before the establishment of towers and telegraph offices on our Railroad the engineers often used to control their speed on the mountains by looking ahead and watching the smoke of the engine pulling the train ahead of them. That was a new one on me. In fact it seemed so much like dipping into the distant past that it immediately brought to mind the stories of the smoke signals that the Indians used in early Colonial times.

Mr. Keller has the remarkable record of never having been suspended during his entire

service. He forgot to tell me this, but his wife, a sweet, white-haired old lady of remarkably keen mind, who put in a word here and there to refresh his memory during the interview, spoke of it with justifiable pride.

Mrs. Keller, by the way, was born in the Shenandoah Valley and was united in marriage to Mr. Keller on December 23, 1864, so they hope to celebrate their fifty-fifth wedding anniversary this year. Six children of the happy union lived to manhood and womanhood, and Joseph Keller, one of the sons, is tool supply man at our shops in Keyser.

Until recently, Mr. Keller has been able to get out from his cosy little home in Keyser to the Railroad property, to talk over old times with other of our veteran employes there. He still knows the fine points of his profession and can readily detect the sound of an engine which is not working properly. Though advancing years have greatly diminished his strength he still loves to talk to railroad men and his face shines as he hears of the most recent events along his old division.

When we decided to fight Germany and word went out that the Railroad needed every available employe, whether in active service or not, Adam Keller responded with other veterans, whose spirit was ready but whose flesh was not quite up to the demands which the heavy modern equipment imposes. It was, nevertheless, a great satisfaction for him in the sunset of life to be able to volunteer to the call of a united country as he did to that of the South in the unhappy days of sixty-one.

James T. Wiley, Toledo Division

By F. M. Drake and F. L. Charles



LOCATED on what is now our Toledo Division is Stockton, in earlier years known as Jones Station. The old records not being available, it is impossible to ascertain just how long Stockton has been a designated point for the handling of freight and passenger traffic or how long it has been an open telegraph and train order office. But because of the operation of the wheels of modern progress, Stockton Station, like the pony express, the old stage coach and other landmarks of our history, has ceased to exist. The coming of the electric traction line and the operation of auto trucks over modern

concrete highways have both taken toll from a once prosperous less-than-carload merchandise business, and this, together with the construction of a double track system and the installation of an automatic blocking system have rendered a once indispensable office a useless adjunct under modern operating conditions.

The history of Stockton Station would be incomplete unless interwoven with it ran the personal record of James T. Wiley, agent at that point for nearly thirty-nine consecutive years, for, like the great John Paul Jones, Mr. Wiley stayed with the ship to the end.



James T. Wiley

In digging into the traditions of the place, Mr. Wiley brings to our acquaintance Mr. Frank Treudley, formerly an operator for the old Cincinnati, Hamilton and Dayton, whose father was agent at Stockton for several years prior to 1880 and was relieved by Mr. Wiley during that year.

Mr. Wiley's life has been replete with interesting experiences for he has been a close student of human nature and, though he never rose to high executive position, he is able to look back upon a long and useful career and feel the personal application of the poet's "Let me live in a house by the side of the road and be a friend to man."

Even at his advanced age Mr. Wiley possesses a wonderful memory and has a keen sense of humor. But "Jim" is with us and, while our elaborations might more fully express our regard for the man who has met and overcome the trials and tribulations of nearly a half century in the busy whirl of Railroad life, and our appreciation of his shining example of forty-three years of faithful and loyal service without a scratch against his record, you will better enjoy his own story, told to us as follows:

"At eight years of age I lost my right arm on the Cincinnati, Hamilton and Dayton. Then I got a common school education and at nineteen studied telegraphy. My first work was in 1876. The officials at that time were, L. Williams, general manager; "Ad" Evans, superintendent; C. H. & I. Division; Samuel Stevenson, general ticket agent; Joseph P. Cox, general baggage agent; George M. Lane, superintendent of telegraph; "Al" Griggs, day dispatcher and E. H. Hunsaker, night dispatcher.

"I was sent to Big Williams Bridge, west of Connersville, Indiana, when it was endangered by high water and the wires were run into the bridge watchman's house. I remained there until the river went down and repairs were made.

"I then went to Connersville as night operator and was later transferred to Cincinnati for "Pat" Hickey, purchasing agent. Mr. Allison, master mechanic, also had his office there. I remained there until the latter part of 1877 when I was checked in as ticket-agent at Fairmount and, when Mr. Griggs became superintendent, I went to Hamilton as night operator. The late G. W. Griswold was day man. In August, 1880, I was sent to Jones Station, now Stockton, as agent and telegrapher, staying at this station thirty-eight years and six months, and until, on February 28, 1919, the station was closed.

"When I went to Jones Station there were no telegraph instruments there; they had a machine with paper tape running through it and a barrel under the table for the tape. As soon as one would send an order all you had to do was to turn the wheel and out would run the tape with the dots and dashes. I could not read them, so I held the man who was checked out until the next day, when I got instruments put into the office.

"The first thing the Company did after I took charge was to build a sleeping room over the office for me and the crews of trains getting

stuck on the hill were instructed to throw lumps of coal against the side of the depot and wake me up. I got up many times at night to get orders.

"But one night something happened. I went to Glendale and came back on the midnight train and when I got off there was an extra freight waiting for me. I don't know how much coal they threw against the station that night, but they were there two hours and the dispatcher was doing his best to get me. Then we got a night operator."

(And right here Mr. Wiley confessed in conversation that the little excursion to Glendale was only an incident in his matrimonial career, for he afterward married the girl.)

"In 1881, I was married, the union being blessed with ten children. My wife died in 1889, and it was up to me to mother and daddy the youngsters. I taught six of them telegraphy and at one time my son, Edward, was operator at "HD," Hamilton, my son, James Jr., at South Hamilton, and I, at Jones. One day a new dispatcher came on duty and sent us a "nineteen" order. My boy at "HD" repeated and signed "Wiley," the other boy did likewise and I followed suit. Naturally he got sort of twisted and he called "HD," "H" and "J," and asked for the signature to that order. We all told him "Wiley," and I then explained about my boys and told him that if he got short of operators I could supply him with a couple more Wiley operators.

"The officials of the Company have always treated me well and for that I feel grateful."

A Trio of Veterans

By E. E. Alexander



AS the stokers in the bowels of the battleship keep the machinery going for the boys behind the guns, so there are in many places off the main travelled routes of the Company's properties and away from the limelight, sturdy fellows who keep the wheels of our machinery turning and the rails bright. Three of these help make our work more pleasant at the Green Spring Tie Treating Plant and we nominate them for places in the Hall of Fame.

M. Skelly, first trick, entered the service February 9, 1884; G. W. Robinson, second trick, April, 5, 1885; G. N. Teeters, third trick, August 1, 1892. They are all fireman helpers and pumpers and they are all an inspiration to the



There service totals ninety-six years

other employes of our Plant. Their service accomplishments equal their service records,

and while they wear no stripes or buttons like their brothers who run the trains, they are just as worthy of places on the Honor Roll of Veterans.

Faithful in the performance of their duties, unassuming in their positions, regular as clockwork, they can always be depended upon. Men who take a personal pride in a task well done, eager readers of the EMPLOYES MAGAZINE, interested in Railroad doings all over the System, they contribute their pictures at our request and for the benefit of other old employes whose quiet hours bring reminiscences of bygone days and whose stories young employes find most absorbing. Surely theirs is a record of service to look back on with few regrets.



Statement of Pension Feature

The following employes were honorably retired during the month of July, 1919, and pensions were granted them:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Foglio, Generoso	Watchman	C. T.	Pittsburgh	30
Hawley, Joseph	Gateman	C. T.	Chicago	17
Hendrix, Patrick	Watchman	M. of W.	Wheeling	51
Lasley, Jonathan B.	Pumper	C. T.	Ohio River	22
Ray, Clinton	Trackman	M. of W.	Ohio	40
Ross, Edward	Engineman	C. T.	Pittsburgh	39
Smith, John M.	Fireman	C. T.	Baltimore	33

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

During the calendar year of 1918, \$322,188.20 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amount to \$3,753,820.05.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Flanagan, James	Conductor	C. T.	Monongah	June 27, 1919	51
Mahaffey, John	Watchman	M. of W.	Wheeling	June 25, 1919	26
Morley, Edward	Crossing Watchman	C. T.	Baltimore	July 20, 1919	34
Shuff, Hilry	Pumper	C. T.	Chicago	July 3, 1919	37



Pittsburgh Veterans Hold Second Anniversary Meeting—Grafton-Fairmont Picnic Draws Record Crowd

Pittsburgh's Second Anniversary

By W. H. Collins

Member, Entertainment Committee



HE second anniversary of the Pittsburgh Lodge of Veterans of the Baltimore and Ohio was celebrated in the I. O. O. F. Hall at Hazelwood, Pa., on July 14.

After a short business session, the doors were thrown open and our guests were welcomed by our president, W. C. Cox.

The audience joined in the singing of "America," Thomas Elsdon accompanying on the piano. This was followed by a duet by the Dunmire Brothers, after which the ladies of the First Christian Church of Allegheny put on a play called "The Scrubtown Sewing Circle." This was heartily received as was the Scotch song as later rendered by Dr. Sawers. Then followed in order what was billed as "the smartest minstrel show in the world," and it was good; whistling solo, by Miss Helen Graham Bankey; recitation by Miss Katherine Ford; solo by Mrs. Maud Kreible.

George W. Sturmer, Grand President, then made a strong address in his customary optimistic vein. He was followed by a humorous sketch by William Flatley.

The short talk by Brother J. A. Spielman, assistant to the general superintendent, was greatly enjoyed. Miss Wilson favored with a piano solo and the luncheon committee then showed how well they had prepared for the wants of the inner man. Music by the Misses Rosetta Evans and Mary Hull concluded the program at eleven p. m.

About 450 members and guests attended the meeting and it was voted the best that our Pittsburgh veterans have ever had, although everybody regretted the fact that federal manager Galloway and Mr. A. W. Thompson, former federal manager, were prevented from coming by previous engagements.

The success of the meeting was largely due to the splendid entertainment that was arranged by the committee, consisting of Brothers Collins, Cox and Burns. Brothers Duncan and McLaughlin also did themselves proud in the supper, which was so much enjoyed.



Picture by courtesy of W. C. Loar of Grafton

The Lady Veterans at the Grafton picnic
Do they look hearty and happy? Well you ought to have seen the chicken dinners they provided!

Fairmont and Grafton Veterans Join for Annual Picnic

THE Tygart River, running from Grafton up into the hills of West Virginia, makes with these hills the beautiful Tygart Valley. A mile or two above the city, on our Belington Branch, the authorities have laid out Grafton City Park, sloping gently from the railroad tracks down to the river's edge. Ancient trees admit just enough sunlight to lend cheer to the picnic grounds, and nature has provided a sandy beach for bathing just at the spot where the old-fashioned ferry brings people across from the trolley terminus on the other side of the river.

This was the scene of the picnic staged by the Veterans of Grafton and Fairmont on Saturday, August 2. The weather was ideal, a gentle breeze making it cool for comfort and a warm afternoon sun attracting many bathers into the water.

The special train from Fairmont ran through to Grafton, enthusing the Grafton Veterans who were there to meet it in a body, and the first train load arrived at the park at eleven o'clock a. m. Four additional trains up to four o'clock in the afternoon swelled the number of picnickers until there were almost a thousand on the grounds.

After the preliminaries of getting settled had been arranged the first big event of the day



Picture by courtesy of W. C. Loar of Grafton

Not all the Veterans at the Grafton picnic appear in the picture. Many of them were dancing, swimming and conducting themselves just like—well, the youthful veterans that they are



The Committee on Arrangements

Left to right, front row: T. M. Bell, machinist, and Treasurer of Grafton Veterans; F. M. Keane, locomotive inspector, Vice President, Grafton Veterans, and member of Grand Board; J. B. Kimmel, foreman, maintenance of way, and President, Grafton Veterans; T. A. Richardson, engineer, President of Fairmont Veterans and member of Grand Board; J. O. Carpenter, engineer, Fairmont; back row: H. S. Fleming, engineer, Fairmont; R. W. Brennen, engineer, Fairmont; J. H. Downey, engineer, and Secretary of Fairmont Veterans; J. F. Schafferman, assistant supervisor, and first President of Fairmont Veterans; C. W. Cassell, boiler inspector, and Secretary of Grafton Veterans.

came with the wonderful dinners which had been provided by the women folk of the many family parties. The writer was fortunate in being entertained by the family of Frank M. Keane, vice-president of the Grafton Association, and hesitates to tell of the inroads he made on the bountiful supplies of cold fried spring chicken, cold beef, potato salad, pickled beets, slaw, American cheese, pie, cakes, cantaloupes, peaches and coffee (to mention a few of the dishes) which were provided.

The formal program started about two o'clock, when T. A. Richardson, President of the Fairmont Veterans and a member of the Grand Board, presented a splendid quartet which had been brought from Fairmont, the

second tenor, Walter Wilson, being a Company machinist there. Their opening number was "There Is a Pilot," an appropriate sacred selection.

Prayer was then offered by J. F. Shafferman, first President of the Fairmont Association. It seemed most fitting to begin the meeting in this deep religious spirit for no cathedral built by man's hands could have provided a finer setting than did this sanctuary of nature for the invocation of God's blessing on the Veterans' Associations and their members.

Mr. Richardson gave a short, snappy, introductory talk, complimenting the Veterans on their enthusiasm in bringing so many members, and heartily welcoming their guests. He re-



The old fashioned ferry brought hundreds to the picnic grounds



Some of the Veterans and their guests. (See opposite page for description)

ferred to the contrast between the picnic of this year and last; to the fact that, largely with the help of the Veterans, the railroads had been able to do their part in sustaining the boys overseas who had stamped with victory America's devotion to democratic principles. While he was speaking one of our enormous coal trains rolled by on its peaceful mission to Grafton and the eastern industrial centers, and he remarked that the Veterans on their holiday were able and glad to spare a few moments from their fun to let essential transportation business of the Company keep to its schedules.

The Grand President of the Veterans' Associations, George W. Sturmer, was then introduced. He referred to the fact that but a few years ago the enrolled Veterans of the railroad numbered but sixteen, and that during that brief intervening period 11,000 had joined the Association. He also mentioned enthusiastically the fact that there were 5,000 other eligible employes of the Railroad, who were only waiting to have the opportunity to couple up with the organization as soon as the necessary lodges were formed.

"The Veterans' part in winning the war was of incalculable importance," Mr. Sturmer said, "many of them having sacrificed their ease of retirement to a prompt return to arduous railroad life, when the call was sounded."

Mr. Sturmer was followed by J. M. Garvey, vice-president of the Grand Lodge, who spoke with satisfaction of the fact that he was president of the Wheeling Association when this became the nucleus of the Grand Body.

Both Mr. Sturmer and Mr. Garvey are extremely popular officials of the Grand Lodge and their remarks were duly appreciated.

The quartet followed with two numbers, "Shine, Mr. Sun," and "My Old Cabin Home."

None had any trouble in recognizing the next speaker, A. L. Heffner, engineer of the special Veterans' train from Fairmont, for he was attired for the occasion in white overalls and cap and new gloves, and he referred humorously to his costume as a very noticeable illustration of how the high cost of living had affected him. His short talk was greatly enjoyed.

The concluding address was delivered by Captain E. B. Carscadden, of the West Virginia National Guard, who, though not an employe of the Baltimore and Ohio, seemed to have been adopted as a member of the Fairmont Veterans' Association. He spoke in behalf of the guests present and said that he envied the official affiliation with the Veterans which only employes can enjoy, and would greatly like to be a member. He referred beautifully to the religious atmosphere of the gathering, to the fact that it had been opened with sacred song and prayer, and said that in

Pictures from the Fairmont-Grafton Picnic

Upper left: Engineer A. C. Ellis, who, in the recent drive of the Fairmont Veterans for members, enrolled fifty-six, and thereby won the first prize, a solid gold Veterans' button. It can be seen in the picture that Mr. Ellis is always on the job. This time the camera caught him returning from the pump with a bucket of water for the ladies.

Upper right, left: Dr. Charles A. Sinsel, medical examiner of the Relief Department since April 18, 1888. Previous to this date he had worked as a machinist for the Company. He became a member of the West Virginia Senate in 1917 and was later made its president, and, by virtue of that office, Lieutenant-Governor of the State. He was called on for an address in the afternoon but was hiding his oratorical fireworks under a bushel.

Middle: Dr. J. H. Brownfield, who was made a medical examiner of the Relief Department on June 3, 1895. Dr. Brownfield is one of the enthusiastic veterans of Fairmont.

Right: Charles Willfong, veteran of Fairmont who came into the service in 1883 as a

pumper in the Maintenance of Way Department. He was pensioned about five years ago.

Middle left: Superintendent Van Horn, of the Monongah Division, his family and assistant superintendent B. Z. Holverstott. Raymond Van Horn arrived at the picnic grounds with a bathing suit under his arm and hardly had time to let us get his picture.

Middle right: The quartette which the Fairmont boys brought with them, second from left, Walter Wilson, machinist, Fairmont Shops.

Lower left: The crew of the Fairmont Special; left, passenger conductor R. F. Pell; center, engineer A. L. Heffner, in his "high cost of living uniform," worn for the occasion; right, fireman T. H. Williams.

Lower right: H. G. Fletcher, conductor of the Percentage Run, Fairmont to Keyser, and Miss Mary M. Smith crossing watchwoman at Terra Alta. Miss Smith's two brothers are now on their way home from China after two years of service in the Navy, and her father is also employed by the Company.

his mind that should be the 'keynote of all of the Veterans' activities. He also spoke of the debt of gratitude which all Americans owe to the men who sacrificed their lives to make the world safe for democracy.

The formal part of the program was concluded with a splendid railroad song by the quartet, "Pilot Me Home."

Space forbids more than brief mention of the activities of the young folks, of the constant

use of the swings provided for the children; the crowded dancing pavilion and the splendid band and orchestral music which was provided.

If succeeding picnics of the Grafton and Fairmont Association increase in attendance as did this year's jollification over the one held last year, Grafton will have to enlarge its most attractive park. It was a quiet, but happy, profitable and enjoyable day for all who were fortunate enough to be there.

Beware of Typhoid Fever

There are approximately 300,000 cases of typhoid fever in the United States annually, 38,000 of which are fatal.

This is the typhoid season of the year and a word of caution is thought timely.

Enginemen and firemen should by all means avoid drinking water from engine tanks under any and all circumstances. Frequently this water is polluted and contains chemicals added to render it fit for boiler use.

Obtain and drink only water of known purity. Beware of shallow dug well water, as such wells are found to be quite frequently contaminated with the germs of typhoid fever.

Avoid uncleanly and unscreened restaurants, avoid drinking water of unknown source unless it is boiled, and avoid suspected and known cases of typhoid fever.

As a cheap life insurance, become inoculated against typhoid fever, if you are in normal health and under forty-five years of age.

Cleanse the hands carefully with soap and warm water before eating. Do not bathe or swim in polluted water. (Do not use roller towel or common drinking cup.) Make your privy fly-proof, water-proof and disease-proof.

The Bolshevik Engine

SOME of the Turbines and Dynamos, with the Pistons and Rods, got together and talked over their grievances. One Dynamo, pointing a foot toward the Fly-wheel, said: "Why should we all go on getting all hot and working hard to make electricity for the world when that idle Fly-wheel does nothing but whirl around on his shaft? We, who produce the power, should get all the credit and attention and care. Look at him. He sticks up above everything else. Everybody sees him and talks about him. He takes up room and gets painted and fussed over, but he's absolutely useless."

Then the Turbine joined in with his shrill voice. "You're right, Mr. Dynamo; that Fly-wheel belongs to the *bourgeoisie*. He's never made a watt or a horsepower in the nineteen years he's been in this plant. I've watched him carefully. He never hurries or gets heated. He just goes round and round. He's kept all polished up and looks dignified and doesn't work at all; while I'm grinding away night and day, chewing up 150 pounds of steam and turning out light and power. It isn't fair that guy should get away with it and ride all day on the shaft that you fellows work to keep turning."

Up spoke the Piston-rod: "You said something, Brother Turbine. I've had my eye on that fellow, too. . . . This is a power-plant, and those who don't make power haven't any place here."

The Steam-pipe broke out with great heat then: "I am with you, boys. That Fly-wheel does nothing but sponge on us, who do the real work. . . . He's a robber, that's what he is; and the day of the idle plutocrat is going to close. We fellows create all the power in this plant, and we should realize it, and not let ourselves be exploited and our means of livelihood stolen by an idler, who does nothing. . . . Let's put him out."

"Good for you," spoke up a Boiler. "I've been here twenty-six years and I agree. . . . Why don't we boycott that Fly-wheel and refuse to work for him any longer. He stays in a nice, clean, cool room, while I sweat in coal and ashes all day here, where there's no sunlight or air and where it's always hot. He gets all the comfort and I get all the drudgery."

So the Turbine and Dynamo and Piston-rod and Steam-pipe and Boiler decided to or-

ganize and talked about a name. They couldn't agree, so they adjourned for a later meeting.

By that time their ideas had grown and they decided to start a movement to make war on all the fly-wheels of the world. And they organized the "International Power Producers' Soviet." They chose red as their emblem and "Down with all idlers!" as their battle cry.

They decided to hold a parade to arouse the other plants; but just as they were starting out a steady voice spoke up from behind the Engine. "Boys, wait a minute; I want to talk to you." It was the Governor speaking, and the "reds" stopped to listen, for they had always had some respect for him. They had heard that if he quit the whole plant would likely be wrecked, and they would all be out of a job for good. So they waited to hear him.

He went on: "Go easy, boys. Don't forget there are outlaws known as 'dead centre' and 'sudden peaks' that can break in here and make tremendous trouble. It's Fly-wheel who keeps them in order. If it wasn't for him 'dead centre' would hold us up so we couldn't start up; and if Fly-wheel wasn't on guard 'sudden peaks' would break in with his gang of heavy loads and we couldn't withstand him. Then we'd lose our jobs, for our outside customers would leave us and there wouldn't be any power plant in operation."

A Pump, who had not been heard from before, spoke up. "I don't see why we should pay much attention to what the Governor says. I've run for eighteen years without a governor and I've pumped 250,000,000 gallons of water. I'm wise to what that party wants. He knows that he doesn't produce any power, either, and he's afraid that if we unite and organize we'll throw him out, too. . . . He's never done any real work. . . ."

In reply, the Governor said: "You may all do as you please. If you throw out either the Fly-wheel or me, you'll all soon be out of a job and starving. But maybe you'll have to before you learn the lesson."

Then everybody joined in at once. Some wanted to consider what the Governor said, and began to call themselves Conservatives. Others joined with Steam-pump and called themselves Radicals. They were for throwing out all Valves and Meters that might in any way control the operation of the plant.

And so the argument raged. Meantime, Fly-wheel and Governor went on about their

tasks, working with the Conservatives and trying to keep things going so that the Radicals would not wreck the plant and throw everybody out of a job.

That's where matters stood at the last report.—*From Power Plant Engineering.*

Only One of the Species

It happened in the German capital a few months after war had been declared on the Allies.

Two middle-aged German business men were standing talking on the street and one, becoming excited, exclaimed, "I tell you what, that idiot of an Emperor"—

His discourse was cut short by the dropping of a heavy hand on his shoulder. Turning quickly, he was confronted by a German policeman who informed him he was under arrest.

"What for?" asked the captive, beginning to weaken.

"For uttering treason against your Emperor."

"Oh, but you didn't let me finish. I was going to say, 'that idiot of an Emperor of Japan.'"

"No, you don't," replied the policeman. "There's only one idiot of an Emperor. Come along with me."—*Judge.*

Bargain Instinct

"Jacobs and Bernheim were joint partners in the woolen cloth business, Jacobs being the eastern salesman for the firm. While traveling in the East he was taken ill and died. The undertaker who took charge of the body wired Bernheim: 'Jacobs died, can embalm him for fifty dollars or freeze him for twenty-five dollars.'

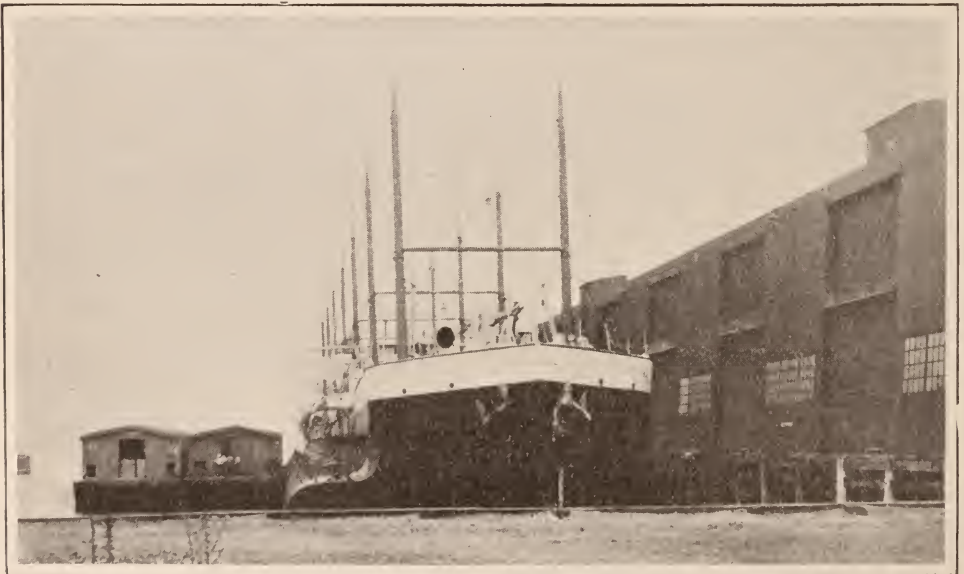
Bernheim wired back: 'Freeze him from his knees up for fifteen dollars; his legs were frost-bitten last winter.'"—*The National News.*

Transferred

He—Say, kid, but you've got nice sea lips!

She (later)—And really, you have nice red lips, too.

He—Your lips aren't as red as I thought they were.—*Gargoyle.*



A Locust Point Visitor of Queer Construction

The Steamship Beukelsdyk is one of the fleet operated by the Holland-American lines, Rotterdam, Holland and sails under the Dutch flag. She is commanded by Captain D. de Voitt with a crew of forty-four men, and is registered 10,500 tons, with 6 hatches or holds, 24 derricks and 12 masts, with a triple expansion engine of 2,550 horsepower. She is 440 feet long, 62 feet beam, and her depth, when loaded, is 23½ feet. The Beukelsdyk recently loaded at Curtis Bay with 8,008 tons of coal as cargo, then came to Locust Point, Pier 8, to finish loading with flour, grits, tobacco, rolled oats, meal and lumber. Notice the peculiar shape of steamer

United States Railroad Administration

News from Washington



Says Conditions Are Practically Normal

On August 13, 1919, Walker D. Hines, Director General of Railroads, issued a statement regarding the strike of railway shopmen throughout the country in which he declared that the situation had become almost normal and that he would be prepared shortly to deal with the problems of increased rates and wages.

To Deal Promptly with Wage Questions

"The shop men who have been on unauthorized strikes in various parts of the country," said Mr. Hines, "are rapidly returning to work and already conditions are practically normal in most parts of the country. It is anticipated that at a comparatively early date the strikes will have entirely terminated, whereupon the Railroad Administration will promptly take up and deal with the wage questions now pending.

Has Been Studying Matter

"Ever since it was made clear by the action of the Senate Committee on Interstate Commerce on August sixth that Congress does not wish to deal with the grave wage problems now pending, and the rate problem which is also inextricably involved, and also will offer no objection to the Railroad Administration exercising the powers conferred by the Federal control act to deal at this late date in Federal control with this great subject (the issue involving hundreds of millions of dollars) I have been giving my continuing attention to the study of the matter with a view to making a just and reasonable exercise of the heavy responsibility which thus rests upon me.

Could Not be Dealt with until Now

"In this connection I would like to make it clear to the public and the railroad employes alike that the situation now existing could not have been dealt with until this time.

"It is true that in February, 1919, the shopmen submitted their proposals to the Board of Railroad Wages and Working Conditions, but when this was done it was clearly understood that since the original proposals of the shop employes had been dealt with in July, 1918, while other classes of employes making similar proposals had received no consideration at all, these other classes of employes must first be dealt with. Another circumstance of importance was that the shopmen were also pressing proposals for uniform rules and working conditions involving a great many points of difference and difficulty. The result was that

despite the most earnest desire on the part of all the members of the Wage Board to deal promptly with these matters, no members of the Board, either the labor members or the management members, were in position to submit their final suggestions until July 16, before which time the date of July 28 had been fixed upon by agreement with the representatives of the shop employes for a discussion of the rules and working conditions and wage matters.

"By July 16 the situation had assumed a wholly different shape. Practically every class of railroad employes had come forward urging either an increase in wages or a reduction in the cost of living.

Situation Presented to President

"Therefore, by the time the conference with the shop representatives took place on July 28 the Railroad Administration was confronted with a situation involving practically all of the 2,000,000 railroad employes and necessarily had to obtain a clear understanding as to the powers it ought to exercise in this regard so near the termination of Federal Control. I, therefore, proposed to the President, and he forwarded to the Interstate Commerce Committees of the Senate and House, the recommendation that Congress establish a Wage Board to deal with these matters and provide that the Interstate Commerce Commission should make such rates as might be necessary to meet any wage increase so made. When the Senate Committee unanimously decided against this course and indicated its view that the matter could properly be handled through the powers created by the Federal Control Act, the situation was clarified in such a way as to admit of my assuming the responsibility incident to such far reaching action. But the matter could not be satisfactorily presented for this consideration by the Committees of Congress until the developments above explained had taken place.

"I wish to make it clear that the Railroad Administration proposes to deal as promptly and decisively as practicable with the subject, and that it could not have been dealt with at an earlier time."

Calls Upon Men to Return to Work

On August 7, 1919, Director General Hines wrote the following letter to B. K. Jewell, acting president of the Executive Council of the Railway Employees Department of the American Federation of Labor:

"I enclose a letter I have just received from the President relative to the wage matter. It is obvious that it is of the highest importance, not only to the interest of the public, but in the interest of the employes themselves, that they shall immediately return to work. The situation having been clarified by the definite indication that Congress does not wish to take action in the premises, the Railroad Administration stands ready to take up the wage question on its merits with the duly accredited international officers and their authorized committee as soon as the employes return to work."

President Writes to Director General

The letter from the President, referred to by Mr. Hines in his communication to Mr. Jewell, is as follows:

"I am just in receipt of a letter from Senator Albert B. Cummins, Chairman of the Senate Committee on Interstate Commerce, which sets me free to deal as I think best with the difficult question of the wages of certain classes of railway employes, and I take advantage of the occasion to write you this letter, in order that I may, both in the public interest and in the interest of the railway employes themselves, make the present situation as clear and definite as possible. I thought it my duty to lay the question in its present pressing form before the Committee of the Senate, because I thought that I should not act upon this matter within the brief interval of government control remaining, without their acquiescence and approval. Senator Cummins' letter, which speaks the unanimous judgment of the Committee, leaves me free, and indeed imposes upon me the duty to act.

The Real Situation

"The question of the wages of railroad shopmen was submitted, you will remember, to the Board of Railroad Wages and Working Conditions of the Railroad Administration last February, but was not reported upon by the Board until the sixteenth of July. The delay was unavoidable because the Board was continuously engaged in dealing with several wage matters affecting classes of employes who had not previously received consideration. The Board now having apprised us of its inability, at any rate for the time being, to agree upon recommendations, it is clearly our duty to proceed with the matter in the hope of disposing of it.

Will Confer with Authorized Representatives

"You are, therefore, authorized to say to the railroad shop employes that the question of wages they have raised will be taken up and considered on its merits by the Director General in conference with their duly accredited representatives. I hope that you will make it clear to the men concerned that the Railroad Administration cannot deal with problems of this sort, or with any problems affecting the men, except through the duly chosen international officers of the regularly constituted

organizations and their authorized committee. Matters of so various a nature and affecting so many men cannot be dealt with except in this way. Any action which brings the authority of the authorized representatives of the organizations into question or discredits it must interfere with, if not prevent action altogether. The chief obstacle to a decision has been created by the men themselves. They have gone out on strike and repudiated the authority of their officers at the very moment when they were urging action in regard to their interests.

Men Struck without Authority

"You will remember that a conference between yourself and the authorized representatives of the men was arranged, at the instance of those representatives, for July 28, to discuss the wage question and the question of a national agreement, but before this conference took place or could take place, local bodies of the railway shopmen took action looking toward a strike on the first of August. As a result of this action, various strikes actually took place before there was an opportunity to act in a satisfactory or conclusive way with respect to the wages. In the presence of these strikes and the repudiation of the authority of the representatives of the organization concerned, there can be no consideration of the matter in controversy. Until the employes return to work and again recognize the authority of their own organizations, the whole matter must be at a standstill.

Government to Deal Fairly with Men

"When Federal control of the railroads began, the Railroad Administration accepted existing agreements between the shopmen's organizations and the several railroad companies, and, by agreement, machinery was created for handling the grievances of the shopmen's organizations of all the railways, whether they had theretofore had the benefit of definite agreements or not. There can be no question, therefore, of the readiness of the Government to deal in a spirit of fairness and by regular methods with any matters the men may bring to their attention.

Strike Delaying Reduction in Living Cost

"Concerted and very careful consideration is being given by the entire Government to the question of reducing the high cost of living. I need hardly point out how intimately and directly this matter affects every individual in the nation, and if transportation is interrupted, it will be impossible to solve it. This is a time when every employee of the railways should help to make the processes of transportation more easy and economical rather than less, and employes who are on strike are deliberately delaying a settlement of their wage problem and of their standard of living. They should promptly return to work, and I hope that you will urge upon their representatives the immediate necessity for their doing so."

To Negotiate Only with Authorized Officers

In response to a request from former Senator J. Hamilton Lewis, of Illinois, that he deal directly with local representatives of striking shopmen, Director General Hines, sent this message to Mr. Lewis, under date of August 13.

"Your telegram August ninth. I deeply appreciate your interest, but I cannot consistently comply with the suggestion to deal directly with the local representatives. The Railroad Administration cannot deal with these problems except through the duly chosen international officers of the regularly constituted organizations and their authorized committee. The Railroad Administration has pursued a consistent policy in this respect and has dealt with these duly chosen representatives from the beginning of Federal control. The strikes which have taken place have not been authorized according to the laws of the shopmen's organizations with which at all times the Railroad Administration has dealt and these, strikes have had the effect of repudiating the established organizations and of bringing the consideration of the matter to a standstill. The President himself has fully adopted the policy above explained and I am convinced that it is the only policy which can be successfully pursued with justice to the employes and to the Government alike."

Director General Writes to the President

On July 30, 1919, Walker D. Hines, Director General of Railroads, wrote to President Wilson, as follows:

"Several months ago the railroad shop employes asked for an increase in wages. The matter was considered by the Railroad Administration's Board of Wages and Working Conditions, which is composed of three representatives of labor and three representatives of the railroad managements. This board was unable to agree and, therefore, took no action as a board, but on July 16 I received two reports from members of the board, one from the three labor members recommending a general increase in wages (for example, increasing the wages of machinists from 68 cents per hour to 80 cents per hour, and proportionately increasing the wages of other classes of shop employes), and another report from the three management members recommending against any general increase in wages, although recommending certain readjustments of the wages of some classes of the employes.

"The position of the labor members of the board is that the wages of railroad shopmen are substantially below the wages paid similar classes of employes in the navy yards, arsenals and shipyards, and in many industrial enterprises in the principal cities of the country, and that substantial increases in the wages in the shipyards and outside industrial enterprises have taken place since the wages of the shop employes were established in the summer of 1918, and that the cost of living has been, and is, steadily rising. The position of the management members on the board is that the wages of

shop employes are not properly comparable with the wages of non-railroad employes cited by the employes and their representatives and that these latter industries have differentiating conditions which account for the high wages paid by them, and that a further wage increase at this time would simply begin a new cycle in the increased cost of living which would not benefit the employes. They urge, instead, the adoption of the effective methods of reducing the cost of living; but they add that unless some action can be taken within a reasonable time to accomplish this result, they see no alternative but to continue the wage cycle increases with corresponding increased cycles of living costs.

"On July 28 a conference was begun in accordance with an arrangement made on July 8 between the representatives of the Railroad Administration and representatives of the shop employes. At this conference the representatives of the employes made it plain to my associates that their members expected, and believed that they were entitled to a substantial increase in wages, retroactive to January 1, 1919, and that the state of unrest was so great that it was of the highest importance that a definite answer be given on the wage matter without delay. These representatives expressed the same views to me yesterday.

"The earnest insistence that immediate action be taken to equalize wages with the rapid increase in the cost of living is not confined to the shop employes.

"The representatives of the Railroad Administration have had assurances from representatives of practically all classes of employes that the continuance in the increases in the cost of living would necessarily involve very substantial increases in wages, and that any increases in wages given to any one class of railroad employes would necessitate corresponding increases to all other classes of railroad employes.

"The situation thus presented involves the following considerations:

We have received the most positive assurances that any general increases to shop employes will result in demands for corresponding increases to every other class of railroad employes. The situation, therefore, cannot be viewed except as a whole for the entire 2,000,000 railroad employes. Viewing it as a whole, every increase of 1 cent per hour means an increase of \$50,000,000 per year in operating expenses for straight time, with a substantial addition for necessary overtime. An increase of 12 cents per hour as asked for by the shop employes would, if applied to all employes, mean (including necessary overtime) an increase of probably \$800,000,000 per year in operating expenses.

"While you may find it expedient to use the temporary rate-making power, which was conferred upon you as a war emergency during Federal control, to prevent the continuance of the deficit now being incurred, which grows out of increases in wages and prices due to the

war, you would not, in my opinion, be justified in regarding that rate-making power as a sufficient warrant for making still additional increases in rates for the purpose of paying still additional increases in wages to be established under existing peace conditions, and to be controlling as the wage basis in the future.

"The question presented for an additional increase in wages, whether the total amount be \$800,000,000 or any proportion of that sum, is a peace-time question between the entire American public on the one hand and the two million railroad employes and the members of their families on the other hand. It is a question which I do not believe the Executive ought to undertake to decide unless specific authority is conferred upon him for the express purpose of deciding it.

"When I announced last March the increases in wages for the employes in train and engine service I stated that they completed the war cycle of wage increases.

"The receipt of the observations of the members of the board with reference to the shop employes, the hearings now in progress before the board with reference to the Brotherhood of Railroad Trainmen, the conferences I have had in the last three days with the representatives of the shop employes and the conferences which my associates and I have been having recently with the representatives of practically all classes of railroad labor with reference to the menace in the continued increase in the cost of living, force me to the definite conclusion that the problem is too great and has too much permanent significance to the American public as well as to railroad labor to admit of its being decided through the exercise of the war emergency powers of the Federal control act and which are subject to the limitations and embarrassments above pointed out. I feel that the developments have now reached the point where the situation has taken a sufficiently concrete form to serve as the basis for a positive recommendation.

"I, therefore, respectfully recommend that Congress be asked promptly to adopt legislation providing a properly constituted body on which the public and labor will be adequately represented, and which will be empowered to pass on these and all railroad wage problems, but not on rules and working conditions (because the latter cannot be satisfactorily separated from the current handling of railroad operations and, therefore, should continue to be dealt with by the Railroad Administration). Such legislation should also provide that if wage increases shall be decided upon it shall be mandatory upon the rate-making body to provide, where necessary, increased rates to take care of the resulting increases in the cost of operating the railroads.

"I do not think that we can properly deal with this great problem without a full recognition of the fact that the cost of living is rapidly rising and that every month that passes promises to impair still further the purchasing power of the existing wages of railroad employes

unless the rise in the cost of living can be successfully restrained (as I earnestly hope in the general public interest it can speedily be). I, therefore, further recommend that Congress be asked to provide in any such legislation that any increases in railroad wages which may be made by the tribunal constituted for that purpose shall be made effective as of August 1, 1919, to such extent as that tribunal may regard reasonable and proper in order to give railroad employes from that date the benefit which the tribunal may think they were then entitled to. In this way the delay necessarily incident to the creation of such tribunal and its action will not be prejudicial to the fair interests of the railroad employes."

President Writes Congress

In forwarding a copy of Mr. Hines' letter to the Committee on Interstate and Foreign Commerce of the House of Representatives, President Wilson wrote:

"I take the liberty of enclosing a copy of a letter which I have just received from Mr. Walker D. Hines, the Director General of Railroads, and which I am sure you will agree with me in thinking contains matter for very serious thought and for action also.

"May I not say that I concur in the suggestions which Mr. Hines makes in the two concluding paragraphs of his letter.

"I hope that it will be possible for your committee to consider and recommend legislation which will provide a body of the proper constitution, authorized to investigate and determine all questions concerning the wages of railway employes, and which will also make the decisions of that body mandatory upon the rate-making body and provide, when necessary, increased rates to cover any recommended increases in wages and, therefore, in the cost of operating the railroads.

"In view also of the indisputable facts with regard to the increased cost of living, I concur in Mr. Hines' suggestion that the legislation undertaken should authorize the body thus set up to make its findings with regard to wage increases retroactive to the first of August, 1919, at any rate to the extent that that tribunal may regard reasonable and proper, in order to give real relief to the employes concerned.

"I need not, I am sure, urge upon you the importance of this matter, which seems vital from more than one point of view, and I hope that you will think this form of action the proper and necessary one."

Reply from Senator Cummins

Senator Cummins, chairman of the Senate Committee on Interstate Commerce, replied to a communication from President Wilson similar to the foregoing, on August 7, as follows:

"The committee recognizes the gravity of the situation and earnestly desires to cooperate with you in bringing about the proper solution of the difficult problems which confront the country. It feels, however, that Congress has already given you complete and plenary author-

ity to deal with the existing situation and that additional legislation at this time can add nothing whatever to your power in the premises.

Says Director Has Power

"The Director General can fix the wages of all men employed in the transportation service, and it seems to be clear that it is for him to say whether the compensation of these men should or should not be increased. He has all the available information which can possibly be secured, and it is the view of the committee that he should act in accordance with the public interest and his own judgment. He can be advised upon the subject by any board or tribunal which you may select for that purpose.

"The Director General has also the absolute right to initiate rates for transportation and can advance or lower them, as he may think necessary or wise, to meet the requirements of the transportation systems in his charge, and, moreover, he can put new rates into effect whenever, in his judgment, they should become effective.

"At the present time the Interstate Commerce Commission has not the authority to suspend for examination or approval the rates initiated by the Director General; but, even if the act which lately passed the Senate and which has not yet passed the House, shall become a law and the authority of the Interstate Commerce Commission to suspend rates is restored, it will still be true that the Director General must initiate the rates, and it is entirely impossible to believe that the Commission would suspend rates that are necessary in order to pay any increased wages of railway operatives.

Now Working on Plan

"The committee is now diligently engaged in the preparation of a bill for the general reorganization of our system of regulation and control. One common phase of the many plans which have been submitted relates to the further direction which ought to be given to the Interstate Commerce Commission for its guidance in determining the reasonableness of rates. Upon that phase of the subject diverse opinions have been developed, and it is thought to be unwise to bring forward for action by Congress any further legislation in that respect until it can be associated with the general plan of reorganization.

"If the committee felt that there was any lack of power on your part or on the part of the Director General, it would be quick to act, but, inasmuch as it can perceive no want of authority, it has reached the conclusion that no additional legislation is required to meet the particular emergency which you have pointed out."

Vocational Training

The Federal government has created a Federal Board for Vocational Education.

The purpose is to provide vocational education in the trades and industries and in

agriculture, and an appropriation by the government is available for such work.

The value of vocational training for mechanics and apprentices in railroad shops has been recognized by many railroads, which have established schools for the training of such men.

It is the desire of the Railroad Administration not only to assist and encourage such training where established but also to extend the system to roads which have not established such schools, and it is believed that this can best be accomplished by cooperation between the Railroad Administration and the Federal Board for Vocational Education.

Mr. Hines advises us that it is, therefore, desired that the different railroads under control of the Railroad Administration cooperate with the Federal Board for Vocational Education in the establishment of part-time schools for railroad shop apprentices and others who come within the scope of the Act. Where it is found necessary in order to facilitate this work, railroads will be authorized on request to fit up suitable study or class rooms and to pay apprentices at their usual rate for the time spent in attending such schools.

Apprentices will be required to attend not less than 208 hours per year.

Complete information concerning the establishment of these schools may be obtained from Frank McManamy, assistant director of the Division of Operation, Washington.

In the preparation of a course of study due attention is to be given to meet the needs of railway shop employes, and such subjects as shop practice, involving the manipulation of machines used in general repair and construction work and to related science, mathematics and drawings are to be fully provided for.

It is not the intention to interfere with any established system of vocational training—and many of the roads have splendid organizations for such work—but rather to give them the great advantages afforded by the government through the Federal Board for Vocational Education. It will be but a means of still further aiding ambitious young men through their apprenticeships.

No-Accident Drive to Begin October 18

In a letter to the regional directors, Walker D. Hines, Director General of Railroads, calls attention to the fact that the Safety Section of the United States Railroad Administration has decided to hold the "National Railroad Accident Prevention Drive" for a period of two weeks, beginning October 18, and ending October 31, 1919.

Succeeds Judge Payne as General Counsel

E. Marvin Underwood was appointed General Counsel of the United States Railroad Administration, effective August 15, succeeding Judge John Barton Payne, resigned to become Chairman of the United States Shipping Board.

How Perishable Food is Protected in Transit

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
BALTIMORE AND OHIO RAILROAD
FREIGHT CLAIM DEPARTMENT

Baltimore, Md., July 21, 1919.

Circular No. 30

DIVISION SUPERINTENDENTS, AGENTS, YARDMASTERS,
CONDUCTORS AND OTHERS CONCERNED:

REMEMBER: Carriers are obligated by law to use extreme care in the handling of perishable freight.

Yardmasters and train crews can save considerable damage to foods by complying with the existing instructions and especially the following, shown in Icing Circular 636.

Rule 10-*f*. Refrigeration cars must be promptly placed and handled at icing stations. Employees charged with such duties must be familiar with the schedule to be maintained, and will be governed by instructions on card waybills, or by special instructions, in regard to re-icing cars in transit. The date and time cars are re-iced and amount of ice furnished must be noted on card waybill.

g. When no notation, or notation to "ice when necessary" or similar indefinite instructions appear on the card waybill or transfer sheet for property which may require ice protection, and same is not moving under ventilation, the cars must be examined at all icing stations which they pass and be re-iced when necessary, and a report made to division superintendent. When cars are re-iced in accordance with these instructions, proper notation must be made in Form 877-A.

Rule 30-*a*. When shipments are forwarded in refrigerator or ventilator cars, under ventilation, and not under refrigeration, attention must be given to the ventilation of such cars in relation to their contents, the weather and instructions on waybills, except that instructions to ventilate through side doors will not be respected.

c. When definite instructions are not available, ice plugs must be put in hatches or ventilators closed at originating points, icing and inspection stations, junction points and destinations, when the temperature falls below freezing, and ice plugs taken out and hatches or ventilators opened when the temperature rises above freezing. The weather conditions must be carefully observed so that this service may be intelligently executed.

d. Refrigerator and ventilator cars loaded with property under ventilation must be inspected at the originating point, on arrival and departure from all icing and inspection stations which cars pass, at junction points and on arrival at destination and a record kept of the position of ice plugs, hatch covers and ventilators.

g. When for any reason a car containing property moving under refrigeration or ventilation is cut out of a train before reaching destination, attention must be given to ventilation and refrigeration in accordance with instructions.

Failure to carry out these instructions has caused this Company to pay out many hundreds of dollars in claims.

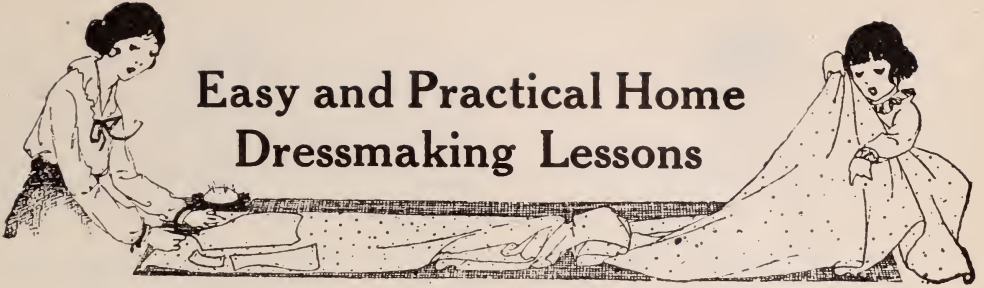
Note carefully Rules 10-*g* and 30-*c*.

Observance of Rule 30-*g* is also very important.

Yardmasters should carefully examine date of billing on cars moving under instructions, "do not re-ice" or "do not re-ice unless delayed" to see if cars have been delayed. If delay has occurred, contents of cars should be protected by necessary icing. See Rule 10-*g*.

Yours truly,

C. C. GLESSNER,
Freight Claim Agent.



Easy and Practical Home Dressmaking Lessons

A Late Summer Model which Counts as its Chief Attraction Smart Simplicity

IT IS very smart this season to have at least one frock in chambray or gingham. Nothing is more fashionable in the way of coloring than lavender, though there is a great demand for blue, rose and the light shades of yellow. This design in lavender chambray has a straight skirt and tunic blouse with round neck finished with a deep collar. The tunic is divided at the sides and trimmed with pearl buttons. Bias folds of self-material finish the flare sleeves.

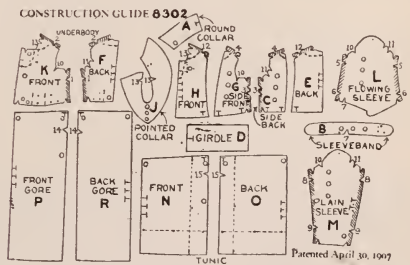
To reproduce the model in medium size requires $5\frac{3}{4}$ yards 36-inch material. Four sections of the pattern, the front and back gore of the skirt and front and back tunic sections are laid on the material so that the triple "TTT" perforations rest along the lengthwise fold. This is also true of the back and front of the waist. The side, front, side back, sleeve and collar are placed on the material so that the large "O" perforations rest on a lengthwise thread. The back of the lining rests along the lengthwise fold of material while the front has the large "O" perforations on a lengthwise thread.

In order to have a working foundation, start with the underbody, closing the seams as notched. Hem the front, then plait, bringing slot perforations to corresponding small "o" perforations and stitch. Next, take the sleeve and close seam as notched. Turn end of band over on the outside on double small "oo" perforation and stitch. Arrange band on sleeve with notches at lower edges even; bring single small "o" perforation in band to seam of sleeve and lap end to small "o" perforations. Sew

sleeve in armhole as notched with small "o" perforation at shoulder seam, easing in any fullness between notches. Hold the sleeve toward you when basting it in armhole.

Now, take the outer front and close right shoulder seam as notched and finish the left for closing. Gather between "T" perforations and 1 inch above. Adjust on underbody with center-fronts, center-backs, corresponding edges and seams even and stitch gathers to position, bringing lower side edges over small "o" perforations in underbody front and back; baste neck edges together.

Join skirt gores as notched. Leave left side seam free above lower large "O" perforation in front gore and finish for a placket. Gather between "T" perforations. Adjust skirt, stitching upper edge over upper row of gathers in waist with center-fronts and center-backs even; bring side seam to under-arm seam. Draw gathers from center-front to left side edge in to the required size and finish for closing.





A Forecast of a New Mode .

A tailleur that forecasts the mode of the coming season is this model in dark blue serge. The blouse has an open front to show a vest of tucked satin, while the pockets are trimmed with braid. Buttons of self-material decorate both blouse and skirt, while the belt corresponds with the vest. Medium size calls for $3\frac{3}{4}$ yards 54-inch material, with $\frac{3}{4}$ yard 36-inch satin.

Pictorial Review DRESS No. 8507. Sizes, 14 to 20 years. Price, 25 cents.

For the Practical Dress

This model solves the problem of how to make the new serge which must be appropriate for almost any occasion and yet appear smart and practical. The blouse is trimmed with embroidery in self color. The stitch is the simple solid satin that everyone knows how to do, or braid may be substituted. The skirt is a straight gathered model. Medium size requires 4 yards 42-inch serge and 1 yard lining.

Pictorial Review BLOUSE No. 8268. Sizes, 34 to 46 inches bust. Price, 25 cents. SKIRT No. 7830. Sizes, 24 to 36 inches waist. Price, 20 cents.

Join tunic sections as notched, leave side seam free above lower large "O" perforation in front section and finish for closing. Gather between "T" perforations. Adjust stitching upper edge over top of skirt with center-fronts, center-backs and side seams even; bring small "o" perforations at upper front and back edges to side edges of applied front and back.

Arrange girdle around the waist with center of girdle over top of skirt and close at left side.

DRESS No. 8302. Sizes, 14 to 20 years. Price, 25 cents.

Pictorial Review patterns on sale at local agents.

A Sumptuous Serge

Elegance bespeaks itself in every line of this serge frock. The tunic blouse with round neck, is bound with black silk braid and trimmed with braid buttons. The foundation skirt is of lining, deeply hemmed with serge. Fancy buttons finish the belt. Medium size requires $3\frac{1}{2}$ yards 54-inch serge and 1 yard 36-inch lining.

Pictorial Review DRESS No. 8253. Sizes, 34 to 44 inches bust. Price, 25 cents.





Towels of Unusual Character and Dignity

By Kathryn Mutterer

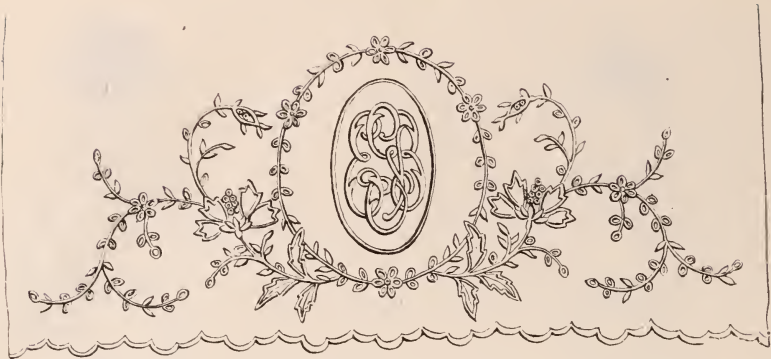
THERE are many towels designed for home decoration and gift purposes, but in none is the element of novelty more prominent than in the two pictured here. The patterns boast character and dignity, yet they are suitable to development in stitches that are well-known to every woman who knows even the elementary things about embroidery.

Especially beautiful is the towel with the monogram, the pattern of which supplies enough design for one pair of towels or pillow cases. The design measures $10\frac{1}{2}$ inches high by 22 inches wide, including scallops. The monogram shown is not provided in the transfer pattern. The surname is the center initial and is therefore the largest letter. The entire design could be carried out in eyelet, raised satin, and buttonhole stitches. The then worked in raised satin stitch monogram is thickly padded first. The oval outline enclosing the monogram may be outlined or

worked in raised satin stitch. This design is exceptionally attractive for use on linen pillow cases or fancy huckaback towels.

The second towel measures $11\frac{1}{4}$ inches high by $23\frac{1}{2}$ inches wide, including scallops. The best effect may be achieved by carrying out the basket, tiny flowers and leaves in eyelet stitch and the bowknots, large flowers and leaves in raised satin stitch. The scallops should be buttonholed.

When there are three open spaces, or rather one full and two half spaces as appear in the design of this towel an initial is sometimes added and placed in the right hand corner of the towel instead of in the center, as is usually the case. One is allowed as much latitude in marking as in designing. A plain script letter seems best suited for this purpose, as it does not take up as much room as a monogram. It should be well padded with rows of outlining, following the lines of the outline of the latter. Embroider cross-wise with satin stitch taking close, even stitches.



No. 12535—Towel with Monogram

EMBROIDERY DESIGN No. 12535. TRANSFER PATTERN, blue, price, 20 cents.

EMBROIDERY DESIGN No. 12536. TRANSFER blue, price, 20 cents.

Pictorial Review patterns on sale by local agents.

Some Good Recipes

By M. Alice Hamilton
Wilmington, Del., Freight Offices

Ginger Cake

One-half cup sugar, five tablespoonfuls melted shortening, a little salt, one-half cup molasses, two cups flour, ginger to suit taste, two-thirds cupful water, one teaspoonful saleratus. Bake in a greased pan.

Quince Honey

Grate two large quinces and one large apple, and add three pounds white sugar, one quart of water and boil until like honey. Four small

quinces may be used instead of two large ones if desired. Apple may be omitted if preferred.

Beet Relish

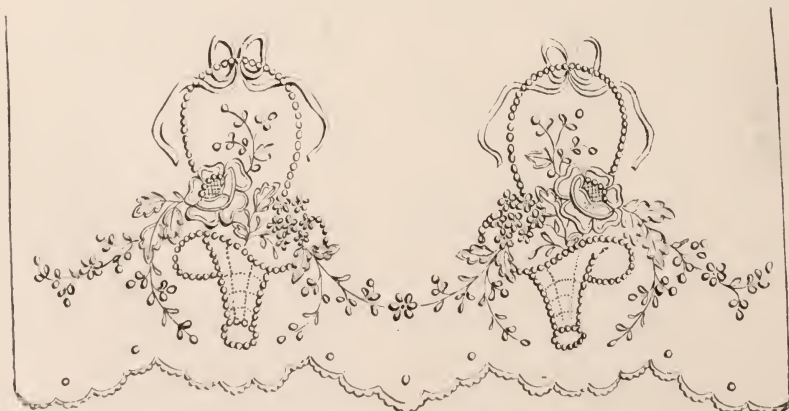
One quart cooked beets, one small cabbage, one cupful grated horseradish, two cupfuls sugar, two tablespoonfuls salt, two teaspoonfuls mustard, two teaspoonfuls celery seed, one pint vinegar. Put the beets and cabbage through food chopper. Add the rest of the ingredients in the order they are named above. Allow to stand at least twenty-four hours before using. Will keep indefinitely and is an excellent relish.

Lemon Butter

One pound sugar, six eggs (save out the whites of two), juice of three lemons (grate the rind of one), butter the size of an egg. Mix and cook in a double cooker until it thickens, take from stove and mix in the whites of the two eggs beaten to a very light foam.

A Hint in Boiling Lima Beans

If the water in which the beans are boiled froths over, drop in a small piece of butter and it will stop.



No. 12536—Twin Basket Design



SAFETY ROLL OF HONOR

Baltimore Terminal Division

On the morning of July 3, signal maintainer Carter, while working on his post, noticed two small children walking on westbound freight track while eastbound freight was passing. At the same time a westbound train was coming around a curve only a few hundred yards away. He quickly realized their danger, and started on a fast run just in time to reach them. Commendation is due Mr. Carter for saving these children from injury or possible death.

What might have been a severe accident was prevented by the close observation of leverman H. B. Hall, when he noticed brake rigging dragging under extra east 2699 while passing Carroll's. Crew was notified, train stopped and obstruction removed. For his carefulness he has been commended by Superintendent Hoskins.

For his close attention to extra west 4116, while passing North Avenue, June 24, and discovering brake rigging down and having train stopped before an accident occurred, George W. Fowler, operator, North Avenue Tower, has had a commendatory notation placed on his service record.

On July 20 fire was discovered by J. Ulih, fireman on Pennsylvania Railroad, on bridge, Patapsco Neck Branch, to Sparrows Point. With the assistance of conductor T. F. O'Connor an alarm was sounded, which brought out the Pennsylvania Railroad and City Fire Departments and the fire was extinguished before severe damage was done.

Baltimore Division

BALTIMORE, MD., August 6, 1919.

J. J. TOOHEY, Signal Repairman,
Care G. S. CRITES, Division Engineer.

It has been called to my attention that on July 18, as P. & R. train No. 300 was approaching Eastwick, a sudden rain storm caused the embankment to wash down over the rail near

Bartram's Bridge. You saw the situation and stopped train No. 300.

Your prompt action is appreciated as you undoubtedly saved a derailment, and I want to convey to you my appreciation of your action. Suitable mention will be made on your record.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

L. P. MILLER,
Newark, Del.,

I have been advised that about July 15, while you were on your way home from work, you discovered a badly broken rail near the center of the water pan at Stanton, Del. You made a special effort to reach Newark in your motor car and were inclined to stop train No. 504 and notify the engineer of the condition.

I want to convey to you my appreciation of your actions on this occasion. It indicates that you were on the alert and that you observed something that was out of your ordinary line of work.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

Cumberland Division

West End

The following letter will interest our readers:

KEYSER, W. Va., July 11, 1919.

THOMAS MELODY, Operator,
"Z" Tower, Keyser, W. Va.

Dear Mr. Melody:

At the Terminal Safety Meeting held in my office July 2, Safety Committeeman Newall spoke of your thoughtfulness of mind and quick action on July 1 in saving the life of a child who was sitting on the curbing in front of the Keyser Passenger Station, and did not hear train No. 94, which was approaching at a very rapid rate of

speed. Had you not taken the action you did in pulling this child out of danger there is little doubt but that he would have been fatally injured. As chairman of the Terminal Safety Committee, I desire to congratulate you for your action on this occasion.

Yours truly,

E. P. WELSHONCE,
Chairman, Terminal Safety Committee.

Connellsville Division

On June 22, fireman C. W. Coyle was dead-heading to Somerset on engine 2835, this engine being on west end of Wilson Creek passing siding, waiting on extra 6011. When he heard extra 6011 approaching he walked up towards the 'phone box and as it passed him he saw fire flying out from under the train as it went over the switch on the west end of the passing siding. He ran to the 'phone and notified the operator, who stopped the train at Wilson Creek and notified crew to inspect. This developed a brake rigging down on Baltimore and Ohio car 124815, the fifteenth car from engine. The brake rigging was taken down before pulling over the crossover switch. Fireman Coyle's prompt action possibly averted a serious accident.

Monongah Division

Conductor J. A. Lowther, on train No. 74, July 29, while passing Clinker Siding, noticed condition which indicated broken rail. He stopped at Rosemont and notified second No. 89 to examine track before passing over it, and not to let anything go over until it had been examined. It developed that ten inches of cap of rail were broken out. Commendation has been placed on Mr. Lowther's record for his prompt action.

Charleston Division

At 8.15 p. m., May 24, agent-operator G. A. Ferguson, located at Dundon, reported slide near Dundon, two feet deep over rail and still coming in. He notified section men, also Dispatcher's office and prompt action was taken to clear track. For his close observation and prompt action, a proper entry has been placed on his record.

Flagman H. J. Hall, who was with engines 1231 and 1272, on May 18, double heading, in helper service, on Buckhamon Mountain, discovered defective condition in track at the second private road crossing just west of Buckhamon, notified dispatcher at Weston and flagged train No. 753. For his close observance, a commendatory entry has been made on his record.

New Castle Division

On July 18 pumper M. W. Herrick of Burton, Ohio discovered a broken rail in the track near

Burton station, notified the agent and also called the track foreman so that repairs could be made. For his action in this instance commendatory entry has been placed on his record.

During the night of July 25, E. R. Clever, brakeman, and H. G. Pifer, fireman, discovered wooden gondola on fire in New Castle Junction yard, presumably due to hot metal loaded into car. By the use of squirt hose and tank bucket it was extinguished before any serious damage resulted. In consideration of the actions of these two men and the interest displayed in the protection of Company property, suitable entry will be placed on their service records.

On August 1, at Rittman, Ohio, F. J. Bohlen, clerk, noticed telephone wire hanging down across the tracks, low enough to catch a man on top of box car. Mr. Bohlen climbed the telephone pole and, taking up sufficient of the slack wire to make safe clearance, made temporary repairs to prevent any accidents until the Telephone Company's force could be secured to look after this work. Commendatory entry has been formulated and will be placed on service record of Mr. Bohlen.

Newark Division

CLEVELAND, O., July 21, 1919.

R. N. BEGIEN, Federal Manager.

Dear Sir—On July 14, train, extra engine 187 (O. & L. K. Sub-division), in charge of engineer G. W. Hammond, made round-trip between Zanesville and Parkersburg without taking coal at Parkersburg.

We find that when this train arrived at Parkersburg engine crew found no coal on chutes, and rather than delay their train waiting for coal chutes to be filled, engineer Hammond and fireman Hurd came forward without taking coal, thereby making the round-trip from Zanesville with full tonnage trains without taking coal.

For their efficient handling of trains, we are placing commendatory entries on their records.

Yours very truly,

E. W. SCHEER,
General Superintendent.

Cleveland Division

On June 19, when second No. 85, engine 4293, was passing Stillwater, operator Weber noticed truss rods dragging under P. L. car 877866. He immediately called conductor's attention to the same, and car was set off, thereby averting an accident. He has been commended by the superintendent.

Indiana Division

On June 12 our station building at Hayden, Indiana, was struck by lightning and entirely destroyed by fire and the heroic efforts made by agent R. P. Stanton to save the building warrant commendatory notation on his record.

Although Mr. Stanton was shocked tempo-

rarily he immediately notified this office on dispatcher's wire that the station had been struck and was on fire, and as building was in an isolated position, he realized at once that he could not save it and therefore directed his efforts to records, furnishings, and freight, a small quantity of which was in the freight room. He succeeded in saving all this, although it was a frame building and it required quick work to get out the property.

Illinois Division

Edward Vail, flagging on through passenger trains, noticed a high switch standing too close to main track at east end of eastbound passing track, Salem; called superintendent's attention to it and it was immediately corrected. He also noticed a low switch stand on a derail that was too close for a passenger train heading in or out. This was also corrected. Mr. Vail is to be commended for his close observance.

While inspecting engine 1424 on No. 1 at Flora, June 20, engine inspector Ray Grimes discovered a crack in the left main rod. There were several engineers present and there was a dispute among them as to whether the rod was cracked, but when it was examined with a magnifying glass a new break was found for practically its entire width. There is little doubt but that if this engine had been permitted to go out the rod would have broken and possibly turned the engine over. Mr. Grimes has been written a letter of commendation by the superintendent for his close and thorough inspection.

On July 18, while working on mile 71, south of Flora, as train No. 81 was passing, section foreman M. Justice noticed brake rigging dragging on St. L. B. & M. car 578. He immediately flagged the train and the brake rigging was removed, thereby averting a possible accident. Mr. Justice is to be commended for his watchfulness.

On July 25, conductor L. H. Nimmicht turned in to the storekeeper at Washington, Indiana,

eighty-four pounds of old babbitt which he had picked up at various times while out on the road. This is the second time within a year that Mr. Nimmicht has turned in a large amount of material of this kind. Mr. Nimmicht shows that he is working for the Company's interests and he has been written a letter by the superintendent, highly complimenting him on his work.

Toledo Division

On June 20, fireman D. H. Conoway, engine 202, while on siding meeting extra south engine 4128, observed car in extra 4128 with broken brake beam, which was down dragging. He jumped to his engineer's side, blew whistle signal to engineer of extra 4128; train was immediately stopped, and brake beam removed. For this quick action and close observance, he is commended.

On March 6, while working as operator at Miamisburg, Ohio, E. F. Stenger observed car in passing extra north engine 4048, which apparently had a bent axle. He so reported the matter to the chief dispatcher, who had car set out at Hamilton, Ohio. Inspection developed the fact that Mr. Stenger's observation was correct, and he is commended.

On July 29, although off duty, agent C. A. Young, Sr., at Haskins, Ohio, while standing along the track, noticed something dragging under a car in extra 4184, south. He went to his office and notified the dispatcher the fact. Train was stopped at Tontogony and a brake beam was seen to be dragging under M. & O. car 17980. This action averted a possible derailment, and he is commended.

On July 28, W. W. Baker, operator on duty at Troy, Ohio, while extra 4550, south, was passing the office, noticed a brake beam dragging under the train. He attracted the attention of the train crew, who immediately stopped the train and had car removed. Mr. Baker is commended.

Painesville Car Shopmen Make Excellent Safety Record

During a period of over four months the Painesville Car Shop on the New Castle Division, employing an average of 225 men, did not have a personal injury which made it necessary for an employe to be out of the service for more than three days. This splendid record will take a lot of "beating" from similar shops on the System. If there are others that can qualify, we should like to hear from them.



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Office, Federal Manager

Correspondent, H. H. HARTLOVE

A. O. Herman vacated the office for two weeks and went to Tilghman's Island, where he indulged in numerous aquatic sports such as sailing, fishing, bathing and mosquito hunting. The last named cannot properly be classed as aquatic, but principally aeronautic.

W. E. Daughaday visited his cousin in Waltham, Mass., where he enjoyed himself and many others. Feeling the "Call of the Bean" he spent part of his vacation in Boston, enlarging his geographical knowledge of its street system. He had the unique experience of not eating any of the famous beans which "grow baked" in that locality. Hence, the High Bean Record Prize will not go to a Baltimorean.

"His Cup of Joy Filled to Overflowing" is the title of a new comic opera in which is featured Alfred Wienicke, lately returned from Annapolis and Atlantic City. At Annapolis he fished and was rewarded by catching a peach basket full of hardheads and croakers. He canoed the Potomac and when in a poetic mood gave the world the following gem:

Roses are red, violets are blue,
I can row a boat, Canoe? Canoe?

Alfred did all the stunts at Atlantic City; going the rounds of the Steeple Chase and Million Dollar Piers; bathing "on" the ocean and "treating" his skin to a delightful sunburn. It is authoritatively stated that he went to Atlantic City to escape the fair sex, who have been annoying him dreadfully in Baltimore.

Henry Fankhanel has returned from his vacation—a problemist—as it would take an expert geographer to find out where he went, for to use his own words he WENT NOWHERE IN PARTICULAR. Quite an appropriate spot, Henry, during the rainy spell.

"Eddie" Prince visited his friend George B. Clifton, former employe of the Baltimore and Ohio and now with the United Artists Corporation in New York City. Later, he took the Hudson River trip and as a result of his experience he emphatically murmurs—

"Always take a chum along on the water, if you don't want to be lonely."

George B. Wilts had a delightful time at his summer home in the City of Raspeburg, Md., where nothing of interest ever occurs.

Office, General Manager

Correspondent, G. F. ZIMMERMAN

Thomas B. Ferkler, Jr., former stenographer in this office, was made secretary to superintendent Hoskins, Baltimore Terminal Division, as of August 1. We regret to see Thomas leave us but are sure he will like his new surroundings.

Charles O. Healy, who recently returned from service overseas and who has been telling us wonderful stories of the French girls, will fill the niche left vacant by Mr. Ferkler.

While hurrying to catch her train at Riderwood Station on the morning of July 31, Miss Helen Guilford failed to "watch her step" and fell, spraining her ankle quite severely. Naturally she missed the train and the office force was in a quandary as to what had happened to her. She managed to catch the 9.15 train and arrived at the office about ten o'clock. After telling the story of her accident, she received so much sympathy that she couldn't do any work for almost an hour. The accident must have been quite severe for the following day word was received that she was quite ill at home.

Talk about snow—doesn't it make you shudder to even think about such an animal? But, listen; should you ever run across Mrs. Craig and Miss Russell I am quite sure the conversation will be about their wonderful trip through the western states and their ascent of Pike's Peak, where they actually saw and stood on snow in the middle of July. Can you imagine the impudence of their coming back and telling us how nice and cool it was there, when we poor creatures were almost overcome with the heat. They must have had a wonderful time for they talk frequently about certain little episodes of their trip; and we are not saying anything more.

We announce the return of Clarence Staines from service with our Navy. He has been placed in his old position of assistant file clerk. Welcome back, brave boy.

Purchasing Department

Correspondent, S. O'NEILL

One of the best known men on our System is T. J. Murphy, assistant to the purchasing agent. When a young man he entered the railroad service as a clerk at Mt. Clare in the General Storekeeper's office, and on August 21 rounded out twenty-eight years with the Baltimore and Ohio Railroad. His diligent application to work and good fellowship have been the factors in his climb to success. His hobby is "buying at the right price and fair dealings to all." The directness and thoroughness of his work and the keen perception with which it is done have won for him deserved esteem and praise. He never loses his humor and sympathy in the big responsibilities of his position. You may note from the picture that his home is a happy one. A daily scene is "Terry," with a youngster on his knee and two or three tumbling around him.

On July 15 we learned with deep regret of W. H. Clifton's resignation as assistant purchasing agent, to enter the lumber business in Chicago. During Mr. Clifton's stay in our midst, he gained the respect and esteem of all in the Purchasing and Stores Departments. This was because he was just and sincere to all those with whom he came in contact. With these things in mind we were sorry to see him go.



It takes two porches to hold this family
Isn't it a beauty? T. J. Murphy, assistant to purchasing agent, thinks so



Harry Adams

The accompanying picture is of Harry Adams, assistant hurry clerk in the Purchasing Department. Harry is wearing one of those smiles that always come with "Fishing Time."

Samuel Bowers, chief clerk to the purchasing agent, was born on a farm near New Windsor, Carroll County, Md. He was educated at the public High School and New Windsor College. Later on he entered the Law School of the University of Maryland, where he graduated in law. He came to Baltimore in 1901 and entered the service of the Rail Joint Co., remaining with them until they removed their office to Philadelphia. Then Mr. Bowers severed his connection with this concern and, in 1903, entered the employ of our Railroad's Purchasing Department. He was soon made assistant chief clerk, and later, by his untiring efforts and close attention to work, was promoted to chief clerk.

Law Department

Correspondent, G. W. HAULENBEEK

Now that vacation time has arrived and Mr. So and So and Miss So and So have visited the Adirondacks or Niagara or some other equally enticing place, I am led to propound the inquiry, "Why do we go away from Maryland, dear old Maryland, to enjoy our respite?" Why do we not look about nearer home; why do we not go down Chesapeake Bay and find a cool and inviting spot, somewhere on West River or South River or down on the Wicomico or the Choptank?

Chesapeake Bay is the grandest body of water to be found anywhere. The river scenery excels that of the far-famed Hudson River, yet

we fall over each other to get to New York, and to perch ourselves on the upper deck of a North River steamboat. I know all about sailing up the Hudson. I am acquainted with the delights of the Fall River Line and the Boston steamers from Baltimore, but we have all that is desired right at our very doors in Maryland.

If we wish mountain ozone, we have oceans of it at Deer Park, in our own Garrett County. This delightful section rejoices in an altitude of nearly three thousand feet, and mosquitoes are positively unknown.

And so I plead for Maryland; for Baltimore and for the Baltimore and Ohio Railroad. If we *will* go away, let me dilate on the grandeur of the great steel bridge, ninety feet high, that crosses the Susquehanna River at Havre de Grace. I cross it twice a week, winter and summer, and always adjust my glasses to enjoy its beauty.

When this bridge was required in extending our line to Philadelphia, it was necessary to get permission from the State of Maryland and the National Government for its construction. The Board of Public Works of Maryland held meetings for the consideration of the petition, and the Baltimore and Ohio, in order to explain how a vessel could pass under a drawless bridge, had a miniature ship constructed, to prove that if the bridge was built without a draw, vessels could pass under by lowering the topsail. Permission was granted and the bridge erected. So please remember when passing over this magnificent steel structure that it is without a draw and stands ninety feet above the surface of the stream.

Several members of our force have been on vacations and others are going. But this does not prevent the work from going right on as usual. This is a department where everyone believes and feels that the best service is cheerful service. It is a common thing to hear one remark to another, "Can I help you?"

I am constrained to maintain silence in mentioning the names of those who are on leave or contemplate taking a vacation. The injunction, "Don't you put me in the MAGAZINE" still holds good, and has never been repealed.

John Christopher Luber, a modest and polite young gentleman, entered our service only last September; since then he has been employed in the tax office of Frederick J. Griffith, on the twelfth floor.

I knew very well from observing his demeanor, that he was not very long for Mr. Griffith's office. He was promoted on the first of August to a place in the office of W. D. Owens, the assistant comptroller, and I bespeak for him further advancement in due course.

He assures me that he never entertained an unwillingness to be duly recorded in the MAGAZINE and has never expressed a desire to have the Law Department correspondent suppress his name when anything good came in his path.

Transportation Department

Correspondent,

MISS MARGARET TALBOTT STEVENS

The accompanying photograph is of one of our boys who has recently returned from service "Over There"—Private Harry L. Hatton. Harry served with the 313th Infantry, Company E. He sailed for France on July 8, 1918, and arrived at Brest on July 15; he was in action in Sector 304 (defensive) from September 13 to 25, in the Meuse-Argonne (offensive) at Montfaucon from September 26 to 30, where he fractured five ribs, and then got pneumonia. As a result of this he was confined at Base Hospital No. 49 at Allerey for three months. During this time we received news that he was missing in action and reported dead. This information, you may be sure, cast a gloom over us all, particularly as these were the darkest days of the war. We were mighty glad to hear later that he was still alive, although he did have to spend his Christmas day in bed. He says that the Red Cross did everything in its power to make it pleasant for him on this day. We are told that even Santa Claus came



Private Harry L. Hatton

to see him and filled his sock. However, the happy time came at last, and he set sail from St. Nazaire on May 16, this year, and arrived at Newport News on June 2, where all received a rousing welcome. He says this was a day that will not soon be forgotten, but that the day that he arrived in Baltimore and received his welcome here was the happiest of all. He was discharged from Camp Meade on June 8, and after a short rest, returned to the fold of our department, where he is now back again on the "Moonlight Shift," doing time.

Probably one of the oldest of the employees of our office is Mr. Safety First. Through long and constant service he has made himself a brother to us, a friend in time of need, and a trusty worker. We have met his wife, Mrs. Carefulness, and his daughter, Thoughtfulness, but now we are about to be introduced to a new member of his family—namely, No Accident, the youngest son. We welcome you heartily, No Accident, and we'll surely do all in our power to keep you in the service of the Road as long as we have kept your dad. We are willing to do anything you ask of us, even to wearing a headlight and blowing a horn whenever we hurry around the corner where the lockers are located; we'll even arrange a series of signals whereby we may know when we are about to catch our fingers in a desk drawer or bump our heads against the door-jamb, but, above all, we shall establish a watch that will enable us to help you travel any section of the Road with a clear conscience, and incidentally that we ourselves may not fall asleep at the switch. We have a chair always awaiting you, and a place for you on our pay-roll. Walk in; our latch-string is on the outside.

Little Mildred, though not quite two years old, is a rather constant companion of her daddy, Mr. Widerman, our assistant chief clerk, after office hours. Sometimes after a too strenuous day daddy is not inclined to take the young lady for a walk and offers as an excuse that he "has a bone in his leg."

The other night Mildred, in a highly perturbed state of mind, threw four pennies to the floor with much gusto and immediately daddy took her to task. The following conversation is recorded:

Daddy—Pick up those pennies, Mildred.

Mildred—NO (with vehemence).

Daddy (sternly)—I say you will pick up those pennies.

Mildred—No, daddy, I can't.

Daddy—Why can't you?

Mildred—Baby got bone in foot.

Engineering Department

Correspondent, WILLIAM H. FRALEY

Out of one war into—matrimony. The wedding of "Corporal" Charles Swan Lutz, of the Engineer of Costs Department, to a Harford County young lady, is announced for August 27.



Charles Swan Lutz
"Took while he was taking"

This accounts for the frequent week-end trips to Joppa, Md., and the sunshine and smiles of the following Mondays. The wedding trip includes Niagara Falls. We are all glad to congratulate Corporal Lutz on his happiness and to approve of this more than pleasant way of spending his vacation. We are glad to show you his photograph herewith, which was made especially for this purpose, without his knowledge.

A. M. Kinsman, E. R. Sparks and R. Mather recently indulged in a motor boat fishing trip through the Thousand Islands, St. Lawrence River. Fish were actually caught, cooked by the guide and enjoyed on the spot.

Another and altogether different fishing trip was that of Miss Simpson, of the Architectural Department, while on her vacation. She, too, was successful, having "hooked one."

Colonel H. B. Browne went on an important trip to New York during the latter part of July, but managed to secure enough time from his duties for a 225 mile auto ride along the beach. That portion of the beach at Seabright was hard on our popular veteran, the bathing costumes having a shocking effect. Fortunately, a member of his family was at hand to rescue him with the advice, "this is no place for you."

We are sorry to learn of the death of the daughter of our former cook and porter, Joseph L. Press.

Our real estate promoter, T. E. Hilleary, reports another property deal, to the financial

satisfaction of his client. Our garden expert, J. A. Mercier, reports that "craps" are affected by too much rain.

Some of our foreign language students are continuing their studies during the hot weather. Milton T. Chambers is making rapid progress in Spanish and is now interested in trade publications in that language.

The much-postponed ball game between the forces of the general drafting room and architectural drafting room is expected to be "executed" shortly. Battery for general drafting room, "Cyclone" Schueller and "Jits" Flagle; for architectural drafting room, "Admiral" Gallagher and "Cap" Towson.

One of our assistant chief clerks had the misfortune recently to have severe eye trouble and was obliged to wear dark glasses. While standing at the corner of Liberty and Lexington Streets during a hot noon hour, holding his hat and wiping his perspiring brow, a well-disposed passer-by dropped a coin into the hat with a few kindly words of sympathy. The supposed blind man carefully examined the coin for he recognized in the giver a fellow employe.

The recent cooler weather proved very refreshing to us. It permitted "Colonel" Frye to wear his collar all day. "Colonel" Frye and his friend, "Lew" Winters, the "I do" and "I don't" of the Engineer of Costs Department, went to Atlantic City for bathing, but returned with evidence of having been the chief mourners at a barbecue. Both were badly burned and blistered, and required the services of a physician.

Late News. Hilleary moved again.

The "No-Accident" campaign has been of considerable interest to this department, but, cared for as we are in the security of this great office building, there is opportunity for some laxity of personal responsibility in that direction. But the Engineering Department employes do feel like emphasizing the value of the fire drill in the building. We feel the importance of the means taken for our protection, and, in the few fire drills we have had, have shown an earnest spirit of cooperation and a desire for further instruction and practice, with the view to proficiency, not to make a fancy exit time record as much as to have the training and experience for clearing the building promptly and safely in time of a possible real emergency.

We regret to report the resignation of assistant to chief engineer and architect, M. A. Long, to engage in private practice. Mr. Long's first piece of work outside the railroad service will be the building of a million dollar warehouse for McCormick & Company, manufacturers of the "Bee" brand spices, etc.

George Norris, secretary to assistant to chief engineer, has gone to Pittsburgh with his former chief as field clerk. He is succeeded by A. C. Schell. Thomas Ralston has succeeded R. F. Klebe, who has taken a position with the

corporate chief engineer. O. A. K. Eden and R. T. Greason have come to us from the McDonough School to fill the vacancies made by the promotions.

A new bridge at Pittsburgh, crossing the Allegheny River and Herra Island, is to be built, and contract was recently awarded to the Vang Construction Company, of Cumberland, Md. This entails some deep water heavy masonry foundations and other interesting construction work.

The retirement of F. E. Wilson, of the Real Estate Department, is announced for September 1. Mr. Wilson recently passed his seventieth birthday, and has given the Company forty-three years and eight months of efficient and conscientious service, the latter twenty-two years and ten months being in the Real Estate Department. Mr. Wilson has held the positions of chief clerk to engineer maintenance of way, and bill clerk and collector in the Real Estate Department.

The office of Engineer of Bridges reports the return of Sergeant W. H. Sandlas of the Headquarters Company, 313th Infantry. Sergeant Sandlas participated in some of the most severe actions of the campaign, including the drive on Montfaucon, September 26 to 30, 1918, and returns to us without a scratch.

We are glad to note the return of three more of our heroes: J. P. Gallagher, seaman; J. M.

J. W. Fellers has resumed his former position after absence of over a year in France. Guess we will have to originate another "pet" name for "Heavy," as much of said "heaviness" is gone.

Miss Mildred Davies had such a glorious time at Rehoboth Beach that she was incapacitated for a short time. She's going to try her luck again, but "Rehoboth?—never!"

"Colonel" Sellers, lineman at Fostoria, Ohio, blew into the office the other day with a breezy "Hello there 'Al.' How's everything in Baltimore? Do the crabs bite well this year?" The "Colonel," incidentally, is very fond of crabbing, as are all residents of inland cities.

Nary a careless message gets through the hands of J. E. Spurrier, our telegraph censor, and as oftentimes "knocks are boosts," if a revised message is returned to your office, study the correction and benefit by it the next time.

The following Western Union officials recently paid a visit to Mr. Plumly, our superintendent: T. W. Carroll, general manager; M. C. Allen, division plant superintendent; E. P. Totman, district plant superintendent.

Our linemen's room, located at 213 W. Camden Street, presents a good appearance, after having recently undergone a thorough cleaning by three of our best men. The method of accomplishing this feat is shown very clearly in the accompanying sketch. Possibly their friends will recognize their happy faces.



Tucker, first class private, 29th Engineers, and A. G. C. Milkton, Mechanic, 83d Headquarters Troop, Forwarding Camp.

Telegraph Department

Correspondent, MISS DELLA M. HAIN

B. F. Thompson, telephone engineer, frequently gives vent to his innermost thoughts with "My wife's gone to the country, Hoo-ray, Hoo-ray."

Here's one job our linemen couldn't do by "Pulling Wires"

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

The July sale of War Savings Stamps in this office was as follows:

	VICTORY GIRLS	VICTORY BOYS
July sales.....	\$ 87.50	\$ 72.00
Previous sales.....	833.25	457.75
Total.....	\$920.75	\$529.75

You "Boys" fell down on the job again. We are going to blame this reverse on "Vacations," during which time almost every penny goes towards having a good time, but we will expect a strong reaction, and another gain on the enemy.

We are sorry to report the death of H. E. Cann's father on July 27. The sympathy of the office force is extended Mr. Cann in his bereavement.

R. P. Miller, one of the new clerks in the office, who underwent an operation for appendicitis, from which he has apparently fully recovered, is now back on the job after a furlough of about two months.

C. P. Spedden, our original speed boy, will not only be a "streak" in name, but in fact as well, for Charles has purchased a Studebaker car. As soon as he gets "on to" its manipulation, he will be seen dashing about town, dodging cars, wagons and traffic cops. We are a little uncertain as to whether the principal use of this car will be for pleasure or to "drag home the dough" each Sunday from Westport.

Plans now practically complete call for a big night during the month of September, when a

reception and dance will be given our boys who were in the service of the Country. Details will appear in a later issue.

During the week of August 4, Pittsburgh was honored by a visit from Miss Ott of this office. It was reported that the street cars were tied up for quite a while after she arrived in town, because of the crowds on the street that were attracted by the green sweater.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

In 1891, when the home offices of the Company were located in the old building at the corner of Baltimore and Calvert Streets, on the site now occupied by the Emerson Hotel, all auditing was under the jurisdiction of the Auditor of Revenue, and the picture of the old timers on this page shows the clerical force of that office. Many employes will recognize some of the gentlemen shown, reading from left to right, as follows: Garnet Junkins, William Dorsey, Charles Ahring (deceased), Charles Perry, Victor Galloway, Harry Gray, W. T. Valiant (deceased), F. W. Bailey, Henry L. Duer, William Jarboe (deceased), William Postley (deceased), William L. Brownley, B. F. Pittser (deceased), George Bourne.

Mr. Bailey is now southern rate checker and Mr. Bourne, assistant head clerk in the Miscellaneous group, both of the Revision Department. The picture was taken on the roof of the old building.

Come in quietly, please; don't crowd; be seated, and then we shall tell of our aggressive "Harry," who is filled with vim, vigor and virile vitality and whose desire it is to spread pep, punch and pleasing personality in our most scrupulous Interline Settlement Bureau. He



A picture of the clerks of the Office of Auditor of Revenue, taken on roof of old Baltimore and Ohio Building, vintage of 1891



Harry W. Hohman,
Head clerk to Auditor Merchandise Receipts

bends every effort to accomplish his duties faithfully as one of our head clerks in this vast corporation. Sorry we could not purloin a better likeness as it doesn't do him full justice. He, as with another commodity, now extinct since July first, improves with age. Has been hereabouts in various capacities for a period of over twenty-five years.

Here we are, "Four Men in a Boat," fishermen all from the Revision Department. George Bourne, assistant head clerk; W. F. Sapp, government desk; L. E. Kemp and Joseph Keating, M. I. T. clerks. Time, a rainy day in July; place, Middle River and a leaky boat. Yet the fishermen are to be congratulated on their truthful confession "no luck." While George was busy at the pumps as chief baler, "Louie" was busy as shielder, holding the umbrella.

J. J. Stump, assistant head clerk in charge of Government Desk, in company with two of his children, had a pleasant and educational vacation, visiting relatives in New England and New York City.

What are the wild waves saying? Ask the Misses Virginia Kirkwood, Agnes Brown and Elizabeth Mulcahy from the A. M. R., and Mrs. H. G. Stolpp, Misses LeAdel McNally, Helen Kirkwood, Mae Fleming, Hilda Silbereisen, Dolores Connelly and Clara Berger. They ought to know.

J. Y. Boyle was recently sent a basket of goodies fit for a king by his fellow clerks to help lighten his burden during his illness. Nothing like a little fraternity on Life's journey. We only pass this way once.

We've transferred service stars for Elliott, Barley, Tewey and Gill, late of the U. S. Army, now repatriated to the A. M. R. Glad "ye got back lookin' so fine, fer ye sure did a fine job."

One of the successful contestants in the Melachrino cigarette contest for \$200.00, seventeen awards held at the United Cigar Stores,

Howard and Fayette Streets, was E. F. Swann, Desk 41, who tied for second prize with fifteen others for \$125.00. Some luck. More power to you, "Ducky." Pass some of the cigarettes around when you get the voucher cashed in.

Miss Evelyn Pryor has returned to her duties after one month's furlough spent in the wilds of Montana, where, according to Miss Pryor, the PEOPLE and country are wonderful. More of this later.

Miss Harriet H. Foster also has returned from a month's furlough which was spent in the west. Miss Foster is also impressed with the PEOPLE and that part of the country. She visited Oak Park, Chicago, Pittsburgh and Erie. The mail from Chicago to the Foster home has been very regular since Miss Foster's return. If you get a chance take a look at "Tom" Pritchett's new lid. It is some dream.

They've been saying some nice things about Jessup lately, particularly the station agent, but now comes along the real thing in "Eats." August 6 saw the "Guild Hall," the social recreation center, giving a lawn party, and August 9, an old fashioned chicken dinner "a la Maryland" and dance. Maybe a fine time wasn't enjoyed by some of our card riders. Oh you Jessup!

J. W. Thomas, veteran interline clerk, recently presented ticket form D-100, No. 208, reading "Cuyahoga Falls, Ohio, to Chicago, Ill." It was issued November 21, 1888 by the Pittsburgh, Cleveland & Toledo Railroad, later the Pittsburgh and Western Railroad and now part of our System. This ticket bears the facsimile signature, "E. S. Thomas, General



Chester A. Donelson, former clerk,
Auditor Passenger Receipts, now on furlough

Ticket Agent" (a brother of Uncle John's), who later became auditor of the Baltimore and Ohio Southwestern Railroad and is now the head of a financial institution in Cincinnati. We are pleased to note that some of "our boys" get along in the world. Uncle John also exhibited one of the celebration tickets as described in the July issue of this publication.

Messrs. William King and W. A. Wahmann of the Seaboard Air Line Railroad sought certain superior methods in accounting, and, as usual, they were found in the Baltimore and Ohio. They were favorably impressed with the Hollerith Card scheme of our forwarded check.

Miss Sarah Owings, a former member of our Comptometer Bureau, was married on July 17 to Arthur Pope, by Rev. Wise, at the North Avenue M. E. Church. The happy couple will make their home in Washington, D. C., after their return from Atlantic City, where their honeymoon was spent.

Miss Reitta M. Hoffmeyer, also a member of our Comptometer Bureau, gave her hand on July 22 to "Jack" Bryant, formerly from Seattle, Washington, at present a radio operator stationed at Newport News, Va. Best wishes.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

The accompanying photograph is of Arthur C. Meade, who did his bit for his country,



Arthur C. Meade
Office, Auditor Miscellaneous Accounts



John A. Maguire
Office, Auditor Passenger Receipts

leaving this office on May 30, 1917. Arthur served with the 113th Ambulance Company in the Meuse-Argonne offensive of October, 1918, and was slightly gassed on October 12. It is good to have him with us again.

Miss Baron, in much better health, has resumed her duties in this office, after a month's furlough.

Miss Alma Pick had an accident. She couldn't use her arm for a week, but she is keeping MUM. We hope she will recover speedily.

William McDonald, better known as "Mac," is a regular "battler." He will be able to box better after he eats a couple more loaves of "BREAD." "Mac" is too bashful to let us have a picture of himself in his regular ring equipment.

It has been whispered that Ira Kelley is a coming Big Leaguer. This goes to show that this office is not without its Stars, and we hope none of them will wear the (Jail) Stripes.

Auditor Passenger Receipts

Correspondent, FREDERICK S. JOHNSON

Private 1st Class, John A. Maguire, enlisted with the 101st Infantry in June, 1916. He saw service on the Mexican Border during that year, after which he returned to his home only to be called to the colors and sent to France. He arrived there in September, 1917, and after brief training moved to the front and saw

service at many different places, taking part in the first successful American raid. While at the Chemin des Dames he was severely gassed, and had to remain in the hospitals of France until June, 1918, then came to Fort McHenry for seven months. He is a native of Massachusetts, where his home is now, but during his stay in Baltimore he made many friends and decided to stay here. We are glad to have "Mac" as one of us.

Edwin M. Benhoff has resumed his duties in the office after nearly two years with Uncle Sam in France. "Ben" saw service in the Quartermaster Corps in many sections of France and became a Sergeant before he was mustered out. He received a royal welcome from his fellow employes, with whom he is very popular.

Our baseball team, accompanied by about a dozen royal rooters, went to Newburg, W. Va., on August 2 to play Hardman Shops nine. There was glory enough for all and while the shopmen won the game, 7 to 5, it was well played, interesting and close. Our boys say they will turn the tables on the Hardman outfit when they come to Baltimore in September for a return game.

"Lefty" Klees did the pitching for A. P. R.,

and was nicely handled by Patterson. "Rabbit" Brandt, as usual, was all over the short field and Manager Seems startled the natives by beating out a bunt in the ninth inning when pinch hitting for Knous. Although we outfit Hardman by 15 hits to 12, at times we got too frisky on the bases and on several occasions were out trying to stretch hits. The boys all enjoyed the trip and think Newburg a dandy town. Manager Shields, of Hardman Shops team, proved himself a good sport and a fine fellow.

On the special Pullman which was supplied for our exclusive use, our Jazz Band got off some real "jazz stuff." Miller, Brandt, Hoppman, Strohmeier, Lyons, Whitecomb and Beaumont kept the fellows in rare good humor.

Auditor Disbursements

Correspondent, JOHN C. SVEC

We announce the marriage of George L. Burns and Miss Francis P. Mumma, on July 17. Good luck, George.

It has also been rumored that Edward Fick is married, but he keeps us all guessing whether it is true or not.



Mrs. George Buckingham (nee Miss Carrie E. Schenkel), one of the first woman employes to enter the service in our office, resigned on July 30 to take up her matrimonial duties.

Our friend, William J. Bohli, is spending much of his spare time in making preparations for his coming marriage, which will be some time in September.

We are glad to welcome back James L. Sherwood, who was a member of the 315th Regiment, and Stanley G. Beeman, who was with the 115th Regiment.

Louis N. Page, who was formerly with the 437th Engineers, and Thomes D. Campbell, a former member of the 117th Trench Mortar Battery, both fellow employes of this office, have resigned, and sailed for Russia with the Russian Railway Service Corps. We are sure our former fellow workers won't join the Bolsheviki gang before their return to the United States.

"Biff" Yealdhall thought of going with Campbell, but a fair maiden spoke some lovely things to him and he changed his mind. Look for the announcement soon, boys.

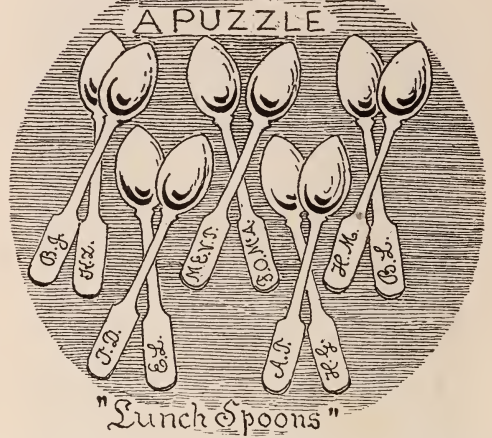
There are quite a few bronzed ladies in this office, indicating that they enjoy their bathing suits on their vacations and week-end trips.

New York Terminals

Correspondent, PATRICK LUCEY

The accompanying picture of terminal agent Biggs and his assistants at Pier 22, N. R., shows, from left to right, H. M. Blakeman,

Lunch-hour affinities at Pier 22 N.R.



(John Newman, our sketcher-meritus, being shown the above puzzle looked worried and said: "Now I suppose I will be blamed for this"; but he is innocent)

chief rate clerk; J. J. Bayer, freight agent; W. B. Biggs, terminal agent; F. W. Nelson, terminal cashier; Alfred Oswald, general foreman; C. E. Floom, terminal claim agent; V. R. Cherney, diversion and recognition clerk, and John Newman, terminal time keeper.

Staten Island Rapid Transit Railroad

Correspondent, J. V. COSTELLO

The hot weather in the early part of July, together with the holidays, drove large crowds



Terminal Agent Biggs, Pier 22, North River, N. Y., and his staff



Charles Biden and section gang, Baltimore Terminal Division

to the seashore. The S. I. R. T. had four big days, on July 3, 4, 5 and 6, carrying a total of 212,368 people on those days—an average of 53,092 a day; 1,697 automobiles and other vehicles passed over the Tottenville-Perth Amboy ferry on July 4, which establishes a record for that ferry. On the fifth, 1,066 automobiles and other vehicles were carried.

Baltimore Terminal Division

Correspondent, THOMAS J. O'CONNELL

Speaking of the long years of service among the train crews, and challenging Mt. Clare Yard in their boast in the July MAGAZINE, the following comparison of a like number of telegraphers on the Baltimore Terminal Division shows that they have not been "boomers:"

W. T. Spurrier.....	46 years.
H. Richter.....	40 "
A. Shipley.....	40 "
E. E. Hurdle.....	41 "
G. E. Lane.....	44 "
	211 "
J. W. Baxter.....	32 years.
C. H. Berry.....	27 "
J. J. Stier.....	33 "
E. J. Stephens.....	32 "
J. F. Knoble.....	28 "
	162 "
H. J. Latchford.....	33 years.
G. W. Fowler.....	25 "
D. J. McGrath.....	24 "
E. H. Kramer.....	23 "
H. Mitchell.....	22 "
	127 "

This is a grand total of 500 years, an average of 33½ years to each employe, and we think it surpasses the record of any like number of employes in the same service and place on the System.

"Les" Higgs, file clerk in Superintendent's office, has been working energetically to get some ball team to travel to Montevideo to play his all-star team, which is composed mostly of our employes. Can we assist "Les" in getting a game so that he will get that weary look off his face?

E. M. Hughes, clerk to trainmaster, recently transferred to Riverside with trainmaster Hoddinott, is missed very much. Those snappy jokes he used to amuse us with are events of the past. Maybe "Abe" Lincoln can now find his stationery material and "rest in peace."



Staten Island Employes

Left to right: trainmaster F. J. Marino, conductor P. Whelihan and trainman J. Donovan



Sergeant W. C. Weirauch

There may be some old typewriters still in service on the System, but we might mention here that our division engineer has one of the first five thousand manufactured by the Underwood Co. After being in use at Philadelphia for several years, it was recently brought to Baltimore when the Baltimore Terminal Division was created. The iron frame work has been worn into, but it is still giving service.

Considerable improvement has been noticed in the performance of engine crews in Camden Yard during the past thirty days in preventing unnecessary smoke and popping of engines.

"Ed" Myerly, timekeeper in Division Engineer's office, is attracting a young lady of Camden Station. Another engagement?

On July 28 the car repairmen of Baltimore Terminals went to Tolchester Beach on the steamer Louise. Swimming in Chesapeake Bay and dancing in the moonlight while coming home were the main attractions.

The accompanying picture is that of Charles Biden and his section gang, working on the tracks leading to the new car shop at Mt. Clare. "Charlie" has been with the Company for many years and always wears that sincere and determined look.

Stationmaster Magee, who was recently confined to the hospital for a few days, is rapidly recovering, and we hope to welcome him back on the job within the next few days.

Agent's Office, Camden

Correspondent, W. H. BULL

F. G. Casler, of the Accounting Department, resigned on July 15 to accept service with the

Russian Railway Service Corporation. Mr. Casler holds the rank of First Lieutenant, and is acting Adjutant. He sailed from San Francisco on July 24, on the "Persia Maru." We all wish him the best of luck on his voyage.

Our soldiers are still returning, among the latest, Rudolph E. Priel, who enlisted April 19, 1918, went overseas June 28, landed in France July 13, serving with Company A, 66th Engineers. He was later assigned to the 73d Company, Transportation Corps, in a regiment which served with the French, for duty operating the railroads. Private Priel was honorably discharged at Camp Dix, July 12.

Another soldier to return is Sergeant W. C. Weirauch, who enlisted May 13, 1917, with the 5th Maryland Infantry, and was transferred to the 110th Field Artillery at Anniston, Alabama, of the 29th Division. Sergeant Weirauch served some of his time in France, visited the "Yank" leave areas along the Mediterranean Sea, including Nice, Monte Carlo and Menton. He returned to the United States from St. Nazaire May 23, and was honorably discharged at Camp Meade. We are glad to welcome these returned heroes.

Some of our billing force made a week-end trip to Atlantic City, and had a thoroughly enjoyable time. Those in the party were: F. Chambers, N. L. Teitelbaum, L. J. Hoffman, J. M. Cole, F. Steinacher, C. Fugman and A. Epstein.

Still another returned soldier is W. F. Ferguson, of the Accounting Department, who enlisted in Baltimore, June 10, 1918. He was sent to Fort Slocum, N. Y., the same day, then ordered to the 54th Engineers, Camp Dix,



Rudolph E. Priel



Employes of Agent's Billing Force at Atlantic City

and assigned to Company B. They sailed from New York, June 29, on the S. S. Mauretania, arriving at Liverpool, England, on July 7. After spending about twelve hours at the English Rest Camp, they sailed for France, arriving at Cherbourg, July 10, and after another stay at an English Rest Camp, entrained for the front. Here Ferguson was given a pick, and he says he picked and shoveled his way to the front. After service as engine dispatcher at the Bassens Terminal, he was made chief clerk to the master mechanic, promoted to Corporal, and through subsequent grades to Sergeant of the 1st Class on February 24. He sailed from France on the S. S. Chicago, May 25, and was finally discharged on June 12. We are also glad to welcome Mr. Ferguson back.

Locust Point

Correspondent, JOHN E. GREEN

Congratulations are extended to E. C. Johnson and J. H. Myers in their recent promotion to assistant trainmasters, day and night, respectively.

Everyone here is making a strong effort to bring about a good showing in the "No-Accident Campaign," and we feel sure the result will be one not to be ashamed of.

Brakemen J. A. McHale, R. A. McHale and L. M. McHale have returned from France where they saw active duty in the trenches. We are glad to have the old crowd back again and feel proud of the work done by these boys. It seems like old times to have them among us again.

The Big Four Quartet, consisting of Green, Eskins, McGarity and Akehurst, spent Sunday, July 20, at the Luray Caverns. Yard clerks McGarity and Akehurst gave a vocal selection while in the caves to the great amusement and entertainment of their fellow sightseers.

Great excitement prevails at the home of second trick chief yard clerk W. E. Snack owing to the arrival of a bouncing baby boy. (Of course, "Pop" Hicks, the god-father, suggested that the child be named Ameel, which was unanimously seconded by "Lew" Sipes and "Jake" Stollers.) Good luck, Ameel!

The Car Foreman's forces at Locust Point are contemplating organizing a quartet in opposition to that of the "Big Four" of the Yardmaster's office. The prospective line-up is as follows: "Pat" Mulligan, "Jake" Stoller, Theodore Thomas and "Boss" Reamer. Good luck, boys, but your efforts are all in vain.

Agent's Office, Locust Point

Correspondent, A. M. MILES

R. F. Beeler, clerk in Agent's office, who has been employed by the Company for the past forty-one years, serving very faithfully, has purchased a new home somewhere in the mountains near Wilkes-Barre, Pa., his family moving there recently.

Jacob Deschef, who served seven years with Uncle Sam before being employed as clerk here, has again returned after serving seven months in France, and is now back at his old position. If you are looking for any military information, ask "Jake;" he can give it to you.

We should not forget our friend A. B. Casey, long on fishing. I must say he generally brings quite a bunch back; whether he catches or buys them, I know not.

J. T. Prenger, who enlisted in the University of Maryland Hospital Unit No. 42 in March, 1918, and who served from June, 1918, to January, 1919, overseas, is now back on the job telling the boys of the beautiful ma'm'selle he had on the other side.



W. E. Ferguson



"Willie" Peregoy, a wiry wrestler

Electrical Department, Baileys

The picture on this page is of "Willie" Peregoy, armature winder at our shops at Baileys.

It was taken at his summer home and training quarters at Sandy Beach, where he spends most of his spare time at his avocation of wrestling instructor. He is now preparing for his tussle with Tasham Z. Keggowischki, the Russian wonder.

Peregoy is one of the many excellent fellows who work at Bailey's, lending their ingenuity to make our Electrical Department one of the best and most efficient on the System.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office, Camden Station*

The following correspondents of our division contribute items of interest for the MAGAZINE: At Brunswick, Miss Ethel M. Stickley, J. A. Chambers, R. E. Sigafoose. At Riverside, C. T. Sebald, W. T. Traverse, P. P. Purgitt, G. Cavey. Camden Station, Baltimore, J. R. Mulligan. Wilmington, Charles W. Hamilton. Pier 22, Philadelphia, V. J. Huegle. East Side, Philadelphia, H. A. Dietz, W. J. Wilde, H. H. Raymond, J. E. McFarland.

Much interest was displayed at our regular Divisional Safety Meeting held July 12 at the Y. M. C. A. Building, Riverside. Everyone

is interested in the "No-Accident Campaign" and appreciates his share of the responsibility in the "Safety" work. We all know the importance of looking out for the other fellow as well as ourselves. The assigned topic, "How to Make Meetings of Division and Shop Safety Committees Interesting and of Value to the Members," was ably handled by Dr. E. H. Mathers.

Miss Ethel M. Stickley, correspondent for Brunswick Transfer, states that the employes at that point are enjoying their vacations.

Since his return from France, Orlando Burkholder has accepted a position in Akron, Ohio.

The tennis court for the clerks at Brunswick is now ready for use. They expect to see some interesting matches shortly as it is said that there are some expert players among them.

Charles W. Hamilton, correspondent at Wilmington, Del., after passing through Brunswick recently, made the following comment:

"Passing through our yards at Brunswick recently, the central location and prominence of the fine and roomy headquarters of the Y. M. C. A. was noted.

"That is right, Brunswick. Rally around your 'uplifts.' Don't forget how much the value of such influences in the lives of our fellow employes should be appreciated. Greetings from your fellow workers at Wilmington."

Mr. Hamilton tells us that the twelve-year old son of one of the clerks at Wilmington tried ginger ale as a hot weather beverage and after



Sergeant J. F. Baumgart



Allen R. Mouldsdale

Ticket clerk, Wilmington, Del., who saw fighting on the St. Mihiel and Verdun fronts

the experiment and due deliberation as to the result, announced the verdict, "Mother, I don't want any more ginger ale, 'cause it draws up my stomach too bad."

J. B. Moriarity, former secretary to the superintendent, has returned from France, and has been filling in during the absence of others on their vacations. Glad to have "Bernard" back with us.

Train dispatcher W. E. Eccleston returned from his vacation on the Eastern Shore and says the mosquitoes ate him up. We can sympathize with Mr. Eccleston, for your correspondent also possesses a bald head and recently spent his vacation among those night birds of the same locality.

Our division enjoys the distinction of being at the head of the list in freight train tonnage performance.

Division operator E. E. Hurlock and Dr. J. A. Robb, medical examiner, spent a few days in August along the line of road examining operators on eye-sight, hearing, color, etc.

Correspondents will please submit their copy for the October MAGAZINE by September 1.

East End

Correspondent, HENRY H. RAYMOND

Sergeant Joseph F. Baumgart, of the 151st Engineers, who served in France, has returned to his home at Joppa, Md. He left for France on June 26, 1918, and served as a railroad conductor, running from Tours to Chaumont,

France. After his thirteen months' experience overseas, we may imagine how delighted he is to be home once more. Sergeant Baumgart is at present visiting his mother at Joppa, where he will make a short stay before reporting for his old position at Riverside as trainman on our division. We are all glad to have him back and our best wishes are with him.

The accompanying photograph is of Allen R. Mouldsdale, ticket clerk at our Delaware Avenue station in Wilmington. Mr. Mouldsdale served with the 304th Field Signal Battalion of the 79th Division, and is mighty glad to be home again.

We are glad to know that L. W. Ryan, passenger brakeman, was able to report for duty on July 15, after being absent for nearly six months on account of ill health. He enlisted in the Navy in March, 1917, and was sent on recruiting duty on the destroyer McDonald. He was transferred to the destroyer Dorsey for trans-Atlantic duty and was chief machinist's mate when relieved.

The accompanying picture is of Millard Asher, son of J. E. Asher, operator at Poplar, Md. Young Asher was a Sergeant of Company C, 313th Infantry, and was wounded on the first day of the Argonne drive. He is now well and handling his former position with the Du Ponts at Carneys Point.



Millard Asher

Son of Operator J. E. Asher of Poplar, Md.



Sergeant Everett M. Marcum

This picture is of Sergeant Everett M. Marcum, brakeman on our division, who enlisted in the army on July 28, 1917, at Washington, D. C., and was sent to France on August 16, 1917, with a replacement division.

He was assigned to the Second Division and was in line for three months on the Toul front, where he was wounded. After recovery he went back into the Mons drive and was wounded the second time. After recovery he was sent to England and was one of the Honor Guard for President Wilson in London.

Sergeant Marcum is now flagging on No. 60 and No. 63 between Baltimore and Wilmington with conductor Craig. We are all glad to see him back and wish him good health and fortune.

This Happened on No. 508

On July 8 three ladies told the flagman that our employes were the most polite and courteous railroad men they had ever met during their travels through America and Europe. Say, boys, this is a good reputation. Let's try and keep it!

East End

Correspondent, N. E. REESE

J. A. Bell, one of our veteran conductors, has just returned from a well-earned vacation. The captain visited New York, Boston, Newport and Atlantic City. He moves with an elastic step and you would hardly believe that

a good rest would make such an improvement in one's physical condition.

Our Anne Arundel farmer, well digger, chauffeur and all around brakeman, J. M. Discus, is digging a well on the lot of our stationmaster, Mr. Willy. Last report was that he was down eighty-five feet and still going.

The men on the Baltimore Division received their back pay checks on August 2, and old man Grouch had to take a few days off.

J. E. Michael, one of our veteran baggagemen, recently had a fine ten-day vacation with his family.

R. B. White, our excellent superintendent, is a hard and an efficient worker. He often arrives at Camden Station at 6.30 in the morning and is frequently seen going home on the train leaving there at 8.00 p. m.

C. E. Owen, our trainmaster, is always on the job. The boys are with him to a man, and they mean to do all in their power to see that things go right.

C. A. Mewshaw, our veteran trainmaster, who was so severely injured early in the summer, is constantly improving. The men on the Baltimore Division are delighted to know that it is expected that he will entirely recover.

P. M. Faith has been appointed a member of the Safety Committee on our division. Get busy, "Phil," there is lots to do.



J. R. Bnea
Crossing watchman at Rockville, Md.



The Three States Rock

Left to right: Mrs. Charles W. Hamilton, Forest T. Hamilton, Charles Palmer, Miss Ruth A. Hamilton, Charles W. Hamilton.

Bruce Lamar, recently appointed trainmaster on the Metropolitan Branch and Potomac Yard Division in place of A. M. Biddison, promoted to night terminals at Baltimore, seems to be getting along in fine shape.

"Captain" A. E. Rutter passed away on July 25. "Andy," as he was familiarly called, was a good Christian and a faithful employe. He was a large and strong fellow; an ordinary man being no more than a boy in his powerful grasp. He often told us of the troubles railroad conductors had in the early days, running trains over the mountain divisions, and how many a time he had to use his powerful strength to quiet disorderly passengers. "Andy" was a great favorite among his associates, always saluting you with a kind word or a smile. It has often been said that he could run a train without book, paper, pen, pencil or schedule.

Conductor N. E. Reese and family visited his mother at the old home town of Westminster, Md., on August 3. Needless to say that they spent a delightful day.

J. R. Bean, crossing watchman at Rockville, Md., must have thought me deaf when I had to ask him twice how to spell his last name. "B-E-A-N, plain Bean," he said on my second inquiry. Pausing to give the high sign that you see in the picture I got him with the kodak and you see he's just as honest looking as his name sounds. But he has a good crossing and an important one, for the road through Rockville here is a chosen one of the motorists and friend Bean does his bit, day in and day out, in protecting our friends of the highroad as well as our motive power. He has been in continuous service since 1903 and looks good for twenty years' more service.

Agent G. S. Mills, of Derwood, Md., comes from a famous railroad family, his uncle being a section foreman of high repute and a service record of over forty years. It looks as if the younger generation would have a record too, before he is through, for he confided to me that he likes railroading. Who wouldn't like it in

the springtime and summer, out in the country where you can see the green grass and hear the birds carolling their way back to former mating grounds!

A Quaint State Boundary

By Correspondent, CHARLES A. HAMILTON

Not always do the searchers for notable localities and waymarks of history, scenic interest and legend, hit upon the most markedly quaint details.

One of such character, the Three States Rock, particularly impressed the writer upon a recent call at Harper's Ferry, W. Va. According to definite and authoritative surveys the junction corner of Maryland, West Virginia and Virginia is exactly in a cup-shaped depression in the top of a large piano-shaped, flat rock; so that for a person to stand or be seated there enables him to be in three states at once. A witty member of the writer's party, veteran employe Charles Palmer of our Wilmington Freight office, remarked that "Not only was it possible to be in three states at once, but one could easily be in four states, needing, for the purpose, only to be in a state of intoxication."

The location of this notable rock is close to the highway leading from Harper's Ferry to Leesburg, Loudon County, Virginia, and distant about one mile from our attractive depot at Harper's Ferry.

We also noted as of unusual interest that far below the great engineering improvements on roadbed and station there lies between the elevated tracks and the Potomac River shore an extensive plot of level ground where, though not at present generally known by the casual traveler, there existed, in past days, extensive shops and stalls for the sale of supplies, relics, etc., for the entertainment of visitors to this historic and lovely spot—a hint, by the way, that much more of that nature could be accom-



Agent, G. S. Mills
Derwood, Md.



Master Herman Russell,
Son of Herman E. Knust, blacksmith,
Mt. Clare Shops

plished than is at present. As was sagely remarked by a capable woman clerk of our Wilmington, Del., office, who is an expert in matters affecting the cuisine, "Why do not the farmers here bring in their fruits, melons and goodies for the visitors, meet them as they arrive and sell them the things they would so gladly buy?" The pleasure and profit in such an event would be mutual.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

A number of our employes have already enjoyed the seashore and mountains and have returned ready to take up the more arduous labors ahead of them during the approaching fall and winter months.

Some changes have taken place in our personnel: B. C. Taubersmitt, carbon clerk, and "Abe" Franklin, freight bill clerk, have both left us to seek other fields of usefulness. W. A. Clark, who has been with us for a long time as tallyman and delivery clerk, has been appointed assistant baggage agent at Camden Station, and necessarily leaves Washington. We extend our best wishes for success in their new ventures to those who leave us.

We welcome back another of our soldier boys who served Uncle Sam both in the Mexican disturbance and in the Great War in Europe. Theodore W. English was first employed as

stenographer in 1917, but being at the time a member of the District National Guard, he was called to the Mexican Border, where he served as stenographer to General Funston. Before he had an opportunity to return to civilian life we got involved with the Huns, and Theodore again went to the front, not returning to this country until July of this year. He resumes his old position of stenographer, and shows that his fingers have not lost their deftness during his absence from home.

Miss Alma Simon, who has been acting as cashier's stenographer for some time, is now engaged as freight bill clerk.

Mount Clare Welfare, Athletic and Pleasure Association

Correspondent, L. A. MOGART

J. E. Tatum, president of our Association, just back from one of his numerous fishing trips, claims to have caught hardheads as big as shad, but, as usual, the largest fish that was almost landed, got away. Mr. Tatum claims this must have been a forty pound (rock).

Wonder what G. W. Galloway, Passenger Finishing shop, was doing with the ten-gallon keg he was toting to Camden Station recently?

William Barry has returned to his former position in the freight track after sojourning in France for about a year.

"Joe" Zerlack is the Paul Revere of Baltimore, riding through the streets at night in front of our street delivering engine, warning pedestrians of its approach. The clattering hoofs of his steed and the shrill note of his bugle make strangers rub their eyes with astonishment as he hurries by on Baltimore's streets. See his picture.



Our "Paul Revere" of Baltimore



Cumberland Y. M. C. A. Baseball Team

C. E. Gibbs, of the Passenger Car pipe shop, has attempted, like others, to climb a lamp post with his automobile, but failed. We will have to admit that he made a fine attempt.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

A crack baseball team from the General Offices at Baltimore, with several of their college stars, paid a visit to the mountain boys of West Virginia and were given a few lessons in the proper manner of slugging the ball when they were trimmed to the tune of 7 to 4 on August 2 by the Hardman Shop team. The all-around work of the home battery, the consistent hitting of the entire Hardman team, and the good umpiring of both officials, were features of the game. All teams desiring games should address A. A. Shields, Manager, Hardman, W. Va.

The accompanying picture is of the baseball team of our local Y. M. C. A. which has lost but three of the twelve games played thus far this season. C. F. Hare is the Captain and R. G. Allamong, Business Manager, and the names of those in the picture are, from left to right: C. F. Hare, S. Castle, M. Robertson, D. Sampsell, C. Rowan, P. Williard, C. Weaver, M. Wolford, L. Beck, J. Rowan, D. Dundee.

Timber Preservation Plant

Correspondent, E. E. ALEXANDER

F. L. Byrne, tie inspector, has been assigned as treating inspector at Terre Haute, Ind., with the Indiana Zinc Creosoting Company.

C. L. Kittle, truck foreman, has been promoted to treating inspector at the Plant.

Other changes in the personnel of the Plant are R. M. Wedge, treating engineer, to truck foreman; Earl S. Crawford, special apprentice, to treating engineer. Lieutenant W. I. Nodine, Syracuse University and just returned from France, has become special apprentice, succeeding Mr. Crawford. C. E. Lewin, of Baltimore, has been appointed clerk, succeeding J. F. Allen, who resigned to accept similar position with the A. B. & A. R'y at Atlanta, Ga.

G. C. Conley, platform foreman, and Miss Nettie Luteman of Oldtown, Md., were married at Cumberland on June 30. Mr. Conley gives the H. C. L. as his reason for forming a partnership.

C. L. Kittle and William Seeders have supplied a long-felt want by opening a moving picture show in our village. We are glad to see this and wish the boys success.

R. M. Wedge and family are taking advantage of his vacation by visiting old friends in Baltimore.

Operator G. C. Kaylor is erecting a new home at Green Spring.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman, Martinsburg, W. Va.*

Conductor Bruce Miles and Miss Bertha Lee Imbach, were married in Harrisburg, Pennsylvania, Bruce and his charming bride stealing away to the Pennsylvania city to have the knot tied. Bruce gives as an excuse "They tie 'em lighter over there." The newlyweds are making their home on West Race Street, this city. Bruce works one of the yard tricks.

Miss Nellie Virginia Edwards, daughter of storekeeper W. G. Edwards, and Mr. Eugene Arthur Sherpick, of Brooklyn, were married in St. John's Lutheran Church, this city, on July



The Safety float carrying the old engine "Arabian" in Martinsburg parade of July 4

31. The well decorated church, the handsome gowns of the ladies in the wedding party, together with the great solemnity of the occasion, made the scene a beautiful one. The bride is the youngest daughter of our popular storekeeper and an accomplished young woman. The groom is a member of a prominent law firm in Brooklyn, N. Y., where the young couple will make their future home.

Clarence Grimes, a life-long employe of the Baltimore and Ohio, died at his home here on July 8, after a long illness. He was born in this city sixty years ago and spent his entire life here. At an early age he entered the employ of the Company and served continuously until ill health interfered with his active service. For the past four years he has been an invalid and for the last year confined to his bed. He suffered from a complication of diseases which medical skill could not relieve. "Blad," as he was known by the railroad men, was a conspicuous figure about the local yard where he served so long an apprenticeship. He was always greatly interested in anything for the good of the Company and popular with the employes. He was a charter member of the local lodge of our Veterans and much interested in its welfare. "Blad" was a man of fine character, a consistent member of the First U. B. Church, where the funeral service was held. A widow and one daughter survive.



Left to right: R. S. Davis, weighmaster; J. C. Gilmore, bill clerk; B. J. Davis, chief clerk; Keyser, W. Va

Peter J. Burner, Baltimore and Ohio engineer, died at his home on East King Street, after an illness of over two years, at the age of sixty-three. He was born at Luray, Va., in 1856, but when a young man came to Martinsburg and entered the employ of this Company. Later he was promoted to engineer, in which capacity he served for thirty years, until he suffered a stroke of paralysis two years ago from which he never fully recovered. A recent attack of the disease caused his death. His widow survives.

Keyser

Correspondent, H. B. KNIGHT, *Ticket Clerk*

C. E. Littleton, a carpenter in foreman Sponseller's gang, was taken to Baltimore August 5 to undergo an operation. On November 27, 1918, he completed a job along the line of road and in order to get back to Keyser early, boarded a freight train. In boarding it, he bruised his leg, but did not pay any atten-



Caught on Sunday morning, but caught smiling
Left: H. B. Knight, ticket clerk, Keyser. Center:
E. P. Welshonce, assistant superintendent,
Right: C. R. Hodges, operator

tion to it. On July 15 it began to give him trouble and he went to St. Joseph Hospital, Baltimore, where an operation was performed and some dead bone was removed. He came back to his home at Harper's Ferry and his leg healed nicely. About August 1 he again began to experience great pain and the leg began to swell. We sincerely hope that the operation he is now undergoing will be a success and that he will soon be able to return to duty.

A child was recently born to Mrs. H. G. Copper at Newark, Ohio. He has been named "Harry Hodges Copper" after master mechanic A. H. Hodges, who was so thoughtful of Mr. Copper during his recent illness and death.

Train baggageman Frank Gonder strained himself very badly while loading heavy baggage and ice at Grafton on the morning of August 5. He brought his turn to Oakland, where relief was obtained for him and he was taken to his home in Cumberland. Mr. Gonder is a veteran employe, running as baggageman on trains Nos. 35 and 36.

It is with deepest regret that we report the death of Miss Beryl Mohler, daughter of one of our most popular passenger conductors, D. W. Mohler. Miss Mohler left here Wednesday morning on train No. 2 for Baltimore. She was taken very ill on the train and, on reaching Baltimore, was rushed to the Maryland General Hospital. Relatives here were notified of her illness and a little while later a telegram from the Doctor there requested them to come at once. A few minutes after this message came, a phone message was received saying that she had died at 9 p. m. Captain Mohler and his son-in-law, Dr. Keolz, left at once for Baltimore, and brought the body back home. Miss Mohler was thirty-four years old and kept house for her father, the mother being dead. Mrs. Keolz, a sister, Myron Mohler, timekeeper at Parkersburg, and Hugh Mohler, electrician at the local shops, brothers, survive. The funeral was held on August 9, interment in Queens Cemetery, Keyser. We deeply sympathize with the bereaved family.



Sixteen Keyser employes in this splendid band

Pictures appearing on this page were taken at the big parade held in Keyser on Independence Day. One shows the band of the Brotherhood of Car Repairers, under the leadership of R. W. Nethkin, one of our employes. It was organized on June 3 and the performances that it has given since show that it is going to be a splendid organization. The other shows a steel car built by the boys of the shops. It is up to date in every particular except that it is not mounted on trucks. The boys from the shop band rode in it during the parade. Other pictures of the parade were sent to the MAGAZINE but lack of space prevents their publication. The editor has promised to come to Keyser and get the pictures of some of our veteran employes.

The crack band which helped to make the parade a success, and picture of which is shown on this page, is the same one which led the Wilson Marching Club in the first Wilson Inaugural, and the big Suffrage parade the day before, both in Washington, D. C. Mr. McIlwee is the leader and sixteen of the talented musicians are local employes of the Company.

Every week brings back some of our employes who have seen service "Over There." We are glad to welcome fireman Casey Jones and yard brakeman "Grandpa" Leith.



Band of Brotherhood of Car Repairers, Keyser

Picture on preceding page is of three of our coal billing force, reading from left to right: R. S. Davis, weighmaster; J. C. Gilmore, bill clerk; B. J. Davis, chief clerk. These are the only men employed in this office, the rest of the force being ladies.

Assistant yardmaster T. V. O'Connor and yard brakeman E. E. Wilson and their wives spent their vacation at Atlantic City.

Connellsville Division

J. J. RYLAND, *Office of Superintendent*, Connellsville, Pa.

M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.

J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.

Our speedy little claim clerk, V. P. Flynn, has just returned from a most enjoyable two-weeks' vacation. He reports a good crop of peaches and chickens throughout West Virginia. We suggested that he add the word "looking" after good, which he shyly said was quite true.

Upon Vincent's return, Miss Margaret Hart, our ever-on-the-job file clerk, stole away for a couple of weeks to Canada and the lakes. We all hope "Peg" had a good time, and after she returns from her much needed rest we look for some good stories of her tour of the Dominion.

One of our correspondents, J. J. Brady, of the Division Accountant's office, is also on his vacation. We can't give any facts until he returns, as he did not as much as tell us where he was going.

About July 20, our division engineer, A. P. Williams, returned from a trip through the west,



Steel car built in Keyser shop for parade on July 4



Superintendent's office force at Connellsville
(See Connellsville Note)

which he enjoyed very much. He was very much impressed with the western states.

Trainmaster A. E. McVicker, left for Atlantic City on July 25, where he spent part of his vacation. Mr. McVicker has not had a vacation for about four years.

R. N. Hannam returned to duty about July 20, after spending a week in camp at Mount Gretna, Pa., with Company G, Pennsylvania Reserve Militia. Although Corporal Hannam was not called for service in the war with the Huns he is talking about enlisting in the regular army, where he might get a chance to show his skill as a soldier on the border.

Mrs. J. D. Trump, her daughter, Frances Louise, and small son, "Dick," are spending a couple of weeks with Mr. Trump's mother in Connellsville. "J. D." is a clerk in the Division Accountant's office and lives in Uniontown. Some day when houses are more plentiful than at present Mr. Trump is going to move to Connellsville.

Yes, they're back. They enlisted together, went to camp together, went "over" together, bunked together, did "duty" (mostly K. P.) together, when not on the wood pile, saw France together, and have now returned together, altogether. They are from the Superintendent's office and are on the job again. Who are they? Well, you guessed right the first time, Sergeants

J. L. Reese and S. A. Marshall. We tried to secure a photograph but they were evidently all given to the "girls" before they returned to duty.

The superintendent's office force is shown in the accompanying picture. Reading, left to right, bottom row, are, E. J. McCarthy, Earl Shank, J. J. Ryland, Fred R. Port, W. C. McClelland, G. C. Sheetz, W. O. Schoonover, chief clerk. Second row, P. R. Jones, V. P. Flynn, H. E. Weisgerber and Miss Edwina Strumm. Third row, Miss Loretta Rottler, J. E. Wallace, car distributor, and Miss Blanche Stafford. Fourth row, Miss Margaret Hart, Miss Mary Coyle and Miss B. Gallagher. Fifth row, Miss Mary Hart, Miss Marie Nelly and Miss Irene Hunt. Last row, Miss Marie Eckman and Miss Beatrice Fornwalt.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor*
Office of General Superintendent

Superintendent Gorsuch had a delightful vacation with his family, touring the country in his auto. On the way home his machine had a failure, a mechanical defect, of course, making it necessary to put it into the shop for

running repairs, and incidentally increasing his cost per gross ton mile. All of this happened while his associates at home were diligently engaged in the "No-Accident" campaign.

Assistant chief clerk Strome has just got back from the seashore with alluring tales of the wonderful sights he saw.

This was interesting to chief clerk Lloyd, who is going to look them over soon.

The agencies at five old-time stations were closed during the latter part of June and July, the points being: Wildwood on the P. & W.; Willock on the Pike; Fitz Henry on the River; and Vowinkel and St. Petersburg on the Northern District. Wildwood was closed June 24, and the others July 28.

Our esteemed assistant terminal agent, J. T. Campbell, recently got a small box of wonderful curios from St. Petersburg, Pa., when that agency was closed. We understand that he values this present very highly on account of the many useful and highly up-to-date mechanical devices included. He will gladly display them upon request for those of us who are curious. It is said that one of these devices will some day be of great interest and aid to medical science. Others, it is claimed, date back to the Stone Age.

T. W. Stoops, familiarly known as "Tommy," is again serving the Company in the position of relief agent. We are fortunate, indeed, to have such a man as "Tommy" to reinforce this portion of the organization. His work while agent at Butler was highly satisfactory, and he leaves that point with the best wishes of his many friends for much success in his new field of endeavor. He is little, but, oh my!

We understand that there are a couple of young men around here who have evidently popped the question and also questioned the "pop," and that in the near future they will embark upon the sea of matrimony. Watch the next issue for further developments. We would say to the fellows who anticipate "taking the plunge," "Come on in, the water's fine."

Mr. Smith, of the Official Classification Committee, addressed the employes at the Pittsburgh Freight House on July 29 on the improper marking and insecure packing of



A good hot weather scene
Extra gang foreman H. L. Keidel and gang of
Confluence, Pa.



Glenwood employes playing "White Wings"

freight. A campaign on this subject has been conducted at this point for the past five months and gratifying results have been secured from the inspection made by the receiving clerks. Mr. Smith assured his hearers that the Official Classification Committee was back of the campaign, and that all other lines would be expected to follow the rules in the same manner as the employes at Pittsburgh. His talk was interesting and inspired the employes to such an extent that they anticipate one hundred per cent. efficiency.

Frederick Chart has recently been appointed assistant agent at Glenwood Scales under the jurisdiction of the terminal agent at Pittsburgh.

Streets Run Branch at West Homestead has been surrendered by the P. & L. E. and is now under our jurisdiction. It comes under the supervision of Mr. Chart.

L. W. Turner, assistant agent, Pittsburgh Freight Station, has returned to duty after spending a few weeks in the northern part of Michigan.

Frank Dudas, who left the service for military duty in March, 1917, has returned and been placed in his former position as assistant foreman at Pittsburgh Freight House.

Earl Seitz, also furloughed for military service in May, 1918, has returned to duty and has been assigned as receiving clerk.

Philosophy of "Ye Old Timer"

I have been railroading since.
I have been pleased and displeased ever since,
I have been cussed, discussed, boycotted,
talked about,
Lied to, lied about, hung up and held up, AND
The only reason why I continue in the
"Profession" is to see—
What the deuce is going to happen next.

Glenwood Shops

Correspondent, FRANK RUSH

Picture at top of column was taken during the war period and shows what some of our employes did during the war. On the left is "Doc" Kennedy and on the right, "Red" Coleman, both of them well known about the shops. This picture was taken while they were helping Pittsburgh clean up streets.



Our station at Weston, W. Va. Charleston Division

Charles V. McCabe, employed in the air brake shop at Glenwood, has taken unto himself a wife.

We were sorry to see our old friend "Red" Gorman, formerly in charge of the Wheel shop at Glenwood, leave us and we wish him success in his new business.

E. L. Hopkins, better known as "Bush," assistant machine foreman, is away because of failing health. We hope "Bush" will be back with us soon.

Our M. C. B. clerk, J. H. Gallagher, spent his vacation at Atlantic City.

Miss Gertrude Boyles, M. C. B. clerk, has returned from her vacation and reports having had a splendid time.

It did not take our soldier boy, Ralph Rodgers, material man in the Blacksmith shop, long to get a wife after he arrived at home. We wish Mr. and Mrs. Rodgers happy days.

Why not give your correspondent a few items to get our shops on the map? Look at the other divisional items and get busy and help.

Wreckmaster R. W. Burchell, wife and children, are planning to take their vacation at Atlantic City this year.

It is said about the shops that our material man, James Edward Rush, is soon to become a married man. We have our doubts, but time will tell the tale.

A. J. Farrell has just returned from overseas and is back at work with the Company. He has some interesting stories to tell about the Hun.

E. M. Wageley, foreman in the Saw Mill, has been off sick. We all hope that "Ed" will soon be back on the job.

P. R. Boyles, work checker in car yard spent his vacation in Kansas.

R. E. Zeak has been put in charge of the Wheel shop, vice J. S. Gorman, resigned. Go to it, Emmitt, we wish you the best success in your new position.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.

C. N. MAYS, *Chief Clerk to Division Accountant*, Grafton, W. Va.

J. LYNCH, *Car Inspector*, Fairmont, W. Va.

H. F. FARLOW, *Operator*, WD Tower, Fairmont, W. Va.

The following from a Fairmont newspaper shows the high regard in which one of our officials in that vicinity is held:

"Of course everybody knows Baily Nuzum and that he is general yardmaster of the Baltimore and Ohio Railroad at this point. Few, other than railroaders and coal men know, however, what an important gentleman to the community Mr. Nuzum is. Every car of coal that is shipped from the Fairmont region, is sent out under the supervision of this efficient gentleman; every empty that comes into the district is received and distributed by him. Far less in importance, but very much appreciated by the traveling public, is the fact that the excellent passenger service that the railroad is offering its local patrons at this time is under the direction, so far as the local district is concerned, of this very busy official."

F. P. McGough has severed his connections with the Company as division engineer, and T. S. Pattison, of Gassaway, has been transferred to our division in that capacity.

The many friends of John Carpenter were pleased to see him stroll into the office after his return from France. He will soon take his place again with the Company.

Charleston Division

Correspondent, C. W. DIXON, *Car Distributer*

John Nodes, secretary to superintendent, is again on the job after spending a short vacation at his home in Erie, Pa.

E. W. Lloyd, day sidewire operator at Gassaway, is back at work again after spending several days visiting in Parkersburg, Wheeling and Pittsburgh. He reports nearly all of the landmarks still in existence and several new ones added.

First trick dispatcher W. D. Rollyston, of Gassaway, enjoyed a hard-earned vacation, especially so after the strenuous work incurred by reason of a part of his railroad being washed away and covered with slides during the recent heavy rains.

On July 21, at eight p. m., in the Chamber of Commerce rooms at Charleston, W. Va., an interesting meeting was held in connection with the Freight Claim Prevention movement. Our division people had as their guests several members of the Charleston Chamber of Commerce, who also represented several of the shippers of Charleston.



W. W. Young
Extra freight conductor, Charleston Division

Miss Ethel Keller, Superintendent's office, gave us quite a scare when she left our midst for home under the impression that she was taking smallpox or scarlet fever; however, upon her return a few days later we found she had nothing more serious than a scarlet waist.

The following extract is from a letter written by engineer B. M. Shears of the Charleston Division. It is well worth reading:

"With all the good things the West offers the tenderfoot, I still prefer old West Virginia. I traveled over a part of six different divisions of the Baltimore and Ohio and take my hat off to the courtesy shown the traveling public.

"One instance, especially, impressed me. I went into Chicago on No. 9 with a couple of elderly folks who were from Maryland. They had traveled little, if any, and were anxious to know how they were going to get through and out of Chicago.

"Being seated directly behind them I was in a position to hear all that transpired and I must say that the actions of the conductor and brakeman toward them were most commendable. They exercised the greatest care in giving them any and all information asked for and were careful to offer any advice that they deemed necessary, showing them the greatest courtesy when the train stopped at Englewood station, where it was thought best for them to get off.

"I found not one 'grouch' on my trip over the Baltimore and Ohio.



Miss Ethel Keller,
Stenographer, Superintendent's office

"You have suggested that I write something for our MAGAZINE. Could I write anything that would give more pleasure than the commendation of the excellent service rendered the public by our employes in general? I hope that one and all will put forth their utmost efforts to cooperate with our officials in rendering the best service possible."

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.

J. F. ALREED, *Agent*, Folsom, W. Va.

JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

Divisional Safety Committee

ROTATING MEMBERS

H. A. CONNERS.....	Yardmaster
E. WILKINSON.....	Agent, Moundsville
C. A. SHIVLIN.....	Operator
J. H. WINTERMOYER.....	Supervisor
A. J. WELLS.....	Signal Maintainer
J. W. CHAPLIN.....	Bridge Foreman
WILLIAM HAMEL.....	Carpenter Foreman
C. R. STURMS.....	Passenger Engineer
E. W. EISENBARTH.....	Freight Engineer
H. W. BARTELS.....	Passenger Fireman
E. H. CRAIG.....	Freight Fireman
W. SMALLWOOD.....	Passenger Conductor
H. H. BOWLES.....	Freight Conductor
O. J. MURPHY.....	Train Baggage Man
C. H. GAYNOR.....	Freight Brakeman
G. L. BISSETT.....	Yard Brakeman
R. MALLOY.....	Car Repairman
D. J. HAYES.....	Machinist
H. W. LONG.....	Material Man



Section foreman William and gang

Western Lines

General Office

Correspondent, W. A. HOWELL

Officials and employes of the Western Lines unite in extending deep sympathy to E. W. Scheer, general superintendent, Northwest District, and G. F. Scheer, district passenger agent, Toledo, in the death of their mother, Mary U. Scheer, at her home in Zaleski, Ohio, on August 7. The Scheer brothers have won the affection of all of their railroad associates by their square dealing and uniform courtesy and we feel for them very keenly in their deep loss.

J. E. McKibben is the proud father of a baby girl, born May 31. Good luck to you, "Mack." Here's hoping she will inherit her dad's pleasant disposition.

W. Malthaner has been acting as superintendent maintenance of equipment since the lamented death of Mr. McCarthy.

The accompanying picture is of, left to right: C. Downing, E. Dickson, H. Droppleman, A. Duessing, and A. Seiter, when visiting at St. Louis. These young men, under the leadership of Arthur Seiter, spend their Sundays and holidays on the road, visiting different cities of interest. Go to it, fellows; you will make good railroaders. Confine your travels to your own road or, at least, get acquainted with it first; then try the foreign lines.



Employes who spend spare hour studying System

It is good news to hear that "Jack" Maher, formerly assistant engineer in the District Engineer Maintenance of Way's office, has returned from France and will be assigned as assistant engineer in charge of the terminals here. Welcome home, "Jack!"

W. J. Spaul has become cost accountant in the Chief Engineer's office.

The General Office Baseball Team is still going at a fast clip. Since the last issue of the MAGAZINE we have won two and lost two. We lost to Flora on their grounds, 7 to 6, but the following week we beat them 10 to 9 on our grounds. Dayton also beat us on their grounds in a 12 inning game, 9 to 8. We beat Dayton on our grounds, 8 to 1. From our record you will note that we haven't lost a home game. We have won seven home games and lost two abroad.

While attending a game of baseball between Cincinnati and Pittsburgh on July 27, F. A. Sinnott, assistant chief clerk, Engineering Department, had the pleasure of making the acquaintance of a congenial looking gentleman sitting next to him, who later helped himself to Frank's pocketbook and disappeared in the crowd. At least this is what he told his wife.

M. D. Carothers, chief draftsman, has been transferred to Chicago as assistant engineer in G. P. Palmer's office. His many friends at Cincinnati are very sorry to lose him.

Joseph Lewis' host of friends will be glad to hear of his return to service after spending more than a year on the battle front in France. He resumed his duty as draftsman in the Chief Engineer's office on August 1.

The boys have been wondering why it is that J. W. Bartman, telegraph operator in "SG" office, wears such a pleasant smile these days.



Charles Stephen Roush



C. T. Wood and H. J. Murray

The mystery is now solved; fellows, he has purchased a new machine. They say he is so much in love with it that he sleeps in the garage at night.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Supervisor of Terminals*

The picture at the top of the preceding page was taken at Stock Yards and shows the lineup of sturdy workers under the supervision of section foreman Williams.

The picture at top of this page is of C. T. Wood, assistant wreckmaster, and H. I. Murray, steam crane engineer, of the Storrs relief train.

We wish to present Charles Stephen Roush, one year old son of yard brakeman Roush, who has been in the service of the Railroad for twenty-five years. Our friend, in addition to having had a soldier son in Germany with our Army, is preparing his second son, the young man of the picture, for Uncle Sam's service, should he be required at some future date.

G. G. Brooks is successor to H. C. Forest, leading machinist on the second track. Mr. Forest resigned his position on account of the ill health of both himself and wife and they have gone to Texas for an indefinite stay.

The most popular and talked of "guys" around the Terminals, especially at Stock Yards, at this time are the Cincinnati Reds. "Tuck" (G. C.) Thayer is an authority on anything in the "bawl" line. Incidentally, we mention his lovely family—wife and three small children.

The momentous question at Stock Yards now is, "Why has 'Abe' Cohen become a 'seeker after the truth?'"



Rip Rap Gang at Ivorydale, Ohio, W. L. Morton, foreman

With the transfer of W. F. Cochrane to Baltimore, as chief clerk to E. T. Horn, supervisor of terminals, the Cincinnati Terminals Division loses its efficient and indefatigable correspondent. It has been through his efforts that Cincinnati has been so well represented in the EMPLOYEES MAGAZINE. Mr. Cochrane's transfer came as a surprise to everyone in the Terminals, and while we all appreciate the wonderful opportunities the new position offers, we are selfish enough to regret his leaving us.

As a slight token of the esteem in which he was held, the Superintendent's force gave him a little farewell party in the Girls' New Welfare Room. Superficially, it was a very gay affair, yet everyone felt the undercurrent of sadness. Mr. Fitzpatrick, as toastmaster, called upon each one present for a short speech on what he or she had learned from Mr. Cochrane, and the responses were such that Mr. Meyers suggested that Mr. Cochrane forsake railroading and take up his natural avocation of tutoring.

Those present included W. F. Cochrane, J. H. Meyers, R. B. Fitzpatrick, Joseph Beel, C. M. Harden, Clara Schulte, W. J. Maloney, C. P. Burrus, Helene Herron, Robert Jennings, W. H. Bachmann, Florence Darling, W. W. Bybee, Edward Schmalz, Frederick Oehlschlaeger, Leafy Wiltsee, W. C. Andrews, Howard Hise and Kathryn Weber.

The headquarters of the Girls' Welfare Association, which was recently organized, is rapidly becoming a noonday resort of the girls, quite a number of them now bringing their lunch and spending the rest of the hour in dancing, embroidering and enjoying other feminine arts. The last regular meeting was more than enjoyed, as Mr. Beel, the new chief clerk in the Superintendent's office, donated a crate of cantaloupes to the girls' picnic lunch. Much obliged, Mr. Beel!

As a fitting climax to the affair, his aforementioned associates presented Mr. Cochrane with a beautiful traveling bag, which was

accepted with a short speech of thanks in which Mr. Cochrane showed clearly that the esteem of his fellow-workers was more than reciprocated. He said that he would always cherish the bag as the token of the many friends he "left behind him."

Mr. Cochrane has the best wishes of everyone associated with him for his future success and happiness. Of this, however, we have no doubt, for he is, as Mr. Fitzpatrick so aptly put it, "THE RIGHT MAN IN THE RIGHT PLACE, ALWAYS."

When Joseph Beel, our former car distributor, assumed the duties of chief clerk to the superintendent of terminals, filling the vacancy created by the transfer of W. F. Cochrane, it was with the best wishes of the entire force and with an expression from each as to the cooperation which will be rendered him. As flowers are symbolic of best wishes and often speak better than words, a huge basket of gladiolas and asters was placed on Mr. Beel's desk on the first day of his chief clerkship.

Because of the changes incident to Mr. Cochrane's departure for Baltimore, Robert Jennings, our night chief clerk, was assigned to the duties of car distributor, Frank Nock being transferred from the local office at Smith Street to the Superintendent's office as night chief clerk. We also have added to our personnel a new trace clerk in the person of Howard Hise, who, in addition to having all the qualities necessary for that position, is an accomplished pianist and can play anything from the most famous masterpieces to the snappiest jazz. The Girls' Welfare Association is looking to him to help furnish the music for the dances which will be given when the weather becomes more suitable.

Among the recent arrivals on the Indiana District of the Terminals from military service are the following: L. Connelly, H. Francisco, C. G. Kafer, G. B. Johnson, T. J. Welsh and

E. J. Brogan. They have been extended our sincerest welcome, and recent days have been enlivened by their varied tales of the hazards of the A. E. F.

C. D. Swepston, M. C. B. clerk in the general car foreman's office at Storrs, returned to duty the first of the month, after spending a year in the service of Uncle Sam.

D. E. Todd, chief dispatcher, spent two weeks blackberrying in the country. From his appearance he evidently found more jiggers than blackberries.

"Larry" O'Neill, substitute caller in "Eddie" Welch's place, has earned the title of "grump." It's surprising how misnomers will be given, for a pleasanter fellow than "Larry" you seldom meet.

C. E. Burke and Charles Fisher, of Storrs, made a very mysterious trip to Seymour some few days ago and upon their return acted strangely. "Burkie" says it sure is a "grand and glorious feeling" to meet the real one. We are all wondering just what he means.

"Mose" Woellner is all disappointment. "Bobby," aged six months, has requested dad to popularize him through the annals of the EMPLOYEES MAGAZINE, but "Mose," being loath to popularize anybody but "Mose," is holdin' out on the kid. Why disappointed? Well—sh! We asked him for the kid's picture instead of his. Watch for it next month. "Bobby" is a mechanic of the A-1 class.

The poetry duel between Stock Yards and Storrs has been dropped, seemingly by the Storrs faction. We wonder why.

"Barney" Lyons, yard clerk at Cincinnati Junction, recently asked for a ten day leave of absence and upon his return, it was with the advice that there is now a Mrs. "Barney" Lyons.

A. S. Hilliards, night caller clerk at Stock Yards, recently departed for a little visit. He refused to leave a mailing address, but we heard him casually mention that Canada was still "wet." All mail addressed to Canada reached "Pete," we are sure.

F. W. Van Cleve, leading machinist, is sure that he can "a Ford" a vacation after having "bossed" the job for two weeks. We know "Van" will have a good time, inasmuch as he's going fishing in the Licking River.

C. W. Yates is cultivating a smile, which we are all glad to see, while U. E. Elrod is still wearing his vacation smile.

Among the vacationists who will see a vacation no more this year are Miss Mary Ryan, of the Storrs office force; A. E. Busard and J. L. Keefe, crew dispatchers; P. C. Stanhope, train dispatcher; J. P. Fallon, assistant trainmaster; and Miss Esther M. Daley, of Stock Yards. They are back on the job with the same spirit that shows in the work of all our returning vacationists.

The accompanying picture of Storrs' wrecking outfit, reading left to right, shows:

Cook, L. E. Burch; wreckman, Oscar Simpson; steam crane engineer, H. I. Murray; steam Crane fireman, J. W. Stearns; wreckmen, N. N. Hildebrand, George Dishon, Elmer Simpson, Oliver Johnson, Elmer Hamilton; wreckmaster, Mark Longdon; car foreman, J. M. Burke.



Storrs' Wreck Crew



Preston W., four year old son of G. A. Beal,
chief car inspector, Sterling Ohio

The Stock Yards yard office still continues to make things lively now and then—especially when “Tommy” Maloney has a clean-up day. We like excitement, though, hence no complaints from the roundhouse office or other factions. “Tommy” enjoyed his vacation, but every time he hears it mentioned his eyes grow soulful with a longing, far-away look and a with sigh, seemingly from his very “sole,” he murmurs, “I wish my two weeks were here again.” Poor, poor “Tommy!”

While yardmaster F. W. Carner was in Washington, D. C., he had the pleasure of hearing some of the arguments at Washington in connection with the League of Nations, and he is now an authority on that issue.

New Castle Division

- A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. ADAMS, *Telegraph Operator*
O. C. BEDELL, *Telegraph Operator*

The regular July Safety Meeting of our division was held recently at Fairport Harbor with a number of visitors, including Mr. Windecker, Mr. Dickson and Mr. Clipp of the Diamond Alkali Company, and assistant superintendent Parker of the Pittsburgh and Lake Erie Dock Company, present. General car foreman Geldbaugh arranged for dinner to be served on the beach by the Ladies' Aid Society of the Congregational Church of Fairport. This reception was thoroughly appreciated and served to stimulate interest in the committee work.

John E. Morrissey, who has been employed as day chief dispatcher's clerk, has now been transferred to New Castle Junction Yard office as car tracer. This change resulted in Lee Davids' moving up from night clerk to day clerk, in the Dispatcher's office.

Our ball team lost to the Glenwood team on July 19 on our grounds by the score of 8 to 7. New Castle appeared to have the game tucked away until the final inning, when errors and misplays allowed Glenwood to score sufficient runs to win. Glenwood still carries the same old hoodoo for our team.

The older employes of our Division will be sorry to hear of the death of Chauncey L. Ward on July 14, at Palisades, Nebraska, to which point he had gone for his health.

Mr. Ward was born August 31, 1876, and entered the service of the Pittsburgh and Western Railway (now the Baltimore and Ohio) in 1890, as hostler helper, serving later in the various capacities of fireman, brakeman, assistant enginehouse foreman and switch tender. Mr. Ward lost an arm and a limb in the service, and was night switch tender at New Castle Junction for a number of years. He finally contracted tuberculosis, which forced him to go west in a vain endeavor to regain his health. He was buried at Palisades, Nebraska, and leaves his mother, wife and four children to mourn his loss.

Newark Division

Correspondents

- W. E. SACHS, *Chief Clerk*, Newark, Ohio
A. D. LIST, *Newark (Ohio) Shops*

Here is a picture of Earl G. Carlisle, manager of the Murphy restaurant at Newark station. In his fighting togs Mr. Carlisle does not appear to be familiar with soups and stews, but he is said to conduct one of the best restaurants on the System. He took up wrestling to build up his physical condition and to provide an agreeable recreation. He weighs about 133 pounds and can down his weight in wild cats, say some of his best friends and ringside admirers. Born in New York state, he took up the wrestling game when a young man and his health was beginning to fail. He first took lessons from Farmer Burns and later joined the Tri-State Athletic Club at Port Jervis, N. Y. His wrestling career has been very successful, he having defeated Chief Cree, “Bob” Colvin, champion of the Baltimore and Ohio men at Chillicothe; Charles Rosenbach, at South Bend, Ind., and Young Byers at Zanesville. He met Leslie Fushbaugh, the 135-pound champion of Ohio, and after an hour and forty-five minutes of wrestling, the match was declared a draw. This was one of the greatest accomplishments of Mr. Carlisle's career, and one of which he is most proud. In twelve matches last season he lost only three. He has been manager of the Newark

restaurant for two years and he and his wife, a charming New York girl, are extremely popular with the railroad employes and the restaurant trade.

Zanesville Reclamation Plant

When P. H. Reeves, general foreman motive power, broke his meerschaum pipe, the round-house forces here, in token of their appreciation of his fine supervising ability, presented him with a new gold mounted meerschaum on July 26.

We are glad to report the return to work of one of our soldier boys, B. F. Fisher, a skilled material man, who volunteered on a draft call from this city, September 19, 1917, and was sent to Camp Sherman, Ohio. He served one year in France with Company A, 308th Engineers, 83rd Division, and took part in three big offensives while overseas. He was discharged at Camp Sherman on July 7.

Captain F. A. Starr, former general foreman at the Plant, has returned to Washington after spending a fifteen day furlough at his home on Adair Avenue, this city, and at the home of his parents in Sedalia, Mo. On being furloughed here on June 14, 1918, Captain Starr was commissioned Captain and reported to Camp Laurel, Md., as Commanding Officer of Company C, 50th Engineers, a railroad regiment. After being in France for some time he became Commanding Officer of the 118th Company, Transportation Corps, 19th Grand Division. Captain Starr has reported to the Chief of Engineers at Washington, D. C.



Earl G. Carlisle

On the evening of July 15, J. L. McCann, superintendent of the Plant, entertained a few friends at a picnic at Elmhurst on the Licking River. The trip was made in machines. At six o'clock a bountiful supper was served in the summer eating house. Bathing, boating and music followed. Those present were C. E. Brennan, F. M. Perry, C. B. L. Hahn, the Misses Cora Jean Geis, Gertrude A. Shoemaker, Louise C. Ford, Elizabeth Ann Reeves, Jessie Williams and Messrs. L. M. Yaest, E. C. Moore, J. R. Roberts, F. L. D. Ferrel and the host, J. L. McCann.

Cleveland Division

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

Divisional Safety Committee

PERMANENT MEMBERS

H. B. GREEN	Chairman, Superintendent
H. KLINE	Secretary
A. R. CARVER	Division Engineer
J. J. POWERS	Trainmaster
H. C. BACHOLDER	Trainmaster
J. FITZGERALD	Trainmaster
M. A. GLEESON	Master Mechanic
P. C. LOUQ	Road Foreman of Engines
G. H. KAISER	Road Foreman of Engines
C. H. COTTON	Traveling Fireman
E. G. SLATER	Signal Supervisor
C. H. ROTHGERY	Storekeeper
J. E. O'DOM	Clean Agent
J. R. IRWIN	Captain of Police
A. A. CHURCH	Medical Examiner
M. E. TUTTLE	Division Operator
A. J. BELL	Terminal Agent
L. H. DOUGLAS	Supervisor B. & B.
J. I. MALONE	Supervisor
L. C. SWANSON	Supervisor
J. DRENNAN	Supervisor
I. C. BOWMAN	Supervisor
C. C. BIERIE	Supervisor
A. H. GENSLEY	Terminal Trainmaster
T. C. SMITH	Terminal Trainmaster
J. C. HAHN	Terminal Trainmaster
B. C. MEEK	Relief Agent
C. W. MCINTYRE	Yardmaster
T. I. SMITH	Electrical Foreman

ROTATING MEMBERS

C. W. C. WRIGHT	Dispatcher, Cleveland
E. G. FISHER	Section Foreman
M. CHINO	Section Foreman
M. O. FERRELL	Carpenter
G. E. HANLEY	Locomotive Engineman
W. B. SHOCKOR	Locomotive Engineman
K. D. BLANKENHORN	Fireman
B. HALL	Fireman
A. S. BUSH	Locomotive Engineman
J. E. CAMPBELL	Conductor
J. O. HART	Flagman
F. E. WESTCOTT	Conductor
M. MISCHAK	Inspector
J. LOESER	Inspector
W. J. O'CALLAHAN	Pipefitter
H. JOHNSON	Machinist
M. J. KELLY	Boilermaker

Lorain-Cleveland Shops and Lorain Terminal Committee

PERMANENT MEMBERS

M. A. GLEESON	Chairman, Master Mechanic
MISS MYRTLE GONNERMAN	Secretary
J. A. SUBJECK	General Locomotive Foreman
C. A. BURDGE	General Locomotive Foreman

W. K. GONNERMAN.....	General Car Foreman
G. B. MOON.....	Car Foreman
DR. J. H. MINOR.....	Medical Examiner
C. H. ROTHGERY.....	Storekeeper
J. C. HAHN.....	Terminal Trainmaster
L. E. KENNEDY.....	Yard Clerk
J. J. POWERS.....	Trainmaster
Z. ROBINSON.....	Carpenter
J. DRENNAN.....	Supervisor

ROTATING MEMBERS

E. CRAMER.....	Conductor
A. NORE.....	Engineer
L. M. BOHM.....	Brakeman
J. E. EARLY.....	Night Yardmaster
L. MORGAN.....	Fireman
M. J. KELLY.....	Boilermaker
L. STEAGELL.....	Pipefitter
L. JOHNS.....	Machinist
M. WALGOS.....	Machinist
J. SABO.....	Blacksmith
M. SIMSIC.....	Leading Inspector
J. IVAN.....	Steel Car Repairman
J. FRITCH.....	Mill Carpenter
J. IHRICK.....	Heavy Wood Car Repairman
J. SASILA.....	Light Repairman
A. F. VOSS.....	Machinist
P. BOGDON.....	Boilermaker
C. J. WARDEN.....	Car Repairman
L. HITE.....	Leading Laborer
J. BASORE.....	Chief Operator CD No. 1

Cleveland Terminal Committee

PERMANENT MEMBERS

A. H. GENSLEY.....	Chairman, Terminal Trainmaster
MISS E. M. STEPHENSON.....	Secretary
E. W. WITCRAFT.....	Day Yardmaster
J. A. HACK.....	Night Yardmaster
C. A. KREGANBACK.....	Assistant Car Foreman

ROTATING MEMBERS

A. E. MEDLEY.....	Chief Clerk-Terminal Agent
C. I. REDFIELD.....	Yard Conductor
F. S. KUNDTZ.....	Yard Brakeman
E. C. HAVLAND.....	Yard Engineman
G. HUFFSTUTTLER.....	Yard Fireman
G. BUCKHOLZ.....	Section Foreman
F. J. BOYER.....	Clerk

Akron Terminal Committee

PERMANENT MEMBERS

T. C. SMITH.....	Chairman, Terminal Trainmaster
P. SOURS.....	Secretary
H. W. GOFF.....	Roundhouse Foreman
W. MESSMER.....	Car Foreman
W. R. BOLLARD.....	Night Yardmaster
O. P. EICHELBERGER.....	Day Yardmaster

ROTATING MEMBERS

H. STRAUSS.....	Yard Clerk
J. BURCHNELL.....	Car Inspector
J. E. FRISKEY.....	Conductor
C. VOWELS.....	Engineer
E. T. HUGHART.....	Brakeman
C. T. BLACKSHIRE.....	Fireman
J. DALY.....	Machinist
L. C. SWANSON.....	Supervisor

Cleveland Freight Station Committee

PERMANENT MEMBERS

A. J. BELL.....	Chairman, Terminal Agent
R. B. MCGINLEY.....	Assistant Agent
W. DEE.....	Pier Foreman
T. O'HARA.....	General Foreman

ROTATING MEMBERS

O. NAGEL.....	Receiving Clerk
F. DEITRICH.....	Tallyman
H. WALSH.....	Stevadore
R. KOLL.....	Demurrage Clerk

Operators R. B. Calhamer, "GI" Tower, W. M. Baul, "CS" office and E. C. Vickers, Lorain, who enlisted in the Signal Corps about two years ago, spending one year overseas, are back on their jobs.

F. R. Landis, operator, "CO" Tower, who has worked steadily for a number of years, decided to take a two months' vacation out west, beginning August 14. Hope the trip and rest will do you good, Frank.

C. F. Gross, operator, Lorain, who had a serious case of Flu last year and has not as yet fully recovered, will leave shortly on an indefinite leave of absence, spending the time out west, where he hopes to regain his health. We all hope that he will soon return to our division in the best of health.

H. L. Lowther, LP-1 clerk, Superintendent's office, has resigned to accept a position with the Cleveland Varnish Co. He leaves us with our best wishes for good luck.

J. Fitzgerald, trainmaster, reports the arrival of a large boy. Mother and son are getting along nicely.

J. I. Malone, formerly supervisor, Massillon, and later reporting to engineer maintenance of way Gibson, Cincinnati, is back with us, as supervisor at Cleveland. We welcome you home, "J. I."

G. W. Gordon, chief clerk to division engineer, and who spent one year overseas, was expected back on the job about August 15.

Margaret Smith, tonnage clerk, Superintendent's office, is in the best of humor at least twice a month, when she makes the trip home to Garrett to see her parents, and gets a chance to read the Garrett *Weekly Blizzard*. Miss Smith thinks so much of this paper that she brings a copy here with her and has a complete file on hand for ready reference.

There is a girl in one of the offices in the depot building, Cleveland, wearing a diamond ring. Watch out, boys, and save your change. We'll want to give a present soon.

The NO-ACCIDENT CAMPAIGN on Western Lines, which runs from July 15 to October 15, is now in full swing on our division. Circular letters and literature have been posted on bulletin boards. There should not be an employe on our division who can frankly say he is not familiar with this campaign.

We will make this campaign a success not only during the time in which it is being carried on, but will also be governed by the good which is derived from it after its expiration.

Attention is called to the following, which certainly is worth trying for:

First—A flag is to be awarded the winning division, to show the appreciation of the Company.

ROTATING MEMBERS

C. L. WOODCOX.....	Yardmaster, Garrett, Ind.
E. P. LEEPER.....	Relief Agent,
F. M. THORNTON.....	Operator, St. Joe, Ind.
JOHN CLARK.....	Track Supervisor, Walkerton, Ind.
WALTER J. RICHMOND.....	Water Station Foreman, Garrett, Ind.
FRED HITE.....	Carpenter Foreman, Willard, O.
L. D. MAGER.....	Passenger Engineer, Garrett, Ind.
P. R. BRENNAN.....	Freight Engineer, Garrett, Ind.
C. E. BOWMAR.....	Passenger Fireman, Garrett, Ind.
T. F. MAHS.....	Freight Fireman, Garrett, Ind.
JOHN ELDER.....	Passenger Conductor, Willard, O.
J. R. NESBITT.....	Freight Conductor, Garrett, Ind.
J. C. MARQUART.....	Passenger Brakeman, Garrett, Ind.
C. F. UMBENQUER.....	Freight Brakeman, Garrett, Ind.
J. A. CLARK.....	Yard Conductor, South Chicago, Ill.
J. O. COX.....	Machine Operator, Willard, O.
J. DOUGLAS.....	Machinist, South Chicago, Ill.
D. A. COSTIN.....	Machinist, Garrett, Ind.



Miss Teresa Shunk, Master Mechanic's office, and "Little Johnny Jones," Chicago Division

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

Roy L. Morrison, who was with the 53rd Engineers, in France, running a U. S. A. engine, received his discharge at Camp Mills in June, and is now back on his old job firing a yard engine at Washington C. H. Welcome back, "Bob."

Here is the picture of Ruth Victoria Rice, five months' old daughter of engineer J. V. Rice, and Portsmouth's "little Miss Peace Baby." She was the first baby born in that city in the new year after peace had been declared, as mentioned in our March notes, in which we promised a picture of this little lady.



Ruth Victoria Rice

Second—To further evidence appreciation, a banquet, picnic or outing will be held after the close of the campaign so that all the winning employes possible can participate in the celebration.

Third—but not least—three prizes of \$25.00, \$15.00 and \$10.00, respectively, will be given for the best, second best and third best articles submitted on the subject "How we Can Help in the No-Accident Campaign."

Chicago Division

Correspondent, O. V. KINCADE, Assistant Chief Clerk to Superintendent

Divisional Safety Committee

PERMANENT MEMBERS

J. H. JACKSON.....	Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS.....	Vice-Chairman, Trainmaster, Garrett, Ind.
MISS GERTRUDE MANION.....	Secretary, Secretary to Supt., Garrett, Ind.
J. E. FISHER.....	Trainmaster, Garrett, Ind.
M. D. CAROTHERS.....	Assistant Engineer Maintenance, Chicago, Ill.
F. D. BACHELLOR.....	Division Engineer, Garrett, Ind.
W. F. MORAN.....	Master Mechanic, Garrett, Ind.
D. HARTLE.....	Road Foreman of Engines, Garrett, Ind.
W. E. FRAZIER.....	Road Foreman of Engines, Garrett, Ind.
F. N. SHULTZ.....	Division Operator, Garrett, Ind.
DR. W. A. FUNK.....	Medical Examiner, Garrett, Ind.
A. R. OSBORN.....	Captain of Police, Chicago, Ill.
B. L. PRINCE.....	Captain of Police, Willard, O.
E. B. HEMSLEE.....	Claim Agent, Garrett, Ind.
P. H. CARROLL.....	Signal Supervisor, Defiance, O.
H. W. DEAN.....	Storekeeper, Garrett, Ind.
D. B. TAYLOR.....	Master Carpenter, Garrett, Ind.
R. R. JENKINS.....	Secretary Y. M. C. A., Willard, O.
ROBERT O'FERRALL.....	Electrical Foreman, Garrett, Ind.
MISS EDITH BLOOM.....	Sweeper, Garrett, Ind.



Former fireman Pearl O. Porter acted as a mounted policeman in LeMans, France

Road foreman Graf recently received the following letter from Private Pearl O. Porter, a former employe:

LE MANS, FRANCE, March 3, 1919.

Dear Friend Bill—I will write you a few lines tonight while I have the time, for I am on duty about all day. I don't know when I will get back home, but hope it will not be very much longer, for I have got enough of it over here.

How are the boys on the Road? I wrote to several of them, but only a few have answered. I certainly have had a h— of a time learning to talk French and I can't speak much yet. I

am now a mounted policeman, as you can see from the enclosed picture.

Private PEARL O. PORTER.
253 Co. 127, Bn. M. P. C.,
A. P. O. 8762, A. E. F., France.

E. B. Isenogle, chief clerk to storekeeper at Chillicothe, was united in marriage to Miss Lucile Wallace of Washington, Ind., on July 28. The bride, a charming brunette, was becomingly attired in a navy blue serge suit with hat and gloves to match and wore a corsage bouquet of red roses. They will be at home to their friends at 250 W. Water Street, Chillicothe. May unalloyed happiness meet them at every step.

C. C. Davis is the proudest steel car man on the job. The cause? A ten pound baby girl left at his home. Congratulations!

It is generally known that a Ford will go "up against anything," but L. J. Kellar, tank repairer, recently purchased one that he claims is very timid in this respect. Mr. Kellar was out operating this machine for the first time, when suddenly a hog jumped out in the road and the "tin Liz" stopped "dead on the spot," although he did not touch the brakes. It may be that respect for the high cost of living, especially in the pork line, was the cause.

The following Motive Power Department employes, who have been serving Uncle Sam, have resumed work: H. H. Brown, C. H. Matlack, C. Richards, A. Hummel, C. Hathorne, W. Armstrong, machinists, and J. Kenz, W. Lyme, D. Baker, boilermakers.



Standard track recently completed west of overhead bridge at Lyndon, Ohio

The accompanying photograph is of John W. Phillsbury, one of the first general passenger agents of the Marietta and Cincinnati Railroad. Mr. Phillsbury accompanied the capitalists that built the old Marietta and Cincinnati Railroad. He was a passenger conductor running between Chillicothe and Cincinnati on accommodation run via Loveland and the Little Miami, and afterwards was promoted to general passenger agent. At that time the trains started from where the freight depot now stands at Chillicothe, Ohio. There was but one train in each direction. Colonel William Nash, the trainmaster, would walk up and down making different remarks, one of which was, "Gentlemen, it takes brains to run a railroad." If his shadow should appear today, what would he think it would take to run one now? Operator E. J. Haynes, is the owner of this photograph, and also gave us this history. Mr. Haynes' father was baggagemaster at Chillicothe at the time these men were in the positions mentioned.

Emory Hatfield, blacksmith, and Miss Emma Watters, daughter of labor foreman J. D. Watters, were quietly married on July 28. Congratulations to both.

"Betterment of Service Meetings" are being held semi-monthly at Chillicothe by agent Moore. They are proving beneficial from every standpoint, and employes of the freight department are striving to increase efficiency in every way possible. Some of the subjects discussed are "Treating the Public Courteously," "Prevention of Claims," "Keeping the Uncollected to the Lowest Possible Minimum," "Correspondence," "Handling Free Astray Shipments," "Properly Describing Articles for Shipment and Filing Records."

Miss Kathrynne Sheehan, stenographer to



J. W. Phillsbury
First general passenger agent, Marietta and
Cincinnati Railway

master mechanic at Chillicothe, is busy learning to run a new automobile, which she has just recently purchased. It is hoped that she will soon be thoroughly familiar with it and that invitations may be out for rides.



The "Bone Yard" at Chillicothe, Ohio, from the top of the coal chute



C. M. Varian and his pet dog

The accompanying picture is of fireman C. M. Varian and his pet fox terrier. Mr Varian greatly assists the correspondent of this division by supplying items of interest in regard to our firemen and engineers.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

We are glad to note that the following employes who were furloughed for military service and who have spent several months in France have returned and reported for duty: Division Accountant's office: L. F. Isenogle, M. McIntyre, George Foist. Brakemen: A. Schrenk, L. D. Johnson, E. Gordon, D. P. Stewart, C. A. Brown, "Mert" Davis, W. M. Pollard, F. C. Gilbert, and L. A. Stewart. Firemen: J. C. Pfaffenberger, F. R. Spurlin, George D. West, John Leudtke, C. C. Miller and L. T. Gates.

R. F. Phillips, tonnage clerk, better known as "Rube," has just returned from the happiest vacation of his life. Mr. Phillips took advantage of his vacation to enjoy a wedding trip and is now receiving congratulations from his many friends.

The picture at top of next page is of L. H. Willman, our utility clerk. He is better known

as "Cotton" and is an accomplished marksman. On the first day of August, the first open day for squirrels in Indiana, "Cotton" arose at day-break (?) got into his "Lizzy" and headed for the neighborhood where it is reported squirrels are plentiful. After tramping about the woods for about four hours he finally located one of the "Nut-Crackers" sticking his head out from behind a knot on a beech tree. It looked to "Cotton" as if he was looking into a mirror when he looked into the big brown eyes of the squirrel, because he felt perfectly at home. After emptying both barrels about four times he finally succeeded in getting the squirrel out of the tree, but about the only thing left of the quarry was the tail. Damages: one gallon of gasoline, twenty-four cents; eight smokeless shells, forty cents; total, sixty-four cents. Gain: tail of one good squirrel in good shape, body mutilated.

It is with regret that we announce the last call answered by Alexander Toms, engineer, age sixty-nine, on July 29. He was born in Cleveland, Ohio, September 1, 1849, and had he lived another month would have celebrated his seventieth birthday. His boyhood days were spent at Vincennes, Ind., and when about nineteen years of age he entered the service of the old Ohio and Mississippi, now the Baltimore and Ohio, as fireman. He was promoted to engineer in 1877 and remained in service continually until about four years ago, when he was transferred to the Pension Roll. He was always most faithful and trustworthy and was highly respected by every man with whom he worked. By the older railroad men Mr. Toms was regarded as a brother, while the younger men looked to him for advice and counsel as they would to a father.

Mr. Toms was stricken with paralysis while a passenger on train No. 3 between North Vernon and Seymour about five weeks ago. The stroke came without warning and was



Virginia and Ruth,
the twin four year old daughters of agent C. M.
Erwin, of Mt. Vernon



L. H. Willman
"Cotton"

entirely painless, and he did not know that he had been stricken until the train had pulled into Seymour and he found he could not get up from his seat. He was immediately removed to his home and death occurred shortly after a second stroke.

R. C. Miller, engineer, and family spent a week in camp on White River near Shoals, Ind.

John Widemann, engineer, and wife, enjoyed a week in camp near Fort Ritner.

Harry Reed, brakeman, has just returned from service in the Navy. Mr. Reed made one trip to England and two to France with the Mercy Ship, conveying injured home.

J. A. Overman, operator, and George Huffman, clerk in Division Accountant's office, who have been overseas about two years, have just been discharged and are busy shaking hands with friends. They will report for service within a few days.

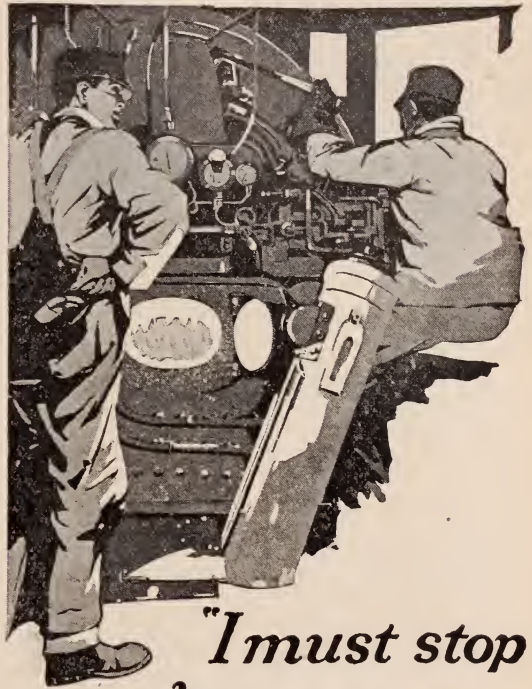
The Misses Feagan, Humes and McGinty' from the Division Office Building, have just returned from vacations and report a delightful time. They visited Washington, New York, Albany, Boston and Portland, and, although lost in subways in one or two instances, they thoroughly enjoyed every minute of the trip. Their skill in swimming evidently deserted them temporarily for they report swimming in the Atlantic more difficult than in the small pool at home.

Illinois Division

Correspondent, **OMER T. GOFF**, *Secretary to Superintendent*

Dispatcher A. O. Taggart recently returned from a two weeks' vacation which was spent in Colorado, Kansas and Arkansas, visiting rela-

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Name _____

Address _____



Seven miles west of Ranger, Texas, on the "Cotton" lease of Fireman Melton

tives. "Tag" says that he didn't know there was as much wheat in the world as he saw in Kansas.

No wonder operator A. C. McDonald, at Pana, hasn't known any of his old friends since June 24. Richard Frederick McDonald was born on that day. We understand that "Mac" Jr. has already usurped the throne as king of the household.

The accompanying photographs are of William Melton, fireman, taken at his bunk house, seven miles west of Ranger, Texas, where he was spending a leave of absence for a few weeks, and some of the storage tanks at his oil properties.

We were grieved to learn of the death, on July 25, of John Pritchett, fifteen year old son of trainmaster K. S. Pritchett. Mr. Pritchett's son had been in poor health for some time and was taken to Colorado in the hope that the climate would be beneficial to him, but he gradually became worse until the doctors advised that he be brought back home. He was taken to the Olney Sanitarium and died shortly after reaching there. Mr. Pritchett and family have the heartfelt sympathy of the entire division.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*

Divisional Safety Committee

PERMANENT MEMBERS

- R. B. MANN Superintendent, Chairman
- J. W. KELLY, JR. Assistant Superintendent
- M. S. KOPP Assistant Superintendent



William Melton in his bunk house in the oil fields

- C. W. HAVENS Trainmaster
- H. W. BRANT Trainmaster
- W. B. KILGORE Trainmaster
- E. J. CORRELL Division Engineer
- A. E. McMILLAN Master Mechanic
- T. C. O'BRIEN General Foreman Shops
- M. P. HOBAN Road Foreman of Engines
- O. R. STEVENS Road Foreman of Engines
- I. E. CLAYTON Division Operator
- DR. R. C. POTTER Medical Examiner
- DR. F. H. HUTCHINSON Medical Examiner
- J. C. MOLTER Captain of Police
- A. S. MORGAN Division Claim Agent
- H. M. DRYDEN Signal Supervisor
- R. C. HENDERSON Master Carpenter
- T. E. BRITT Storekeeper
- E. J. ROTHWELL Storekeeper
- EUNICE SMONGESKI Secretary

ROTATING MEMBERS

- A. E. WEST General Yardmaster
- L. F. HOCKETT Agent
- R. C. MANNING Operator
- E. LEDGER Supervisor
- G. H. CANNON Signal Foreman
- T. W. ANDERSON Bridge Foreman
- GEORGE W. THOMAS Carpenter Foreman
- H. J. OLINGER Bridge Carpenter
- DAVID BOGART Passenger Engineer
- HARRY SIFFORD Freight Engineer
- TOLAN MILLER Passenger Firemen
- WALTER HUNTWORK Freight Fireman
- J. C. CLIFFORD Passenger Conductor
- C. W. DAY Freight Conductor
- EDWARD KESLING Passenger Baggageman
- H. K. MARCONETTE Freight Brakeman
- E. M. JONES Switchman
- C. H. McNALLY Car Inspector
- MARTIN N. RIKER Machinist
- JOHN CARROLL Car Builder
- THEODORE HEILAND District Passenger Agent
- EDITH LIGHTER Stenographer

East Dayton Shop Committee

PERMANENT MEMBERS

- A. E. McMILLAN Master Mechanic, Chairman
- R. O'NEILL Car Foreman
- W. A. GILMORE General Foreman
- T. E. BRITT Storekeeper
- DR. R. C. POTTER Medical Examiner
- CLARA LEINGANG Secretary

ROTATING MEMBERS

- A. J. SIMMONS Machinist
- F. BURROWS Boilermaker
- JESS AYERS Boilermaker
- EUGENE LOWREY Pipefitter
- JOHN BURNS Car Repairer
- MIKE MYERS Blacksmith
- JAMES HERBERT Acetylene Welder
- DAVE NASH Machinist

Lima Shop Committee

PERMANENT MEMBERS

- T. C. O'BRIEN Foreman, Chairman
- W. F. BAKER General Car Foreman
- E. J. ROTHWELL Storekeeper
- DR. F. H. HUTCHINSON Medical Examiner
- KATHRYN FITZGERALD Secretary

ROTATING MEMBERS

- E. T. BOWDLE Labor Foreman
- FRANK McGOFF Freight Car Builder
- JAMES SIMPSON Millwright
- V. C. PRATT Blacksmith
- WILLIAM NEUBRECHT Machinist
- GEORGE SIRCOULOMB Boilermaker
- JOSEPH GOEBEL Tinner
- WILLIAM VAN HORN Painter
- CHARLES PORTER Pipefitter
- FRANK CLAY Machinist

Rossford Shop Committee

PERMANENT MEMBERS

- J. F. PHARES General Foreman, Chairman
- J. I. BAILEY General Car Foreman
- F. H. HUTCHINSON Medical Examiner
- A. B. TIEMANN Secretary

ROTATING MEMBERS

- J. E. PECK..... Tank Repairer
- EDWARD REEL..... Machinist
- NELSON BROWN..... Pipefitter
- M. RIKER..... Machinist
- CHARLES DOLT..... Boiler Inspector
- WILLIAM DITTMAN..... Blacksmith
- HOMER LATTA..... Car Repairman
- TERRY COMPTON..... Car Repairman
- M. UBERROTH..... Car Inspector

Toledo Dock and Station Committee

PERMANENT MEMBERS

- M. S. KOPP..... Assistant Superintendent, Chairman
- C. A. ARNOLD..... Dock Master
- H. N. SCHOENBERGER..... Agent
- DR. F. H. HUTCHINSON..... Medical Examiner
- H. G. BALDWIN..... Secretary

ROTATING MEMBERS

- JOHN MACKLET..... Assistant House Foreman
- GEORGE THOMAS..... Bridge Foreman
- ROBERT ESLING..... Yard Brakeman
- A. F. REIFSNYDER..... Assistant Car Foreman
- CARL CRAWFORD..... Yard Brakeman
- C. H. RYAN..... Chief Electrician (Dock)



“There, Little Girl, Don’t Cry”

She had broken her heart—the same little girl who had broken her doll so many, many years before—and Riley’s words of cheer and comfort—“There, little girl, don’t cry”—tell, at once, what Riley has meant to the world.

His is the great warm heart we turn to in trouble. His is the spirit that brings joy and comfort. The strong soul that could bear the troubles of a world, and never flinch under his own. A home which has no Riley is a house without flowers.

James Whitcomb RILEY

Few cold statues are built for him, but magnificent monuments that distribute goodness and gladness as he distributes it in his stories and story poems. They are building playgrounds and hospitals in his memory. And in his memory, too, we have made a beautiful set of his work—the work that to your soul is as a window to a house.

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The heirs of James Whitcomb Riley came to us, as the publishers of Mark Twain, and said that they would be glad to reduce their royalty, so that we could place his works in the homes of all those who loved him. So we are able to make this complete set of all Riley’s works, in 10 volumes, containing over 1,000 titles and a biographical sketch—for the present—at a price we can pass on to you.

We have obtained a fitting form for these books—that James Whitcomb Riley would have liked. Beautifully illustrated by Howard Chandler Christy and Ethel Franklin Betts—some in full color, some in two colors, and some in black and white. One edition of Riley’s complete works—the de luxe—sold from \$1.25 to \$1,750 a set. You can have your set for less than one-fifth the lowest price made before.

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HARPER & BROTHERS, New York

Miss Mildred Lee Kinsey, stenographer in the division freight and passenger agent’s office, Dayton, spent a pleasant vacation the latter part of July, visiting with friends in Detroit and also enjoying the wonderful scenery of Niagara Falls.

George Steckline, the efficient and accommodating assistant chief clerk in the superintendent’s office, spent a pleasant vacation, the first part of July, in New Haven, Connecticut. George is not married, but says it is a sister of his that lives in New Haven.

Helen Zimpher, stenographer in agent L. F. Hockett’s office, was not on duty for several days during July. We understand she claims her absence to have been because of a vacation, but some one has said that two persons made a trip to Detroit and Niagara Falls at the same time.

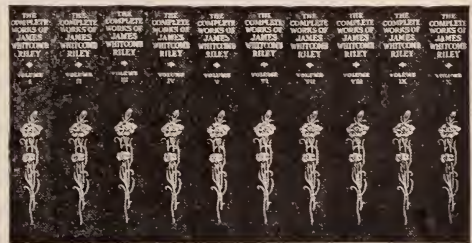
Miss Marguerite Collier, of Richwood, Ohio, a former stenographer of the Erie Railway, has accepted a similar position with this Company in the Police Department at Dayton. Marguerite will make many friends.

Conductor C. A. Dudley spent several days during the latter part of July in Zaleski and Athens. If you desire to know the best quality of coal to buy, ask “Charlie.”

George Wehrung, chief clerk to the division freight agent, Dayton, spent several days during the latter part of July in the “wilds” of Mexico. Be on the look out for “reptile” stories any time you meet him.

J. W. Kelly, Jr., our genial assistant superintendent, with his family, spent several days recently in the east, visiting at Atlantic City, Baltimore and other points.

M. M. Hemmert, of whom we have spoken before in these columns as being one of the boys from our division that fought for Uncle Sam in France, resumed his old position as agent at Botkins, Ohio, on July 22.



HARPER & BROTHERS, 174 Franklin Square, New York

Please send me the complete works of JAMES WHITCOMB RILEY, in 10 volumes, bound in rich cloth, stamped in gold, fully illustrated by Howard Chandler Christy and Ethel Franklin Betts. I may keep this set for 10 days for examination and return it to you, at your expense, if I do not want it. If I keep the books I will remit \$1.50 a month for thirteen months. B. & O

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Occupation

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Herman Sixt, bill and rate clerk at East Middletown, spent several days in Petoskey, Michigan, during the first part of August. He says that it is the place for the hay fever patient, although he is not sure that he had more than a severe cold.

J. M. Pickens, the popular agent at Frankfort, together with his family, spent several days among the hills of West Virginia.

L. M. Martz, our well-known agent at Findlay, prior to consolidation at that point, relieved Mr. Pickens.

Mr. and Mrs. Harry T. Heiland enjoyed a few days' vacation in Michigan, the greater portion spent at Mackinac Island. Mr. Heiland is chief clerk to trainmaster H. W. Brant.

Night yardmaster B. W. Jeffords, Rossford Yard, visited old friends at Columbus, Ohio, during the latter part of July.

General yardmaster W. G. Farling, Rossford Yard, is a great lover of the good old summer time, for it means straight twenty-four hours for the G. Y. M. many days, taking care of circus elephants, actors' cars, etc.

During July, Rossford Coal and Ore Dock was one of the very busy ports of the Great Lakes. The yard and dock forces certainly put "pep" into their work, in order to keep the constant stream of Lake freighters moving out of the way loaded.

We are all glad to see A. L. Redfox back as conductor on the town run.

B. F. Kirby, who was injured in the West Side yard some time ago, is improving very nicely, and the boys will all welcome him back to his old position.

A. J. Reardon, formerly chief clerk to assistant superintendent Kopp, has been appointed night yardmaster at the Southbound.

Division Accountant's Office, Dayton, Ohio

Miss Ruth Williams sure did put it over when, on July 19, she went to Kentucky, and there gave her promise to Mr. Earl Ford, who had just returned from overseas, after serving Uncle Sam for two years. Miss Williams is stenographer in the Division Accountant's office. Our best wishes.

Frank Conn, transportation timekeeper, Dayton, has returned from a vacation spent in Michigan.

Lawrence O'Donnell, maintenance of equipment timekeeper, Dayton, spent his vacation with his wife in St. Louis and points in Michigan.

Joseph Fortman, chief clerk to division accountant, Dayton, has returned from a vacation spent in the southern part of Ohio.

George Keinat, maintenance of equipment timekeeper and wife, spent their vacation with relatives in Cincinnati.

Watch the Spark Hazard

A constant source of fire danger is the locomotive with its heavy fire and attendant danger from flying or falling sparks.

Ash pans become defective and spark arrestors in stacks wear away, affording avenues of escape, of which the hot coals are always ready to take advantage.

Employees usually note such defects yet rarely do they report them in time. The next time flying sparks may set fire to the building in which you work and burn up your job.

Appoint yourself a fire warden to help prevent the tremendous fire waste. Report to the division officials or to this office any defective ash pans or spark arrestors you may note, in order that repairs may be made before a serious fire is caused thereby.

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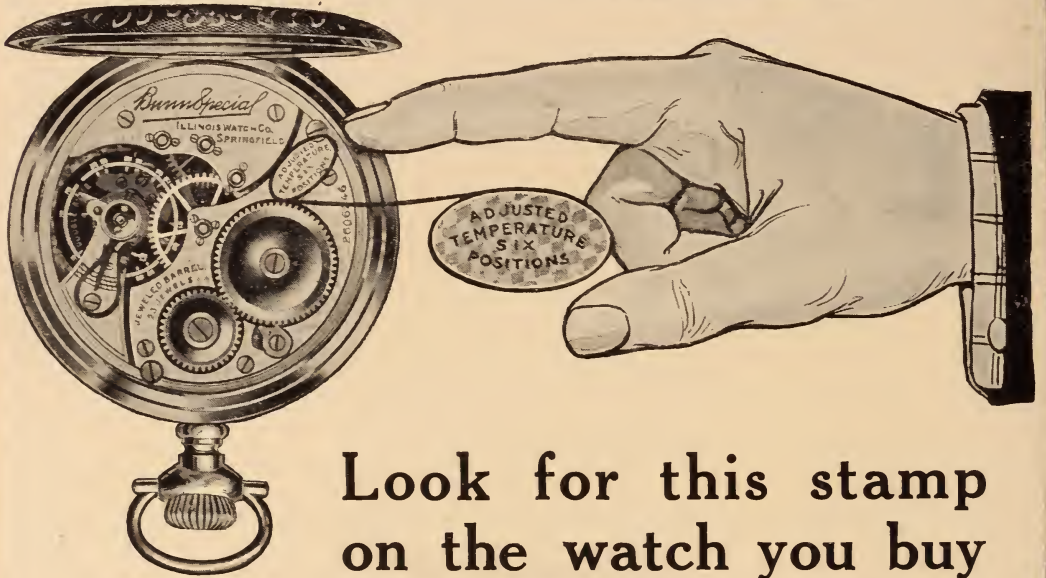
Baltimore & Ohio Employes Magazine



The National Railroad Accident Prevention Drive will be held on all railroads under Government control from October 18 to October 31, inclusive.

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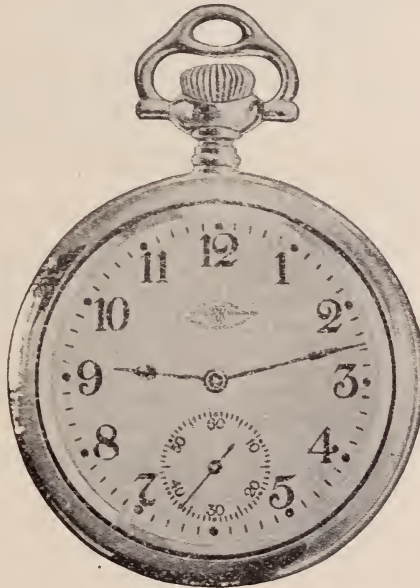
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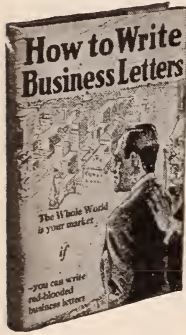
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Baltimore and Ohio Employees Magazine,
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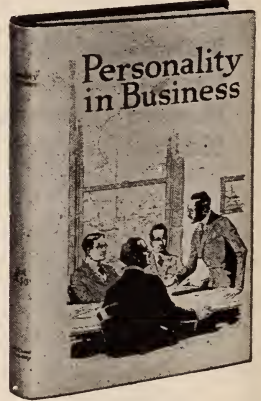
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business men are ready to answer these questions for you—such men as John North Willys, James Logan, Samuel Miles Hastings. In Personality in Business they tell in their own words what personality has meant to them, how it can be developed, what a dollar-making asset it is when used to the fullest possible extent. Use their methods for developing a winning personality, carry out the suggestions they make, and you are almost certain to come into full possession of a power that will help you, regardless of the position you occupy.

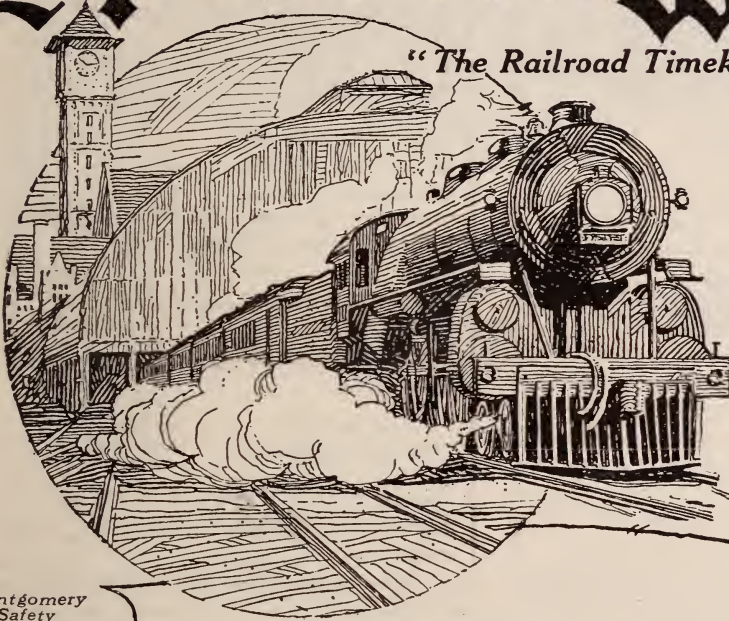
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EDITOR,
BALTIMORE AND OHIO EMPLOYEES MAGAZINE
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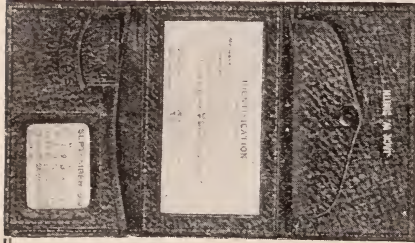
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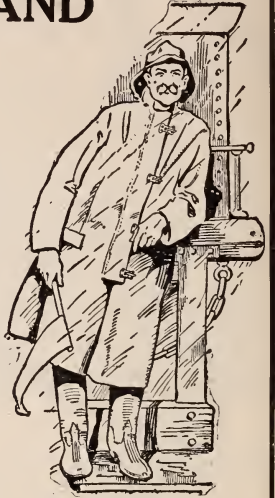
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 7

BALTIMORE, OCTOBER, 1919

Number 6

CONTENTS

Contents Page Border.....	V. J. Huegle	5
The Train that Brings Me Home—A Poem.....	Margaret Talbott Stevens	6
Monongah Division Wins "No-Accident Campaign," Eastern Lines.....	S. Ennes	7
"No-Accident Campaign," Eastern Lines, Final Result.....		8
"No-Accident Campaign," Western Lines, Shows Splendid Cooperation of Employees.....	R. N. Begien	10
Enlist in the National Railroad Accident Prevention Drive, October 18-31.		11
Records Show that Staten Island Railroad Has Never Killed a Passenger.....	J. M. Davis	12
Car Checkers 'll Git You if You Don't Watch Out.....		13
Fuel Performance, Western Lines.....		15
Help Keep Coal Cars Moving.....		16
The Railroad Yanks Fix 'Em Up in Russia.....		17
Free Library Offers Fifteen Thousand Books to Employees	Mrs. E. P. Irving	19
Roosevelt Memorial Association.....		19
Who Owns the Railroads?.....	"Jasper" in Leslie's	19
Cardinal Mercier.....		20
Envy, Grudge and Greed.....	John Newman	20
Sixteen Good Points for the "No-Accident Campaign".	Stephen Johnson	21
Pictorial.....		22
Simplified Railroad Telegraphy.....	C. A. Plumly	25
New Castle Division Makes Record Fuel Performance.....	A. C. Harris	26
Baltimore and Ohio Set Standard Rail Gauge.....		27
As Seen by the Cartoonists.....		28
Editorial.....		30
What Would You Do if You Owned the Baltimore and Ohio Railroad? .		32
The Railroad is Mankind's Greatest Servant.....	P. H. Starklauf	33
Our Own Hall of Fame.....		35
Vacation Time—A Poem.....	Miss H. I. Farrer	36
Chose Death to Life Without Wife.....	John Draper	37
Social.....		39
Exhausts.....		44
Help Prevent Dangerous Fall Forest Fires.....	George H. Wirt	46
School Boy Hears Rock Fall in Cut and Stops Approaching Train.....		47
E. W. Hoffman Now Superintendent of Chicago Division—		48
Succeeded on Ohio Division by R. W. Brown.....	A. E. Erich	49
Changes and Promotions.....		49
"And This Station Agent Did It This Way".....		50
Washington Information.....		51
Home Dressmaker's Corner.....		57
Safety Roll of Honor.....		61
Among Ourselves.....		65

Published monthly at Baltimore, Maryland, by the employees of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employees. Manuscripts and photographs will be returned upon request. : : : Please write on one side of the sheet only



The Train that Brings Me Home

By Margaret Talbott Stevens

File Clerk, Transportation Department

When vacation times are coming, I plan for mine with care,
To spend it by the seaside or breathe the mountain air.
And I get out all the schedules I can find around the place,
And figure where I'd like to go as o'er the maps I trace.
Perhaps I'll go to Buffalo, maybe to Ocean View;
Or, even as far as Denver to spend a day or two.

I might decide on 'Frisco, though I'd hardly have the time,
Perhaps it would be just as well to seek a cooler clime.
Niagara would be pleasant, but I'd rather take the train
And go to old Virginia to rest my tired brain;
Or perhaps to cool New Hampshire where all my folks were born,
Where the mountains and the maples hang with dewdrops ev'ry morn.

I'd like to ride forever on the train for miles and miles,
To see all kinds of people, their customs and their styles,
To view the country landscapes; oh, to ride day after day
Through cities, towns and villages, as the train goes on its way!
A'down into the valleys where the daisies gaily dance,
To where the streams are singing and the sunbeams lightly glance.

I love the train that takes me out across the western plain,
Through miles of prairie grasses and fields of golden grain;
And the train that goes to Southland where watermelons grow,
Where fields of flaky cotton spread o'er the earth like snow;
And the train that takes me eastward where I see the ocean's foam,
But the train I love of all the best is the train that brings me home.

Should I decide on Denver, Canada or Buffalo,
Or ride the rails to Cleveland, Pittsburgh or Ontario,
St. Louis, or Chicago, New York town or Timbuctoo,
I know that I'll be keen for home in just a day or two.
I'll dream of good old Baltimore, and then I'll start to pack,
'Twill be worth the trial of waiting for the train to bring me back.

Yes, the train to Philadelphia is a pleasant one to ride,
And the train to Harper's Ferry shows the mountains on each side;
While the train that goes to Pittsburgh speeds me swiftly, safe and fine,

I love them all, but none of them is just what I'd call MINE.
For the train that makes me happy, no matter where I roam,
Is the train to which my heart belongs—the train that brings me HOME.

Monongah Division Wins "No-Accident Campaign," Eastern Lines

All Divisions Made Substantial Improvement Over 1918 Record

By S. Ennes

General Manager, Eastern Lines

THE employes on our Eastern Lines are to be congratulated on the splendid results attained during their "No-Accident Campaign," June 10 to August 31, inclusive. This is another proof, and the most recent of many, of what our Railroad workers are willing and able to do in an effort of this kind. That it must have appealed to the vast majority of our employes as worthy of their deep personal interest, is quite apparent, for without it the gratifying decrease in accidents shown would have been impossible.

The Monongah Division held its lead to the finish and therefore becomes the

possessor of the prize pennant, a sketch of which accompanies this article. Unfortunately, as we go to press, the plans as to just what form their divisional celebration will take are not complete, but a full account of them will be published in the next issue of the *MAGAZINE*. We also hope to have ready for that number the results of the prize essay contest. Suffice to say here that a goodly number of essays have been received, and that they are now in the hands of the judges for decision.

Perhaps nothing which has occurred in recent years on the Baltimore and Ohio has contributed in such a practical and resultful way to reduce the high cost of living as this campaign. Accidents,



The pennants for the winning divisions in the "No-Accident Campaigns" are stunning. They are twenty feet long and ten deep, the body a deep royal blue in color, with a white border all around, and the letters in white. The new SAFETY design is painted in gold, yellow, two shades of blue and white. The materials used are the best obtainable and the pennants will long be admired where flown by the winning divisions.

United States Railroad Administration

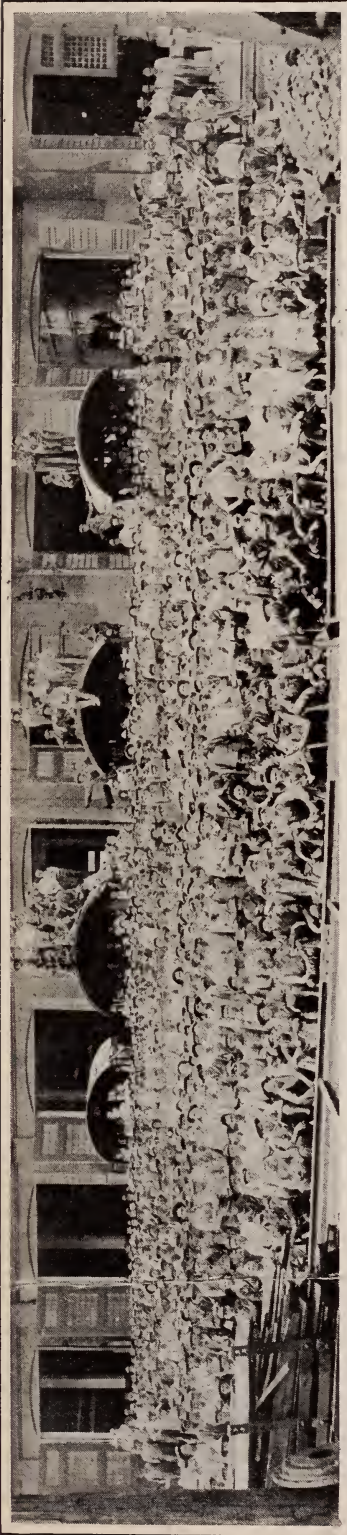
Director General of Railroads

BALTIMORE AND OHIO RAILROAD—EASTERN LINES

Statement of Accidents June 10 to August 31, inclusive, 1919 as compared with 1918 ‘NO-ACCIDENT CAMPAIGN’

DIVISIONS	ACCIDENTS										GROSS TON MILES		1000 GROSS TON MILES PER TRAIN ACCIDENT		PER CENT. INCREASE OR DECREASE 1000 GROSS TON MILES PER TRAIN ACCIDENT 1919 OVER 1918		RANK
	TRAIN		CASUALTIES				1919		1918		1919	1918	INCREASE	DECREASE			
	1919	1918	K	I	K	I	1919	1918									
Baltimore (East End).....	22	133	0	31	1	43	283,553,000	422,584,000	12,888	3,177	305.6	2					
Baltimore (West End).....	23	38	0	78	6	169	496,014,200	645,536,500	21,565	16,987	26.9	10					
Baltimore Terminal.....	53	86	3	167	*	*	74,905,000	*	1,413	*	.....	.....			
Cumberland (East End).....	45	76	0	81	0	108	1,177,976,000	1,307,654,200	26,177	17,206	52.1	7					
Cumberland (West End).....	54	98	2	132	10	164	490,228,500	623,525,900	9,078	6,362	42.6	8					
TOTAL MARYLAND Dis't.	197	431	5	489	17	484	2,522,676,700	2,999,300,600	12,805	6,958	84.0	.....				
Monongah.....	72	233	0	85	6	63	352,630,700	239,347,004	4,897	1,027	376.8	1					
Wheeling.....	33	68	1	45	1	59	280,258,800	369,915,700	8,492	5,439	56.1	6					
Ohio River.....	11	19	1	65	0	56	119,826,500	145,816,000	10,893	7,674	41.9	9					
Charleston.....	9	37	1	4	0	0	91,468,100	95,426,400	10,163	2,579	294.0	4					
TOTAL W. VA. DISTRICT..	125	357	3	199	7	178	844,184,100	850,505,100	6,753	2,382	185.5	.....				
Connellsville.....	41	167	4	48	1	81	702,167,200	720,819,200	17,126	4,316	296.8	3					
Pittsburgh.....	23	106	0	93	4	134	515,305,600	636,058,500	22,404	6,000	273.3	5					
TOTAL PENNA. DISTRICT..	64	273	4	141	5	215	1,217,472,800	1,356,877,700	19,023	4,933	285.6	.....				
TOTAL EASTERN LINES..	386	1,061	12	829	29	877	4,584,333,600	5,206,683,400	11,876	4,907	142.0	.....				

* Included in Baltimore (West End) Division.
SUPERINTENDENT SAFETY AND WELFARE DEPARTMENT,
BALTIMORE, MD., SEPTEMBER 11, 1919.



Great turnout of employes for "No-Accident Campaign" meeting, July 24, at Washington, Indiana

Employees of the Western Lines will be interested and gratified in reading the article on page 10 by R. N. Begien, federal manager, on the splendid progress of their "No-Accident Campaign." It is most encouraging to have Mr. Begien express his conviction that there is a deepening belief on the part of employes in the great humanitarian and economic benefit of everything done to realize the highest results in the SAFETY work.

whether personal or material, occasion an enormous economic waste, destroying wage earning ability, production and material resources. It is naturally impossible to show any immediate effect in the reduction of the prices of the things we wear and eat, because of the achievements of this campaign. But it is an economic law, as invariable as the law of supply and demand, that any movement of this kind, as successful as our employes have made this one, is a potent factor in bringing down prices. Could a campaign like this be made nationwide in its scope and include not only the railroads (as will the approaching National Railroad Accident Prevention Drive, October 18 to 31), but all other industrial activities, there is no question but that a reduction in the costs of commodities would soon become apparent, provided a similar degree of success were attained.

Here are some interesting deductions which a glance at the figures on the final report of the campaign will disclose. The winning division increased its gross ton mileage almost 400 per cent. per accident. Four other divisions increased their gross ton mileage almost or quite 300 per cent. per accident. And the beauty of the whole campaign is that every division which is rated, made an improvement over its figures of 1918. This shows that the appeal to our employes for cooperation in this drive was universal in its effect and that the desirable purposes of the campaign were very generally appreciated and supported.

In the period which precedes the beginning of the National Railroad Accident Prevention Drive, October 18, let us all get our houses in order and our lines set to give this national movement the finest support possible.

Every railroad in the country under Federal control has been called on for its best in this drive. The competition between the Baltimore and Ohio, Eastern Lines, and other roads, will be keen. But we have now a good start in cooperation and will, I know, make a record showing.

We congratulate the winners of the campaign on the Eastern Lines, and thank every employe who did his part toward the splendid general results obtained.

"No-Accident Campaign"—Western Lines, Shows Splendid Cooperation of Employees

They Are Working the Golden Rule Both Ways

By R. N. Begien

Federal Manager, Western Lines

DIVISIONS	ACCIDENTS								TOTAL ACCIDENTS		GROSS TON MILES		1000 GROSS TON MILES PER ACCIDENT		PER CENT. INCREASE OR DECREASE 1000 GROSS TON MILES PER ACCIDENT 1919 OVER 1918		RANK
	TRAIN				CASUALTIES				1919	1918	1919	1918	1919	1918	Increase	Decrease	
	1919	1918	K	I	K	I	K	I									
									1919	1918	K	I					
Chicago	23	64	1	74	2	106	98	172	495,832,400	517,708,300	5,283	2,883	83.2		2		
Newark	19	10	42	42	1	90	61	101	259,685,600	262,581,900	4,257	2,600	63.7		4		
New Castle	19	46	42	42	46	61	92	488,103,800	451,899,100	8,003	4,912	62.9		4			
Cleveland	7	12	32	32	42	39	54	388,978,400	478,268,100	9,846	8,887	11.2		6			
N. W. DISTRICT	68	132	1	190	3	284	259	419	1,649,536,100	1,688,581,500	6,369	4,030	58.0		...		
Ohio	10	16	26	1	34	36	51	292,365,800	238,117,900	8,121	4,669	73.9		3			
Indiana	19	13	1	20	13	40	26	261,331,500	219,907,500	6,533	8,458	22.8*		8			
Illinois	7	11	27	30	34	41	41	191,551,200	173,747,100	5,634	4,238	7.6		7			
Toledo	22	69	1	21	67	44	138	588,729,000	792,660,200	12,244	5,744	113.1		1			
S. W. DISTRICT	58	109	2	94	3	144	154	256	1,283,977,500	1,424,432,700	8,338	5,564	49.9		...		
WESTERN LINES	126	241	3	284	6	428	413	675	3,113,014,200	3,113,014,200	7,103	4,612	54.0		...		

* Denotes decrease.

"Gross Ton Miles per Accident" includes Train Accidents and Casualties to Employees only and does not include accidents to "Others."



THE decrease in the number of train accidents and casualties in the face of an exceedingly heavy volume of traffic, both freight and passenger, indicates to me that the SAFETY idea has taken hold.

One familiar with conditions existing some years ago around our shops, engine-houses, freight stations and yards will be impressed with the marked improvement. The premises are kept cleaner, material is piled or stored away in an orderly manner and the improvement in conditions has extended to the men themselves. Working rules are better observed and everywhere there is evidence of good order and deportment.

We have not, however, reached the limit of what can be accomplished.

New men are coming into the service who have to be taught our standards. Example is better than precept and it is less difficult now than formerly to get them into line, for men naturally respond to environment. Then, too, there are a few obstinate ones who object to taking such precautions as wearing goggles to protect their eyes or to put up working signals while engaged in work under cars, etc., but such cases are comparatively rare.

The difficult part of the SAFETY movement was to get our employes to take the correct viewpoint which was necessary before we could hope to bring about a change in fixed habits.

Experience having demonstrated the value and practicability of the SAFETY idea, opposition has faded away and employes generally are responding to the spirit of the movement, not only playing the game safe themselves, but insisting upon their fellow employes doing the same.

(Concluded on page 14)

Enlist in the National Railroad Accident Prevention Drive, October 18 to 31

Rumors Heard of Challenge for Best Record Between Eastern and Western Lines

THE National Railroad Accident Prevention Drive will be effective from October 18 to 31.

The plans to make 100 per cent. clear records are rapidly being evolved. The various safety supervisors and safety committees will be assisted by the officers and employes of all lines, and while this drive is primarily of moment to railroad men, the public generally is also deeply interested. Assistance is being secured from school teachers, public officials, newspapers, ministers, commercial and automobile clubs and many other agencies.

From all sides words of hearty encouragement are being received by the

Safety Section, even from many who heretofore have been more or less indifferent.

Everyone seems to have awakened to a realization that his is a necessary part in the final success and that this personal responsibility cannot be delegated or shifted.

The National Railroad Accident Prevention Drive will show the world that railroad men as a body can be depended upon to take intelligent action in matters so vital to their personal well being and the welfare of the railroad industry.

On the Baltimore and Ohio extensive plans are now under way for bending every effort to make this drive a success,



"Among those present" at "No-Accident Campaign" Rally, Washington, Indiana, July 24

Top row, left to right: W. G. McCormick, tank foreman; J. B. Bolling, truck and platform foreman; Barthel Kempf, mill room foreman; Jesse Jones, light repair track foreman; C. A. Wagner, machine foreman; C. H. Creager, road foreman of engines, Illinois Division; R. K. O'Conner, drop pit foreman; G. W. Bultman, day engine-house foreman; Cameron Harrod, assistant day enginehouse foreman; J. P. Kehoe, assistant boiler foreman, day enginehouse; J. P. Mangin, assistant boiler foreman, back shop; E. C. Bateman, labor foreman; Gilmore Jennings, general boiler foreman; L. A. Smiley, shop clerk; W. H. Powell, traveling foreman; F. A. Teed, general car foreman; A. W. Miller, general locomotive foreman; H. J. Price, tool room foreman; R. N. Kuhn, assistant erecting shop foreman; M. A. McCarthy, division operator.

Bottom row, left to right: J. J. McNamara, painter foreman; S. A. Rogers, road foreman of engines, Indiana Division; G. R. Galloway, general master mechanic; W. L. Robinson, division master mechanic, Illinois Division; John T. Broderick, superintendent Safety and Welfare Department; F. B. Mitchell, general superintendent; R. C. Davis, general yardmaster; C. M. Newman, superintendent of shops; C. G. Stevens, superintendent, Illinois Division; H. S. Smith, trainmaster, Indiana Division; J. W. Odum, trainmaster, Illinois Division.

The employes of the Eastern Lines concluded on August 31 their "No-Accident Campaign," the splendid results of which showed that they can be depended upon to do their best in a movement of this kind. The employes of the Western Lines are still engaged on their "No-Accident Campaign" and results to date, as published in this issue, also indicate their deep interest in this work.

Federal manager Galloway has planned for a meeting on October 6, to prepare for the drive on Eastern Lines. It will be largely attended by his staff, and district and division officials, including superintendents, besides the chief officials of the Mechanical Department, including superintendents of shops and master mechanics.

Federal manager Begien is planning for a similar meeting during late September. The Western Lines will be keyed up to their best efforts during the last two weeks of their "No-Accident Campaign"

until October 15, and the two weeks included in the National Drive, October 18 to 31, inclusive, will offer a good opportunity for their reaching a splendid climax.

Special letters and posters will be widely distributed along the line of road and every effort will be made to enlist the personal interest and support of each individual employe.

It is rumored, by the way, that there is a quiet understanding between our two federal managers that this drive on the Baltimore and Ohio will be intensified by strong competition between the Eastern and Western Lines; and that a challenge to this end from either Mr. Galloway or Mr. Begien may soon be announced.

Don't overlook your part in this great campaign. Let the more than two million railroad employes pull together in this matter to the end that the two-week period may establish a record for efficiency in human conservation.

Records Show that Staten Island Railroad Has Never Killed a Passenger

280 BROADWAY
NEW YORK CITY

August 30, 1919.

MR. CHARLES H. EWING,
Federal Manager,
Philadelphia, Pa.

Dear Sir—The first construction work on the present Staten Island Railway was started in 1851 and the line was completed and put in operation in 1859. The Baltimore and Ohio became interested in the property over thirty years ago. The Staten Island Rapid Transit Railway in the calendar year of 1918 handled 9,200,000 passengers and present indications are that they will handle over 10,000,000 this year.

As far as records are available there has never been a passenger killed on the Staten Island Railroad. Very old employes say that there never has been a passenger killed since 1859, when the road was put in operation.

Before writing the above I have knocked on wood several times, as Staten Island operates its passenger trains over approximately two per cent. grades, and have, and are handling passenger trains as close as a two minute headway with steam locomotive operation.

Yours truly,
(Signed) J. M. DAVIS,
Manager.

MR. WILLARD:

This will give our neighbors something to think about insofar as SAFETY is concerned.

J. M. DAVIS.

Car Checkers 'll Git You if You Don't Watch Out

But their Game Is to "Boost" and not to "Knock"

By Margaret Talbott Stevens
File Clerk, Transportation Department



MEETING of the travelling car checkers of the Transportation Department was held in the office of H. B. Voorhees, general superintendent of transportation, on Monday, September 8.

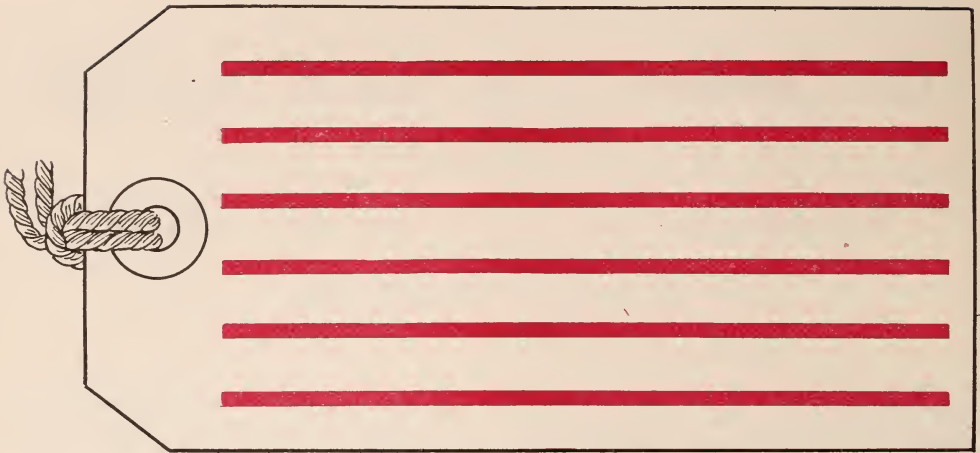
The chief purpose in calling together this body of men was to emphasize the importance of their giving close and undivided attention to the prompt movement of coal cars, both loaded and empty—the loaded cars to their respec-



The Car Checkers of the Transportation Department have a meeting

Upper row, left to right: E. J. Mangold, Pittsburgh Terminals; M. G. Sellman, Special Agent; H. F. Loechel, Connellsville and Pittsburgh Divisions; R. D. Grund, Western Maryland and Cumberland Valley; J. B. Blair and J. A. McCaghey, Special.

Lower row: G. H. Castle, Keyser; E. P. Keller, Baltimore Terminals; C. J. Fellows, Supervisor of Transportation; Mr. Voorhees, General Superintendent of Transportation; W. C. Reynolds, Charleston; A. H. Crawford, Monongah and Ohio River Divisions; E. F. Molz, Baltimore Division.



The Tag is red-ribbed on both sides and easily seen

tive destinations and the empties back to the mines—thus overcoming the problem of coal car shortage.

Assuming that we have a sufficient number of coal cars on the line to meet the requirements of the shippers, the aim is to expedite the movement of these cars so that we can meet the full requirements of all shippers.

To aid in this work, each of the car checkers was given a supply of tags resembling the ordinary shipping tags in size, but having printed on both sides a series of red lines. (Note printed reproduction accompanying.) One of these tags, on which has been written the necessary information—including the initial and number of the car, the date on which it was located and the initial of the car checker—is to be fastened to the brake wheel of every delayed car coming to the attention of the car checker. The yard people, seeing these tags, will be reminded that the cars are being delayed and that they must be moved to their destinations with all possible dispatch.

One of the important points emphasized by Mr. Voorhees at this meeting is the fact that the results of the work of these men is of far more value than their reports.

The work of the car checker is interesting. He must be an inspector, a reporter, a photographer, and a quick thinker. He must be able to catch at a glance the initials and numbers of moving cars, to note the contents thereof, to take photographs if necessary, to detect all

delays and irregularities and to know just what must be done to help overcome these—in fact, he must be able and ready to meet almost any emergency.

The car checker sends in a daily report to show what he has done. When these reports reach the office, they are carefully checked for notes that may be of importance in helping to solve some problem of railroad work. Often these are sent out to the various superintendents and others to whom the subject matter would be of value, with a letter of suggestions or instructions.

Thus, we see that the car checker is valuable to the railroad. He is the man who helps to keep the cars moving. He is not the “gum-shoe artist” as he is sometimes accused of being, but he is on the job to help the division officers as well as the office which he represents by reporting delays and by expediting the movement of cars. His purpose is to “boost” and not to “knock.” And by reporting to the local people as well as his own office he is able to keep others as well as himself on the alert.

—
**“No-Accident Campaign”—Western Lines,
 Shows Splendid Cooperation of Employees**

(Concluded from page 10)

In other words, they are working the Golden Rule both ways and the splendid spirit of cooperation among the employes is reflected in the showing which has been made, which encourages us to expect still greater progress.

Fast Runs

IT IS generally admitted that as manufacturers appear to have reached a limit as to the strength of rails, the increase of weight of rolling stock has tended to restrict speeds. The Pennsylvania limits the speed of its passenger trains to seventy miles an hour in general, with lower limits in certain localities, and the Baltimore and Ohio has limits of about sixty miles per hour. The following are among the leading schedules regularly maintained: Philadelphia &

Reading, Camden, N. J., to Atlantic City, N. J., 55.5 miles; average speed per hour, 60.6 miles. Philadelphia to Jersey City, 90.2 miles, average speed per hour, 55.2 miles. Pennsylvania, North Philadelphia to Harrisburg, 103.9 miles, average speed per hour, 50.9 miles. New York to Chicago, 908.7 miles, average speed per hour, 45.4 miles. New York Central, New York to Chicago, 976 miles, average speed per hour, 48.8 miles. The diameter of driving wheels is usually not less than the maximum speed in miles per hour.—*Railway and Locomotive Engineering.*

UNITED STATES RAILROAD ADMINISTRATION

Director General of Railroads

BALTIMORE AND OHIO RAILROAD—WESTERN LINES

Fuel Performance—Passenger, Freight and Yard Service

First Six Months, 1919 vs. First Six Months, 1918

(Based on Fuel Consumption per Passenger Car Mile, per 1000 Gross Ton Miles and per Yard Engine Hour)

DIVISION AND DISTRICT	PASSENGER Saving or Loss	FREIGHT Saving or Loss	YARD Saving or Loss	TOTAL
New Castle	\$ 8,536	\$ 38,683	\$ 6,280	\$ 53,499
Cleveland	910	12,127	*10,321	2,716
Newark	8,200	41,487	1,359	51,046
Chicago	11,296	33,734	7,520	52,550
Northwest District Total . . .	28,942	126,031	4,838	159,811
Toledo	18,536	24,583	5,483	48,602
Ohio	16,948	45,424	14,937	77,309
Indiana	9,909	30,412	5,841	46,162
Illinois	6,538	38,222	5,726	50,486
Southwest District Total . . .	51,931	138,641	31,987	222,559
Total Western Lines	\$80,873	\$264,672	\$36,825	\$382,370

*Indicates Loss.

NOTE—This statement indicates the Divisions and Districts saving the most money, due to improved fuel performance. It is a summary of the Monthly Fuel Performance Statements for the first six months of this year. With an effort upon the part of all concerned, the total savings as indicated should be more than doubled by the end of the year. The object of this statement is to show the savings on all Divisions. With extra effort upon the part of the Divisions that have not shown such good results, our objective may be reached.

Be a Coal Saver and Help Save a Million Dollars

R. N. BEGIEN,
Federal Manager.

Cincinnati, Ohio, August 8, 1919

Help Keep Coal Cars Moving

Early September saw a condition in the coal business and coal car capacity of the country which made it necessary for the Railroad Administration to send out a call for the greatest utilization of car equipment possible. From the Director General through the Regional Director, and on to the Baltimore and Ohio and our Federal Managers, came this call. It consisted of a four page circular, outlining the methods for conserving the coal equipment. This was fully emphasized and discussed by C. W. Galloway, federal manager, Eastern Lines, at a staff meeting held in Baltimore on September 10. These circulars have been widely distributed among the officials of the Railroad. In addition each official has been supplied with and requested to carry constantly with him a copy of the Director General's telegram on this subject, while the situation remains acute. This telegram is as follows:

Copy Director General's Telegram to Regional Directors on Question Handling Coal Cars

The indications are that the amount of coal which must be moved in order to meet the country's requirements between now and December 31st will tax our transportation facilities to the limit. It is, therefore, desirable for you to give your personal attention to every aspect of railroad transportation involved in the handling of coal. Instructions have been issued regarding various elements of this problem, including first, the giving of preference to repairing open top cars which can be put in service with minimum of repairs; second, the immediate putting back into service of light capacity cars for the purpose of handling road materials, etc., so as to release other cars for coal; third, the exercising of greater expedition in getting loads pulled from the mines and empties returned to the mines; fourth, the expediting of loads and empties through terminals where delays frequently occur, and fifth, the strict policing of car detention by consignees. I hope you will personally stimulate the proper attention to all these matters by federal managers and their subordinate officers, to the end that we may substantially increase the actual movement with existing facilities. Failure to resort to every expedient to handle this situation will likely result in serious public hardship, and I earnestly hope you will continue to give this matter the most careful and constant personal attention.

September 4th, 1919.

The Railroad Yanks Fix 'Em Up in Russia

YOU keep fixing things over and we'll keep knocking things down," is evidently the Bolsheviki anthem. Anyway, they manage to keep American forces in Archangel fairly busy fixing up the damage they have done. The Yank railway troops in Russia have made a record for themselves as the prize "section hands" in repairing roads which the Bolsheviks tried to destroy. About the biggest job they did was finished a few weeks ago, shortly before detachments of the American troops began to be sent home. It was such a brilliant piece of work that the Yank engineers left for home surrounded by a blaze of glory. The *American Sentinel* told the story.

The *American Sentinel* was the newspaper published by the American Red Cross for the entertainment of the American soldiers in Archangel, but it has now been turned over to the British Archangel forces and re-christened *Gazette of the Archangel Forces*, since most of the Americans are leaving north Russia. In regard to the railroad repairing, the *Sentinel* said that the American Railway Troops surprised the whole Syren force along the Murmansk front by their rapid work in repairing parts of the railroad which were destroyed by the Bolsheviks in their retreat. The damaged stretch of track was in a seemingly hopeless condition and the opinion of experts was that the repair work would take at least a month. The



Unloading supplies in Russia for the American Red Cross warehouse

Yanks were called to work on it and either because of their general efficiency or the stimulating effect of the Russian air, they finished up the job in less than two weeks.

"We can set 'em up as fast as they can knock 'em down," say the Yank "fixers." It may have phased the Bolsheviks to discover that it did not take the Westerners much longer to build a track than it did for them—the Bolsheviks—to destroy it. The work was given highly favorable comment by British and Russian authorities and gained the commendation of General Maynard, who wrote

complimentary dispatches on it to the War Office.

There was a private opinion among certain circles, that the reason for this remarkably swift piece of work was the news that it was the last job the boys would have assigned to them in Russia. They may have worked well before, but with the thought of being back in Wisconsin or Michigan—most of these troops are from that part of the country—by Labor Day, anyhow—well, it's a wonder they didn't fix that railroad in twenty-four hours instead of two weeks.

Statement of Exit and Fire Drills—The Baltimore & Ohio Building, Baltimore, Md., During Month of September, 1919

Floor	Building	Departments	Em- ployes	Alarm Sounded	Office Vacated	Actual Time
13th	N. S.	Engineering and Architect.....	98	10.01 am	10.01-35 am	35 seconds
	S. S.	Engineering and Signal Engineer.....	42	10.01 am	10.01-50 am	50 seconds
12th	N. S.	*Real Estate and Insurance and M. of W. .	46	10.04 am	10.04-25 am	25 seconds
	S. S.	Dining Room and Aud. Miscellaneous Rec'pts	84	10.04 am	10.04-38 am	38 seconds
11th	N. S.	Auditor Miscellaneous Accounts.....	155	10.12 am	10.12-58 am	58 seconds
	S. S.	Auditor Merchandise Receipts.....	139	10.12 am	10.12-40 am	40 seconds
10th	N. S.	Auditor Merchandise Receipts.....	140	10.14 am	10.15-02 am	1 min. 2 sec
	S. S.	Auditor Merchandise Receipts.....	185	10.14 am	10.14-42 am	42 seconds
9th	N. S.	Auditor Disbursements.....	163	10.17 am	10.17-42 am	42 seconds
	S. S.	General Auditor.....	79	10.17 am	10.17-38 am	38 seconds
8th	N. S.	Auditor Freight Claims.....	165	10.19 am	10.20-10 am	1 min. 10 sec
	S. S.	Freight Claim Agent.....	162	10.19 am	10.19-55 am	55 seconds
7th	N. S.	Purchasing Agent and General Storekeeper	104	10.24 am	10.25 am	1 minute
	S. S.	Motive Power and Electrical Engineer....	83	10.24 am	10.24-40 am	40 seconds
6th	N. S.	Car Service.....	248	10.26 am	10.26-47 am	47 seconds
	S. S.	Transportation.....	97	10.26 am	10.26-40 am	40 seconds
5th	N. S.	General Manager.....	45	10.30 am	10.30-40 am	40 seconds
	S. S.	Federal Manager.....	52	10.30 am	10.30-38 am	38 seconds
4th	N. S.	General Freight.....	64	10.37 am	10.37-35 am	35 seconds
	S. S.	Passenger.....	72	10.37 am	10.37-35 am	35 seconds
3rd	N. S.	Legal.....	22	10.39 am	10.39-40 am	40 seconds
	S. S.	President, Vice-President and Secretary...	22	10.39 am	10.39-25 am	25 seconds
2nd	N. S.	Relief.....	82	10.41 am	10.41-35 am	35 seconds
	S. S.	†Treasury.....	48	10.41 am	10.41-47 am	47 seconds

* Should have gone in Women's Rest Room.

† Slow Responding.

Office of Superintendent of Fire Prevention and Insurance,
Baltimore, Md., September 8, 1919.

Free Library Offers Fifteen Thousand Books to Employes

By Mrs. E. P. Irving
Librarian

AS THE war has made so many changes among our Railroad agents, I want to call the attention of our new agents to the exceptional advantages offered them and their families by the Baltimore and Ohio Free Employes' Library, particularly those agents at the lonely stations in the mountains, and in the sparsely settled agricultural districts.

It is a wonderful privilege to have the mail bring right to your office your own choice of 15,000 books of all kinds, from history or technical books to the latest fiction; juvenile works are also here for the children.

All the Baltimore and Ohio employe has to do is to send a request to the Librarian, Mount Royal Station, Baltimore, Md., and catalogue and cards will be sent at once.

The EMPLOYEES MAGAZINE of December, 1917, had a full account of our Library, and agents who have a complete file of the MAGAZINE can there read a full account of the Library.

Roosevelt Memorial Association

THE Roosevelt Memorial Association has been formed to provide memorials in accordance with the plans of the National Committee, which will include the erection of a suitable and adequate monumental memorial in Washington; and acquiring, development and maintenance of a park in the town of Oyster Bay which may ultimately, perhaps, include Sagamore Hill, to be preserved like Mount Vernon and Mr. Lincoln's Home at Springfield.

In order to carry this program to success, the Association will need a minimum of \$5,000,000, and so that participation in the creation of this memorial fund may be general, it asks for subscriptions thereto from millions of individuals.

Colonel Roosevelt was the greatest American of his generation. He blazed

the trail which this nation must travel. Unselfish and sincere in purpose, unswerving in seeking the right and following it, definite and direct in action, with his theory of personal responsibility for wrongdoing and his creed of "the square deal" for all, he gave a lifetime of devoted public service which must stand as an inspiration to the youth of this land for all time. Ardently American, believing profoundly that only through fullest acceptance of America's privileges and responsibilities could the people of this country realize their highest well-being and fulfill their obligations to themselves and to humanity, he set up ideals which it is not only a duty but a privilege to follow.

A memorial to this man will not so much honor him as honor America and the citizens who raise it to him. A contribution to the Roosevelt Memorial will be, in the highest sense, a pledge of devotion to ideal citizenship. Checks may be sent to Albert H. Wiggin, Treasurer, Roosevelt Memorial Association, 1 Madison Avenue, New York City.

WILLIAM BOYCE THOMPSON,
President, Roosevelt Memorial Association,
1 Madison Avenue, New York City.

Who Owns the Railroads?

"Jasper" in Leslie's

THE railroads are not owned by a few great captains of industry or a few rich investors in Wall Street. They belong to their stockholders, who number over a million. Their securities belong to the nine million depositors in the savings banks and the 33,000,000 life insurance policyholders, for the moneys of both savings banks and insurance companies are principally invested in high-class railroad securities.

It is estimated that in all 50,000,000 people, made up of business men, mechanics, clerks, laborers, widows and orphans, are vitally interested in having the railroads returned to private ownership under such terms and conditions as will render present outstanding bonds desirable to retain and future issues attractive as an investment.

Cardinal Mercier

NO visitor from foreign lands has ever received a more sincere welcome from the American people than Cardinal Mercier, Primate of Belgium. From those agonizing early days of the Great War, when the Hun was trying to crucify his nation and terrify it out of support of the Allies, to the hour that sounded the invader's crushing defeat, this hero has stood, a staunch, fearless patriot, a devoted pastor of his flock, a priest whose voice sounded unceasingly the imperishable fact, "right shall triumph."

America is honored in receiving the thanks of such a man, who comes as the unofficial representative of his people. Surely no one could bring to us with a nobler spirit or a purer heart the real gratitude of the Belgians.

In his first official public address in America, at Baltimore on the night of September 16, the Cardinal concluded with the statement that he had received thousands of letters from his compatriots, to bring with him as an expression of their feeling for America. One of these, written by a Belgian woman, said:

"Oh, please tell them, far over there, tell our dear saviours, how much we love them, how earnestly we pray God for them, and how the word 'American' has become sacred to us."

Could a book full of tributes express more sincere gratitude than these simple words convey?

The Baltimore and Ohio had the privilege of bringing Cardinal Mercier from New York to Baltimore, his first train ride in this country. He showed a lively interest in the fine equipment, the engine and crew, and in many other features of his journey. His arrival at Mt. Royal station was greeted by a most cordial welcome and a close view of the man but bears out the impression made by his pictures. He is stately, commanding, resolute, but above all there is in his face and his smile the expression of one who has seen and felt the greatest woes that man can experience, the most brutal treatment that modern civilization has known, yet one who has, withal, ever

held to the spirit of the Golden Rule, and, despite crushing vicissitude, lived to see the right triumph.

Envy, Grudge and Greed

By John Newman

Terminal Timekeeper, Pier 22, New York

ENVY, grudge and greed!—a trinity of imps of Satan responsible for more discord than a chorus of whistles and for more misery than Taxes and the High Cost of Living.

In the gamut of human emotions, these are the meanest. They curdle the finer instincts. And their victims have fireside seats reserved in the nether world.

Envy, or grudge, is the quality that gives one a special pain because of some other fellow's superiority or success. It is, unfortunately, too common. Its manifestations are encountered daily in ordinary intercourse. It is inherent—bred in the bone; it makes its appearance with the first signs of intelligence in the child.

Two babies in a common cradle, each with its own milk bottle, will claw at each other in efforts to obtain possession of both bottles.

Mrs. Cohen and Mrs. Mulcahey are neighbors and ordinarily get along well, helping each other over such small difficulties as are encountered in domestic associations. But when Mrs. C. buys a sealskin coat and Mrs. M. gets a "machine," both of them confide in whispers to Mrs. X. that they are wondering. Mrs. C. wonders how Mrs. M. can afford to run a "flivver" when gasoline costs a quarter a gallon as she, Mrs. C., never knew her, Mrs. M., to have many spare quarters. Mrs. M., in turn, wonders if Mrs. C.'s "nearseal" coat isn't one of those that Blumstein's advertised for nineteen dollars last week.

Jones and Brown work in the same shop or office. Jones gets a five dollar raise and is happy—"tickled to death." He does a joyous jazz in front of Brown and whistles. He also gives Brown the benefit of his opinion that the "old man" is a "good scout." But when he learns that Brown received a ten dollar raise, all the joy is gone from his life and ran-

cour takes its place. The old man now is a something that is generally represented in print by asterisks and dashes.

Why is it thus? Psychology, please answer!

But all that psychology can do is to shrug its shoulders deprecatingly and call it "Human Nature." "Scratch a Russian and you will find a Tartar;" scratch civilization and you will find—human nature, a descendant through evolutions from the non-human nature, existing probably in the Palaeozoic era when you were a tadpole and I was a lizard.

Civilization, the degree of our ability to control this and other primeval instincts, marks the distance we have advanced from the tadpole stage. But we have a long road to travel before we attain the final perfect polish for which we are intended.

This subject is treated in Mat. XX, 1-16, in the parable of the Workers in the Vineyard. Read it, every body, and accept the lesson it conveys; you might find it applicable, personally.

As for Greed—it would be interesting to have statistics showing the percentage of "hog" in humans.

Intentional Underweighing of Freight Is a Serious Misdemeanor



R. FREIGHT AGENT, Weighmaster and other Railroad Employes who have anything to do with weights or weighing, do you know what Uncle Sam may do to you for intentionally furnishing false information in regard to weights? If you don't, listen to what the Interstate Commerce Commission has to say in this matter and then make sure that you steer clear of all entanglements in the Federal laws.

Extract From Section 10, Interstate Commerce Act Respecting Weighing and Billing

"Any common carrier subject to the provisions of this Act, or, whenever such common carrier is a corporation, any officer or agent

thereof, or any person acting for or employed by such corporation, who, by means of false billings, false classification, false weighing, or false report of weight, or by any other device or means, shall knowingly and willfully assist, or shall willingly suffer or permit, any person or persons to obtain transportation for property at less than the regular rates then established and in force on the line of transportation of such common carrier, shall be deemed guilty of a misdemeanor, and shall upon conviction thereof in any court of the United States of competent jurisdiction within the district in which offense was committed, be subject to fine of not exceeding (\$5,000) five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court, for each offense.

Employes, Western Lines!

Don't forget the Prize Contest in your "No-Accident Campaign," which closes on October 25. The competition thus far is interesting, but by no means conclusive.

Sixteen Good Points for the "No-Accident Campaign"

By Stephen Johnson
Supplyman, Ohio River Division
Parkersburg, W. Va.

- B**end old nails
- A**ttend to your own job
- L**ook both ways
- T**ake care of your health
- I**f in doubt, ask some one
- M**ake every move count
- O**ld tools should be renewed
- R**ise early, be at work on time
- E**xercise good judgment
- A**sk the boss, he can help
- N**otions are good things; try them
- D**on't complain; laugh
- O**thers may be wrong, tell them
- H**igh living cuts down your value
- I**nquire when you don't know
- O**ther men go wrong; don't you



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First Traveling Salesman to make tour in Aeroplane

Roland Bassett, of Sweet, Orr & Co, overall manufacturers, boarding an Airplane. He covered his route between Eighty-third Street and the Hudson River and Poughkeepsie with stops at intermediate towns in four hours in an Aero Limited Seaplane, and took orders for more than \$10,000 worth of goods.



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Washington officials who are trying to reduce the high cost of living

Left to right: Secretary of the Interior Redfield; Mr. Murdock; Director General of Railroads Walker D. Hines, and Walter B. Colver, member of Federal Trade Commission.



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Canadian Pacific Royal Train carrying Prince of Wales through Canada

Everything is standard equipment, except two private cars "Killarney" and "Cromarty," which were loaned by Lord Shaughnessy and Commander Ross—but everything else is brand new. The train is made up of compartment car "Empire," dining car "Canada," two sleeping cars, "Carnation" and "Chester," car "Chinook" and two steel baggage cars that house cold storage plants, shower baths, sleeping quarters and a photographer's dark room. The train is drawn by relays of sixteen new 480,000 pound giant locomotives.



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A flying office

At Yoevil, a newly designed commercial machine, known as the "Western Limousine," was recently demonstrated for the purpose of showing its suitability as an office for the busy business man. While the machine sped along at the rate of ninety miles per hour, the stenographer inside was taking dictation with the greatest of ease. The Westland Aircraft Works are the makers.

All Employees—If You Have Use for This, Please Clip and Post

UNITED STATES RAILROAD ADMINISTRATION DIRECTOR GENERAL OF RAILROADS

BALTIMORE & OHIO RAILROAD WESTERN MARYLAND RAILROAD
COAL & COKE RAILROAD CUMBERLAND VALLEY RAILROAD
MORGANTOWN & KINGWOOD RAILROAD CUMBERLAND & PENNSYLVANIA RAILROAD
DAYTON & UNION RAILROAD
DAYTON UNION RAILROAD

Baltimore, Md., September 1, 1919

TELEGRAPH CIRCULAR—TELEGRAPH DEPARTMENT No. 2

Instructions Governing the Use of Symbols to Secure Brevity in Telegrams

Effective this date, with a view of securing brevity of telegrams, officers and employes will, in the future, use a symbol consisting of a letter and number at the beginning and end of the body of each telegram transmitted over Railroad or Commercial wires, in accordance with the following instructions:

1. Where only one person files messages over a given signature, number the messages consecutively, commencing with No. 1 on the first day of each calendar month, this number to be prefixed by the letter "A." If more than one person files messages over the same signature, assign a letter to each individual, and have each individual number consecutively the messages sent, the number to be prefixed respectively by the letters assigned. The symbol consisting of the letter and number will be placed at the end of the body of the message. On account of the liability of error in transmission, the letters "E," "I," "L," "O," "P" and "T" will not be used as prefixes.

2. In answering a message, the symbol at the end of the message being answered will be quoted at the beginning of the body of the message being sent and no further reference made to the message being answered, the symbol serving to identify both the date and the subject matter.

3. In order to make the use of the symbol system clear, the following examples are given:

EXAMPLE No. 1.

From a General Superintendent to a Superintendent—
"Send report failure engine 4164 A12."

Superintendent's reply—
"A12 on 4 today B36."

EXAMPLE No. 2.

Superintendent of Transportation to Division Superintendent—
"No. 3 from here tonight has baggage car 430 for Cumberland. Arrange for prompt unloading and movement to Deer Park on first convenient train thereafter. Able B16."

Division Superintendent's reply—
"B16 young C88."

4. In the application of the symbol system, the following exceptions may be made:

(a) In order to avoid numbers having more than three figures, it will be desirable in some cases to begin numbering the messages oftener than once a month, as for example, once every two weeks.

(b) If desired, code words or file numbers may be used in place of the symbols.

(c) In sending a message to a person not using the symbol system, no symbol need be used.

5. On commercial wires dashes and hyphens are counted and charged for as one word; therefore, they should be omitted.

6. Telegraphic reports and answers to telegrams should be attended to promptly to avoid punchers, and reasonable time should be allowed for delays account of congested wires.

7. Initials, instead of full names, will be used in addresses or signatures of parties well known, and in such cases titles are unnecessary.

8. Read carefully and strictly observe our Circular dated May 15, 1919, Subject: "Instructions governing the use of Railroad and Western Union Wires." Study your telegraphic requirements and reduce them to a minimum. Use the mailgram envelope, Form 410, when practicable. Make liberal use of the Transportation Department Telegraphic Cipher Code, Form 2664.

9 BE BRIEF.

Approved:

C. W. GALLOWAY,
Federal Manager

R. N. BEGIEN,
Federal Manager

C. A. PLUMLY,
Superintendent of Telegraph

Simplified Railroad Telegraphy

Making Identification of Return Messages Short, Convenient and Safe

By C. A. Plumly
Superintendent of Telegraphy

IT will be noted that Telegraph Department Circular No. 2, issued September 1, is shown on page 24. Please read this circular carefully, especially paragraph two and examples one and two, and without fail use a symbol as the last word in telegrams to the officials of the Baltimore and Ohio and all other railroads under government control.

In following out this plan it will be noted that where you use a symbol as the last word in your telegram, that same symbol will be used as the first word in the telegram which you receive in answer to the one which you originated, and thus the use of any further reference to the text of your message will be avoided.

It also follows that when you receive a telegram which has a symbol as the last word, and it is necessary to answer that telegram simply as an acknowledgment as being received and understood, you should word your message as follows:

EXAMPLE "K 44 O K H 16"

The idea of using "O K" instead of a code word is that all are accustomed to the letters "O K". It is shorter than a code word and also avoids the necessity of looking up the code word to ascertain its meaning.

We are called upon to make a saving in our telegraph service, and it is very imperative that not only those who originate a message but those who answer that message observe strictly the instructions contained in Circulars Nos. 1 and 2.

In some of our larger offices there has always been more or less confusion when

a message is received as to just whom it belongs in that office; but by the use of the symbols, each party in the office having been assigned a letter, there will be no question as to the identification of the received message; and further, when it is given to the proper party, he will be able, from the number following the letter, to at once locate it as a reply to his message of the same number.

In communicating with the Baltimore and Ohio and officials of Railroads as shown in Circular No. 2, make liberal use of mailgram envelopes, Form 410, and Transportation Department Telegraphic Cipher Code, Form 2664, both of which may be secured from the Stationer on regular requisition.

Notice to All

Writers of telegrams should not use letters E, I, L, O, P or T in connection with the telegraphic symbol of telegrams.

"E" is a single dot by telegraph and is liable to be missed on a bad working wire.

"I" is often taken for numeral 1 in print and J in handwriting.

"L" is liable to be taken for naught or T in telegraph.

"O" is liable to be taken for naught in print or handwriting.

"P" is easily made H or 6 by operators; one dot too many or one dot less causes the trouble.

"T" is liable to be made L by telegraph.

This is why telegraph forms should be passed on by the superintendent of telegraph or his representative before being printed.

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS
BALTIMORE AND OHIO RAILROAD—WESTERN LINES

FUEL PERFORMANCE, AUGUST 3—NEW CASTLE DIVISION

DIRECTION	RUN		LOCO-MOTIVE MILES	ACTUAL GROSS TON MILES IN 100S	POUNDS COAL CONSUMED	POUNDS COAL PER 1000S GROSS TON MILE ACTUAL	POUNDS OF COAL PER LOCO-MOTIVE MILES	NUMBER TIMES SAFETY VALVE WAS RAISED	GRATE SHAKEN AND FLOOKE USED	TOTAL TIME ON ROAD		TOTAL DELAY ON ROAD		ACTUAL RUNNING TIME		CARS HANDLED IN TRAINS	
	FROM	TO								HRS.	MIN.	HRS.	MIN.	HRS.	MIN.	HRS.	MIN.	LDS.	EMPTY
West..	New Castle	Willard....	147	4,364	16,300	36.66	108.8	None	None	8	..	1	20	6	40	50	2
East..	Willard....	New Castle	147	3,709	16,000	43.14	108.8	None	None	9	..	1	59	7	1	32	50
Total..	.....	.....	294	8,073	32,000	39.64	108.8	None	None	17	..	3	19	13	41	82	52

Note—Engine 4043.—Three (3) month engine.

Engineers Niles and Eberhart, and Firemen Shriver and Gregory Make Record Fuel Performance on New Castle Division

By A. C. Harris
Assistant Chief Clerk



ON July 10, the *Garrett Clipper* published an article tending to show to what extent the Chicago Division could carry fuel economy. Among other statements made was one to the effect that the New Castle Division had at no time made as good a record, and our ability to make any record out of the ordinary was questioned. This article came to the attention of superintendent Stevens, of our division, who got busy, viz.:

Mr. C. B. HAMILTON, Editor,
Garrett Clipper,
Garrett, Ind.

Dear Sir—Some of my friends at Garrett forwarded to me the *Clipper* for July 10, which contained an article having reference to fuel performance made on the Chicago Division, which I feel called upon to correct for the reason that the performance mentioned in this article, which was made on the Chicago Division, while a very creditable performance, and a performance that beat our performance at that time, is now past history.

As several references were made to me and my division, in a friendly way, I wish to give your paper the benefit of a better performance which was made on the New Castle Division on August 3. As you stated in your article the performance on the Chicago Division did make the officers of the Western Line Divisions envious and made the Chicago Division officers happy, and as a result of this envy the officers of the New Castle Division have beaten this record and given the Chicago Division officers something to shoot at.

On August 3, engine 4043, which is a Mikado type of engine, equipped with a superheater, type "C" stoker, brick arch, cylinder 24" x 32", tractive power 50,184, made the trip from New Castle to Willard and return, a total of 294 miles, with ENGINEER C. F. NILES and FIREMAN H. W. SHRIVER on the westbound trip and ENGINEER J. A. EBERHART and FIREMAN J. G. GREGORY on the eastbound trip. The engine was given a tank of coal at New Castle Junction, its initial starting point, made the trip to Willard and return, 294 miles, and had three tons of coal left on its tank when it arrived at New Castle Junction. The train was actually on the road seventeen hours, of which thirteen hours and forty-one minutes was actual running time and three hours and nineteen minutes delay. On the westbound

trip was handled a train of fifty loads and two empties, and on the eastbound trip, a train of thirty-two loads and fifty empties.

The unit which is figured on such trips is the pounds of coal consumed per 1,000 gross ton miles. On the test which was made on the Chicago Division on July 3 and 4 this figure was 52.02. On the test made on the New Castle Division on August 3 this figure was 39.64.

There is just one thing more that I would like to correct, and that is the next to last paragraph of the article, in which it was stated that in previous trip our engine had to cut off and leave train outside the terminal at Warwick and go in light. This was incorrect as the engine brought the train to New Castle Junction but took coal at Warwick.

I assume that you will give this article the same publicity that was given the Chicago Division performance and I will appreciate it if you will send me, under personal cover, a copy of your paper containing it.

With best wishes for yourself, I am,

Sincerely yours,

(Signed) D. F. STEVENS,
Superintendent.

The above letter was published by the *Clipper* as requested.

In addition it should be noted that the grates were not shaken nor was the hook used, and the safety valve did not raise the entire distance.

The remarkable performance of 39.64 pounds of coal per 1,000 gross ton miles is one of the best performances that has ever been made in the United States, and I thought we should use this in our *MAGAZINE* to get other divisions on the Baltimore and Ohio interested in competitive tests to see the number of miles and the amount of tonnage that can be moved on one tank of coal.

Baltimore and Ohio Set Standard Rail Gauge

From "Union Pacific Bulletin"



RIOR to 1875, American railways were of varying gauge. Some in England had a seven-foot spread between the rails; the Erie was on a six-foot gauge, as were many of the railways west of the Ohio River and throughout the South. Eastern States had established standards varying from six feet down. Lines in Missouri were five and a half feet, but

the Vanderbilt lines and the Baltimore and Ohio (after which we seem to have patterned as to grades and curvature) were four feet eight and one-half inches, the standard of today.

The railways of Continental Europe were being readjusted to a five-foot three inch width.

This feature of gauge-fixing for the Pacific railroads was one of the most embarrassing duties devolving upon President Lincoln, California having legislated a five-foot standard—something at variance with any other gauge in use in this country. The President finally settled upon five feet, influenced evidently by Pacific Coast requirements.

Senators Trumbull of Illinois and Harlan of Iowa joined issues for the then generally accepted new standard of the East of four feet eight and one-half inches. California representatives resisted, insisting on their standard of five feet, but on the second day of March, 1863, the following bill passed Congress, taking the matter out of the President's hands.

"Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, that the gauge of the Pacific Railroad and its branches throughout their whole extent, from the Pacific Coast to the Missouri River, shall be, and hereby is, established at FOUR FEET EIGHT AND ONE-HALF INCHES."

The maximum grade of the Baltimore and Ohio in 1862 was 116.2 feet per mile, and ten degrees the maximum curvature, which, under the terms of the original act of 1862, could not be exceeded on the Pacific Railroad.

How to Treat the Dead Ones

Breathes there a man with soul so dead,
Who can't get SAFETY through his head—
Who will not BOOST the work along
Because he thinks the CAUSE is wrong?
If such a man is in OUR plant,
What is the REASON why we can't
Treat him as junk—no more worth while,
And put him on the old SCRAP pile.

—AX-I-DENT-AX.

As Seen by

"NOPE!"



—From Baltimore News
Copyright, 1919, by J. E. McCutcheon



—Montgomery Advertiser
Our Mexican Policy

His Neck is Still Very Sore



China Made Nine Requests of the Peace Conference
—From The Milwaukee Sentinel

Now That We Know the Prescription, Why Not Buy it at the Drug Store
and Eliminate the Doctor Bills?



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by permission

the Cartoonists

Doesn't Seem to Have Any Parents



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—St. Louis Republic

“The Worried Brakie.”

Going West To Visit The Folks.



—Evening Public Ledger, Philadelphia
“Oh! Mr. Umpire!”



—From Baltimore Sun



Baltimore and Ohio Employees Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

High Tide

SEVERAL times during the recent excessive rain spell, the Schuylkill, running past our Philadelphia station, almost caused an inundation. One night in particular, about an hour before dusk, its banks fairly groaned to hold the vast surplus of rushing water.

The unusual height of the river had drawn the city's folk to its edge. Bare-footed children ventured cautiously into the back waters which had overflowed the banks; sturdy women with babes in arms stood in groups between the railroad track and the river; clean looking workmen in shirt sleeves smoked their after-supper pipes as they watched the spectacle; here and there a busy employe tramped along the tracks, casting an anxious glance at the buffeted river bank so close to the right-of-way.

Spasmodic shouts from the groups directed attention to an old corn crib, to the corner of a house with its peaked roof gaping, to a dog kennel, to great logs and timbers and broken frame bridge structures. These and other queer shapes were half submerged as they swept by, swaying, dipping, turning in the cross currents, and bearing their message of destruction from the inland to the sea.

Further up the river the weight of waters charged savagely against bridge piers and made great ripples and eddies

with them. White water showed angry here from its rebuff by the solid masonry. The sharp turn of the current swept most of the big timbers free of the piers but one water-soaked log, heavy and cumbersome, yielded but slowly, and its big end bumped with a resounding thud. Yet the piers held firm.

The scene was remarkably symbolic of the present social and industrial condition. The War, with its tremendous privation, suffering, destruction and death, has touched men's minds with a dynamic spark. And the currents of free thought and emotion, wide and deep, are sweeping into every corner of the world. In their grip, torn from tottering foundations, are borne many of the outgrown, age-old traditions, the obsolete policies and practices of yesteryear; those that have outlived their usefulness and succumbed to the impact of modern thinking.

Yet we still stand safe as these changes sweep by, and we watch them almost complacently. The ground under our feet remains firm; the lines of progress run true to their course; the foundation of our industrial structure holds against the sweep of revolutionary ideas.

Years of comfortable living in this country have made us confident; years of self-government have taught us to trust in ourselves, to have moderation and forbearance; years of prosperity have made us believe in the star of democracy.

There is a limit, however, beyond which the water may not go without engulfing us. Sometimes it seems as if it had reached the danger point. Then we look across the seas and feel once more that we are only witnessing in this country an unusually turbulent freshet which is doing a deal of cleansing for the good of all the people. And confidence returns that the rearing of our national structure, social and industrial, through years of free thinking and living, shall not have been in vain.

But we must remember that there is a danger point—that as the people on the river bank were safe only so long as the bridge piers withstood the sweep of the waters rushing toward them—so we, makers and members of a democracy,

are safe only so long as that democracy maintains a true relationship in its industrial co-partnership.

In this industrial structure the railroad provides the foundation, and the dynamic power that makes it teem with life and activity. You and I are part and parcel of the railroad and our duty is clear.

A Very Real Reason

WITH the many explanations of the high cost of living, the one real reason is not sufficiently emphasized. It is this: the food supply of the world has been so impoverished by the withdrawal of labor from the land for war purposes during the last four years that we are practically the only large nation producing enough for ourselves.

We elected to share the responsibilities of civilization by enlisting in the War. That enlistment brought not only the sacrifice of thousands of our men, but other sacrifices which will continue for some time to come. If we fought in part unselfishly, for instance, to save the merciless slaughter of a Christian people like the Armenians, shall we quit now when our greatest sacrifice, that of human life, is over, and our remaining sacrifice calls for only a little of the milk of human kindness.

At one of our recent Veterans' meetings addresses were made, seriously and humorously, about the high cost of living. One speaker referred bitterly to the sugar shortage and to the fact that large quantities of sugar were being shipped to various foreign countries. We, too, have experienced the difficulty of getting sugar during the last few months, but we have never felt that the trouble entailed was a real sacrifice.

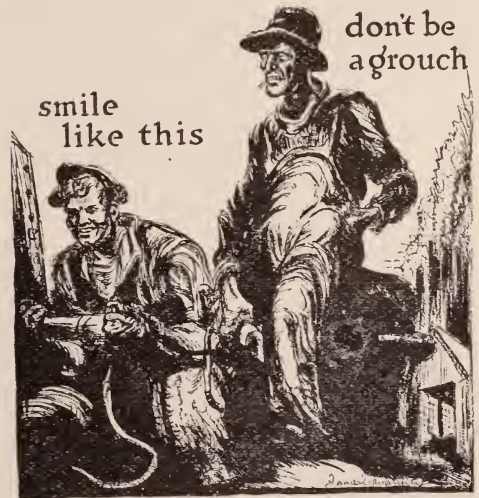
To do our part like people worthy of the name "Americans" we will continue to help the helpless from suffering and starvation. We are now sending them food in enormous quantities; in fact, some staples for the first seven months of this year bulk larger than for the corresponding period of last year, as the following table shows:

	1918	1919
Beef (canned, fresh and pickled), lbs....	178,113,802	423,227,234
Bacon, lbs.....	868,203,870	736,959,092
Hams and shoulders, lbs.....	492,819,143	370,708,140
Lard, lbs.....	528,111,770	352,594,835
Pickled pork, lbs.....	16,369,663	23,821,199
Milk, condensed, lbs.....	488,696,194	288,010,194
Barley, bushels.....	22,245,163	16,963,859
Corn, bushels.....	5,910,890	30,543,786
Oats, bushels.....	35,196,947	64,259,204
Rye, bushels.....	26,238,972	4,451,799
Wheat, bushels.....	79,733,418	6,719,075
Flour, barrels.....	18,274,576	16,496,820

The table explains in part the current high costs of food. The world demands food and we supply it—at good prices; the unchangeable law of supply and demand.

Success, say we, to every legitimate agency which is aiming at a reduction in the high cost of living; and if there be profiteering, nothing less than stern justice for the profiteers! On the other hand let us not forget that peoples all over the world have acclaimed America as a "big, unselfish, generous brother" and let us not betray that enviable name by petty selfishness in thought or action.

If you can't smile be examined



There may be poison in body or mind. Get it out of your system

Courtesy Life Extension Institute.

What Would You Do if You Owned the Baltimore and Ohio Railroad?

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
BALTIMORE AND OHIO RAILROAD
FREIGHT CLAIM DEPARTMENT

Baltimore, Md., August 27, 1919.

Cooperative Claim Prevention Bulletin No. 31 (Reissue of Bulletin No. 5, June 1st, 1917)

TO ALL EMPLOYEES:

What Would You Do if You Owned the Baltimore and Ohio Railroad?

WOULD YOU accept freight for forwarding without personally seeing that all the articles specified on the shipping ticket were properly delivered, in good order and marked in accordance with the shipping ticket?

WOULD YOU accept for shipment packages which apparently are not strong enough to protect their contents from damage in transit under normal conditions and handling?

WOULD YOU stick a hook in carpet, oil cloth, cotton piece goods or other such articles?

WOULD YOU load freight in cars that did not have secure doors to prevent possible pilfering after seals had been applied?

WOULD YOU load machinery or other heavy freight on top of fragile packages?

WOULD YOU load freight in cars with dirty floors, or in cars with nails projecting from car floor, sides, or door posts?

WOULD YOU load sacks of sugar, flour, cement, seeds, or other goods next to freight with projecting points which are liable to tear the sacks; or next to oil, acid and the like which are likely to leak or break and contents damage such goods?

WOULD YOU use a truck to adjust glass in crates, boxes or other containers?

WOULD YOU load barrels on their sides, so that they would roll back and forth and damage other freight?

WOULD YOU load merchandise so that the first movement of the car would cause the whole pile to topple over?

WOULD YOU furnish cars with leaky roofs or doors, for loading with grain, flour, sugar, cement or other commodities liable to damage by wet?

WOULD YOU leave a shipment of butter, lard or cheese in the hot sun on the station platform?

WOULD YOU deliver shipper's "order freight" without surrender of bill of lading?

WOULD YOU let drayman or others get freight out of merchandise cars or freight houses without checking it out to them and noting the condition?

WOULD YOU deliver freight in a damaged condition without making joint inspection of contents?

WOULD YOU go home to dinner and leave the freight house open, or freight on station platform?

WOULD YOU disregard instructions with reference to ventilators, drain plugs and icing in connection with perishable shipments handled in refrigerator cars?

IN SHORT, WOULD YOU do anything that might result in your having to pay a claim out of your own pocket? Surely you would not. That being the case, don't discriminate between your own interest and those of your employer simply because the loss is the Railroad's and appears not to affect you personally.

The above are only a few important items that every employe should have in mind when handling freight. By being watchful, the amount paid out in claims can be reduced. Let us go to it and do it.

Rules or words will not prevent claims. Care and attention will prevent errors and omissions.

C. C. GLESSNER,
Freight Claim Agent.

The Railroad Is Mankind's Greatest Servant

Commodity Movements in Vast Quantities Make Modern Civilization Possible

By P. H. Starklauf

Office, Auditor Merchandise Receipts



WISE man has said that if every modern mechanical and structural device known to civilization, except one standard American railroad, were destroyed, civilization, from a material standpoint, could be reconstructed on the basis of that railroad.

The more we know of our own Railroad, the more we appreciate the truth of this statement. Yet, altogether aside from the structural features of its organization, think what an active, vital part it plays in the everyday life of all the people.

It is not hard to recall the panic which seizes large cities like New York when the transportation arteries bringing its daily food have become tied up. Without the railroad the modern city would be impossible. It could not exist if the daily carloads of milk, meats, vegetables and other foods fail to reach its population via vast rail movements.

About eighty per cent. of the revenue on the Baltimore and Ohio is derived from freight traffic. And, as most of our readers know, by far the largest single item of this freight traffic comes from our coal business. It is, therefore, somewhat astounding to know the numerous number of carload lots of other commodities which travel our lines in the course of the year. In this connection the following figures, prepared in the office of the Auditor Merchandise Receipts, and showing the carload lots of all commodities except coal moved during the year 1918, is interesting.

YEAR 1918		
COMMODITIES	CARRIED TONS	NUMBER OF CARS
Wheat.....	795,471	20,118
Corn.....	461,953	13,233
Oats.....	460,767	13,798
Other grain.....	108,811	3,187

YEAR 1918—Continued

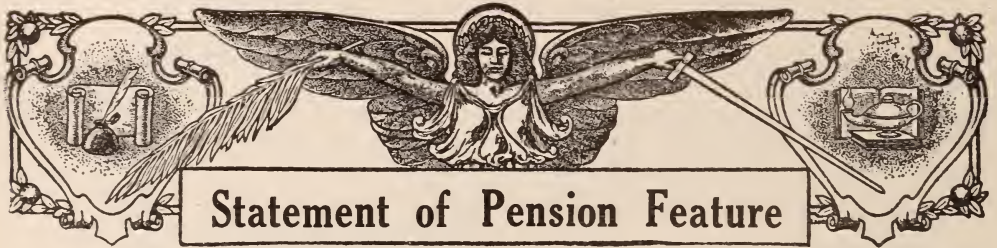
COMMODITIES	CARRIED TONS	NUMBER OF CARS
Flour.....	607,770	17,650
Other mill products.....	632,013	21,749
Hay.....	387,883	28,375
Tobacco.....	90,873	6,686
Cotton.....	38,947	2,262
Fruits—Originating at local points.....	62,205	4,239
Fruits—Originating at other points.....	172,310	10,464
Vegetables.....	518,332	23,458
Other products of agriculture.....	205,680	11,202
Total.....	4,543,015	176,421
Horses and mules.....	30,314	2,587
Cattle.....	227,229	20,356
Hogs.....	171,500	16,709
Sheep.....	21,510	2,268
Dressed meats.....	221,198	13,681
Other packing house products.....	277,365	12,006
Poultry, game and fish..	35,800	1,662
Wool.....	5,951	505
Hides and leather.....	65,463	2,853
Other products of animals.....	42,086	2,960
Total.....	1,098,418	75,587
Ores.....	5,532,275	98,111
Fluxing stone, limestone and dolomite.....	2,705,146	50,378
Crushed stone—for road use, etc.....	418,663	8,153
Building stone.....	36,045	1,044
Other stone.....	199,049	4,789
Sand and other like articles.....	2,428,668	54,175
Other products of mines	470,955	13,064
Total.....	11,790,801	229,714
Lumber.....	2,970,386	109,346
Other products of forests	504,574	22,380
Total.....	3,474,960	131,726

YEAR 1918—Continued

COMMODITIES	CARRIED TONS	NUMBER OF CARS
Petroleum and other oils	1,452,472	54,440
Sugar	260,638	8,318
Naval stores	76,299	2,631
Pig iron	931,680	20,153
Blooms and billets	772,620	15,200
Iron and steel rails	279,212	6,774
Other castings and machinery	1,914,284	64,261
Bar and sheet metal	3,848,310	92,031
Brick and lime	1,800,435	56,931
Cement	755,693	19,480
Agricultural implements	46,202	2,697

YEAR 1918—Concluded

COMMODITIES	CARRIED TONS	NUMBER OF CARS
Wagons, carriages, tools, etc.	156,179	15,053
Wines, liquors and beers	182,942	8,342
Household goods and furniture	66,644	7,277
Other manufactures	3,051,912	130,689
Total	15,595,522	504,277
Fertilizers	692,758	22,877
Miscellaneous (other car-loads not shown above)	5,978,694	179,214



Statement of Pension Feature

The following employees were honorably retired during the month of August, 1919, and pensions were granted them:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bowman, Harry W.	Conductor	C. T.	Indiana	37
Duffy, Patrick	Scaleman	C. T.	New York	33
Getz, Henry	Engineer	C. T.	Chicago	38
Keller, Henry	Train Baggage man	C. T.	Cumberland	48
Mauzy, Champe	Tender Repairer	M. P.	Baltimore	38
O'Keefe, Charles	Station Baggage man	C. T.	Ohio	50
Riley, James W.	Watchman	M. of W.	Cumberland	41
Schell, Jacob S.	Carpenter Foreman	M. of W.	Baltimore	33
Schwenk, George	Deck Hand	C. T.	Baltimore	31
Whalen, Andrew M.	Brakeman	C. T.	Baltimore	43

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

During the calendar year of 1918, \$322,188.20 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amount to \$3,782,115.80.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Creel, Edward B.	Engineman	C. T.	Cumberland	Aug. 4, 1919	45
DeBolt, Walter	Brakeman	C. T.	Connellsville	May 30, 1919	29
Flynn, Patrick	Crossing Watchman	C. T.	Toledo	July 30, 1919	51
Fox, John P.	Lamp Lighter	M. W.	Ohio	July 3, 1919	41
King, John E.	Boiler Inspector	M. P.	Baltimore	July 30, 1919	51
Sherman, Christian	Laborer	M. P.	Chicago	July 26, 1919	22
Toms, Alexander	Engineman	C. T.	Indiana	July 29, 1919	43
Walton, Edwin A.	Dist. Pass. Agent	All	All	Aug. 18, 1919	32



Conductor Marshall M. Sayre— Engineer Charles Broll

Betrayed by a Foot



ONE OF the favorite old chroniclers of railroad history in our railroad town of Keyser, W. Va., is Marshall M. Sayre. And the unusual part of it is, that, in addition to the stories he tells about many of his old railroad chums and, in particular, "Captain" John Carr, pensioned conductor and his special "buddy," he sometimes lets slip a good one on himself. To wit:

He says that he was born in a jail. Which, to the interested reporter, smacks not only of a good story, but also of one "without the law." Then comes the humorous anti-climax when Mr. Sayre adds with his hearty laugh:



Marshall M. Sayre
Born 1846 and "still going strong"

"Yes, I was born in February, 1846, and my father happened at that time to be warden of the Kingwood, West Virginia, jail."

Mr. Sayre's early introduction to prison life confounds the opinion of those who believe in the influence of environment. For his life history, and particularly that part of it relating to his railroad work with the Baltimore and Ohio, is without a blemish.

The Sayre family moved to Piedmont in 1862, and Marshall, then eighteen, became a helper in our shops there during the stormy days incident to the Civil War. Soon after his introduction to railroading the Government post team needed a man and Mr. Sayre took the job.

Keyser was then known as New Creek, from the pretty little stream which runs through its environs, and it was under the old name that it was captured by the Confederate General Rasser in 1864. Most of the inhabitants fled north to escape across the mountains to the Potomac, a couple of miles away, and into Cumberland, which was a much better protected city. Mr. Sayre was not the last of his fellow citizens to make tracks for this haven, but as he was crossing the river, his companion was laid low by a rebel bullet and he retreated to the cover of an island in the river.

And here is where our mountain chronicler makes his second confession.

"I got back to the island all right, but in bad company, for a colored fellow, who was worse scared than I was, followed me into the hollow of a tree stump. It was big enough for both of us to get in with one important exception, namely, my companion's foot. That stuck out like a beacon and was the cause of my being captured and sent to Libby Prison.

"I had been there about six months when the Federal generals, Crooks and Kelly, who had been captured in Cumberland, joined us as prisoners of war. Shortly afterward I was fortunate in being exchanged, and it was a lucky thing for me, for if I had stayed there another week I would have been there yet, the conditions were so bad."

On January 18, 1866, Mr. Sayre became a brakeman on the Baltimore and Ohio. He was soon promoted to conductor and has held that position ever since. He is now in charge of the construction train running out of Keyser.

Fifty-three years of railroading in the West Virginia hills is a pretty good test of a man's stamina. But Marshall Sayre has the ruddy cheeks and the quick step of the country lad in his teens and looks good for a number of years' service on the rail.

The Value of a Smile



THE Stifel Indigo Company, whose advertisement appears on the back cover of each issue of the MAGAZINE, recently asked us to get a picture of a Baltimore and Ohio engineer who could smile. Investigation developed a number of such men on our Baltimore Division, but Charles Broll was finally the lucky find. The accompanying



Engineer Charles Broll

picture does not show the expansive smile he mustered at the request of the photographer, and future advertising of this company will show him in a better one.

Mr. Broll has been running engines for the Railroad for thirty years, the last nineteen of which have been in passenger service.

Greater distinction can perhaps come to a man than that of being chosen as a splendid type of good railroad engineer for advertising purposes. But the reputation of being famous for a wholehearted smile is one that any man should envy. Congratulations, Mr. Broll!

Vacation Time

By Miss H. I. Farrer

Secretary to Superintendent of Transportation
Pittsburgh District

What a glorious sensation
To embark on your vacation
With no thought but recreation,
In the days of June sublime!
Dreaming naught of care and sadness,
Even Nature smiles with gladness
While your heart beats wild with madness
At the thought—Vacation Time!

When you hear the whistle blowing
And you know that you are going
Where the ocean tides are flowing,
Then your soul is all aglow;
And the days pass by like hours
As you dwell among the flowers,
Shady nooks and sun-kissed bowers,
'Tis Vacation Time, you know.

Fast our train round hillocks going,
Grasses bending, cattle lowing,
Over brooks and rivers flowing,
See how merrily we go!
Some folks ride in airships flying,
Some find autos satisfying—
As for me, I'll go a 'hieving
On the good old B. & O.

Moon Shine Humor

Judge—What is your name?
Prisoner—Joshua, sir.
Judge—Are you the Joshua who commanded
the sun to stand still?
Prisoner—No sah, I's the Joshua what made
the moon shine.

Chose Death to Life Without Wife

Heroic Sacrifice of Cashier Tanner Leaving Three Orphan Children

By John Draper

Freight Agent, Chicago, Ill.

MOST of our employes have read in the daily papers of the sad but heroic death of W. F. Tanner, cashier, Chicago Freight Station, and his wife, who were killed near their home at Hubbard Woods, Illinois, a few minutes before 8.00 p. m., September 1. Mr. and Mrs. Tanner were on their way to a picture show at Evanston, Illinois, about seven miles distant. In crossing the railroad tracks at Gage Street, Hubbard Woods, Mrs. Tanner's foot became wedged between the rail and planking of the crossing and, in the few moments, perhaps not more than twenty seconds until the approaching train would be upon them, Mr. Tanner was unable to get it free. He worked with what fear and anxiety may well be imagined, being aided by flagman John Miller, but their efforts were in vain and, at the last moment, Tanner clasped his wife in his arms and said, "Mary, I stay with you."

Flagman John Miller, who so heroically helped to save the life of Mrs. Tanner himself, escaped death by the narrowest margin, losing a leg and an arm in the attempt.

As cashier of the Chicago Freight Station, Mr. Tanner was highly esteemed and loved by our employes and his tragic death was a great shock to them. The words "Mary, I stay with you" still ring in their ears. It was in that same spirit of devotion that he worked with and among his station associates and his loss will be keenly felt by them. Yet great though their loss be, it is incomparable to the loss of his three little orphaned children, the eldest Helena, five and one-half, and the twins, Lyman and William, three and one-half years old.

Mr. Tanner first entered the service of the Baltimore and Ohio Railroad at New York City in 1901, and, in 1911, was transferred to Chicago to put the Accounting Department in that office on a stronger and better basis.

At that time there was considerable labor difficulty which added to his new responsibility. He was recognized among the accounting officers of the Road as an expert accountant, and under his regime the affairs of that department in the Chicago office have been most successfully administered.

Besides the three orphaned children there is left of the immediate family only Mrs. Chadley, Mr. Tanner's mother, who is over seventy years of age and who has made her home for the past three years with Mr. Tanner and a sister of Mr. Tanner, Mrs. Cassidy of Albany, N. Y.

Scores of letters have reached the Chicago office of the Baltimore and Ohio Railroad from people throughout the country. Some have been anxious to adopt the children, and at various points money is being collected to create a fund for their benefit. There could be no more generous act on the part of a sympathetic public, and it is hoped that the fund thus created may be sufficient to keep and educate them in a way worthy the children of a man who gave his life as he did.

The associates of Mr. Tanner at the Chicago office have gotten together and are now creating a fund to be turned over to proper and accredited parties to be used for the benefit of the orphaned children, and they suggest that similar action be taken over the entire System. Let us hope that this will be done and that the fund thus created, together with the funds being collected at various points by the general public, will be sufficient to give these children every advantage possible, both as to their education and training.

Many people will question the soundness of this man's judgment, the accuracy of his measure of values, the wisdom of his choice at the supreme moment of his life.

But by his death he has shed a new light upon the depth, the height and the sublimity of the love that passeth understanding.



Panorama (in sections) of Baltimore Division Veterans at Brandywine Springs, August 16



Impressive Medal Presentation to Past Presidents, Baltimore Veterans, at Annual Outing—Mount Clare Welfare Association Has Picnic— Employes Get-Together Meeting on Charleston Division

ON boarding the second special train for the Baltimore Veterans' picnic at Brandywine Springs on August 16, the first person I saw was Grand President George W. Sturmer. The second was the grand old superintendent of Martinsburg Shops, Z. T. Brantner, who completed fifty-six years of service with the Baltimore and Ohio on the last day of 1918. And he looks good for twenty years more of resultful work for the Railroad. Both these men are so young in spirit and so enthusiastic, that to have them, as representative veterans, with one, is almost to have them belie the nature of their organization.

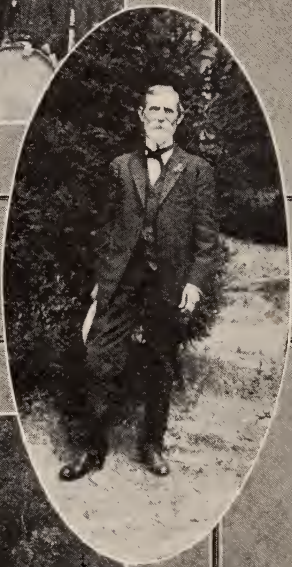
Incidentally Mr. Brantner and his comrades from Martinsburg comprised a goodly part of the veterans who came from the Cumberland Division for the holiday. There were many of these, some from points as far west as Terra Alta, men and women, old and young, who left at one or two o'clock in the morning in order to make the special train from Camden Station to the Springs. Such an indication of their interest in the Association, such confidence in the prospect of a good time with their Veteran friends, such determination to do their part to make the holiday a success, are

some of the reasons which account for the growth and success of all our Veterans' associations.

Two special trains went from Camden Station to take the throng to the Springs. This picnic resort, by the way, is well worth visiting. It has splendid accommodations for a large number of people, a beautiful setting and plenty of amusement facilities for old and young.

The Mount Clare and Cumberland bands lent a musical atmosphere to the occasion with frequent renditions of popular songs and marches. The Mount Clare quartet also did yeoman service and was greatly enjoyed. And if the commissary arrangements at the park were not quite adequate for the prompt care of all of the hungry excursionists, the day was so beautiful and there was so much else to do besides eat that nobody grumbled.

The formal part of the program was inaugurated by a march from the lower end of the park to the hill circle and its wonderful grove of old trees. The band led off, followed by the officers and members of the association and their friends, and the accompanying picture is the result of the grouping of the merry-makers.



Some groups snapped at Brandywine Springs (see opposite page for description)

Again led by the band the members of the association moved over to the old historic tree, standing on the spot of the headquarters of George Washington and Lafayette, where George W. Sturmer, Grand President, conducted the ceremony of presenting solid gold medals to the past presidents of the Baltimore association.

E. L. McCahan, the first President during the term 1913-14, and who was in the service of the Railroad fifty-two years, died several years ago, and in his memory, at the request of the presiding officer, all present uncovered and for one minute paid him a silent tribute.

Mr. Sturmer then presented medals to W. T. Holmes, forty-nine years in the service and President of the Veterans, 1914-15; George W. Galloway, President 1915-16, forty-one years in the service and first cousin of federal manager C. W. Galloway; J. O. F. Covell, President 1916-17, and forty-one years in the service. All of the ex-presidents were deeply moved by the kindness of the association in giving them these beautiful medals, and responded with feeling.

The original of the reproduction of the honor medal which accompanies this article, was kindly loaned to the MAGAZINE by Mr. Holmes.

C. H. Pennell, now President of the association, then made a strong address, urging all members to do their best to bring the membership this year to 1,000.

He was followed by Mrs. Charles Shipley, President of the Ladies' Auxiliary, who also urged accessions to the auxiliary membership, which now numbers 116.

Again led by the band, the visitors marched back to the old Spring headquarters, where the association was host to everybody present in a treat of ice cream.

During the day a message from federal manager Galloway, on line, was read. He expressed his regret in not being able to participate in the outing. All who know Mr. Galloway's deep interest in the Veterans' associations, and particularly the Baltimore chapter, of which he is a member, understood with what sincerity he spoke.

The first home-going section left at 6.20 p. m., and the second at 7.45, and they carried a happy throng which will long remember this renewing of acquaintance and friendship.



Exact size reproduction of solid gold medals presented to Past Presidents of Baltimore Veterans' Association

Meet These Folks on the Opposite Page

Top, the Executive Board of the Baltimore Veterans. Front row, left to right: G. T. MacMillen, assistant chief clerk, office General Superintendent, Camden Station, member of Board of Directors; George W. Galloway, foreman, Mt. Clare, Past President and member of Board; J. O. F. Covell, engineer, Past President and member of Board; W. H. Shaw, Car Service Department, Secretary; C. H. Pennell, supply man at Riverside, President. Back row, left to right: J. A. Wall, engineer, member of Board; C. B. Snapp, painter at Mt. Clare, Treasurer; George W. Sturmer; William T. Holmes, Sr., Past President and member of Board; James A. Hilton, elevator machinist, member of Board.

Top oblong: The Mt. Clare Band in their natty summer uniforms, J. D. Riley, manager, on the left.

Left panel: The twin granddaughters of engineer J. O. F. Covell, Leah and Ruth.

Right panel: C. F. Hopkins, one of the charter members of the Baltimore Veterans, now stationed in Ivorydale, Ohio, and who made the long trip east for the express purpose of "reuning" with his veteran friends.

Lower oblong: The band from Cumberland, with "Ed" Warner, their manager, on the left.

Bottom, some of the members of the Ladies' Auxiliary. Front row, left to right: Mrs. Annie R. Fowler; Mrs. Jacob Wholey; Mrs. Charles A. Hicks, Vice-President; Mrs. Charles H. Shipley, President; Mrs. William T. Holmes, Treasurer; Mrs. George W. Galloway, Past President. Back row: Mrs. William Wholey; Mrs. G. W. Miller; Mrs. J. A. Wall; Mrs. T. H. Burke; Mrs. J. D. Simering.

One of the nicest features of the day was the splendid transportation facilities afforded by the Baltimore Division. Just how the Veterans felt about this is nicely expressed in the following self-explanatory letter:

Outing of the Veterans of Baltimore Division, August 16, 1919

MOUNT CLARE, August 21, 1919.

Mr. R. B. WHITE, Superintendent,
Baltimore, Md.

Dear Sir—Words fail me to express to you and the officials of the Baltimore and Ohio Railroad, who so kindly made it possible for our Veterans' Association of the Baltimore Division to hold an outing at Brandywine Springs on Saturday, August 16 last, our sincere appreciation for the kindness shown. We ask that you and the officials accept the hearty thanks of all Veterans of the Baltimore Division for the privilege granted. With my own personal thanks, I remain,

Yours very sincerely,

(Signed) JOHN D. RILEY,
Chairman, Entertainment Committee.

Mount Clare Welfare, Athletic and Pleasure Association Outing

By L. A. Mogart



THE members of the Mt. Clare Welfare, Athletic and Pleasure Association and their families had an enjoyable outing on the afternoon and evening of Saturday, August 23.

The first of the events was a baseball game at Gwynns Falls Park between the Mt. Clare Welfare Team and Riverside. Mt. Clare won the honors with a score of 9 to 4.

A parade was then formed and, led by the Welfare Band, we marched to Benkert's Park, on Dorsey Lane, where S. C. Grams, foreman in the Passenger Car Erecting Shop, made an address of welcome.

The chairman of the Entertainment Committee, J. Scharnagle, with the support of his committee, had everything prepared for a feast, including steamed crabs, ham, sausage, rolls and plenty to drink.

During the entire afternoon and evening there was dancing, the music being furnished by the Welfare Band. A feature of the dancing was that every fourth dance was a stag.



Entertainment committee of Mount Clare Welfare, Athletic and Pleasure Association

There were about 1,500 present as usual.

The committee, as shown in the accompanying picture, is as follows: Standing, back row: Messrs. Paullis, Griffith and Reimnsnider. Standing, front row: Messrs. Cadogan, Crockett, Handy, Heckwolf and Dundore. Sitting: Messrs. Schlarb, Scharnagle, Remm, Hittle, Heckwolf and Beaumont.

A panoramic picture was taken directly after the parade arrived at the park, but most of the crowd had gone to the dining room and it was impossible to get the entire gathering.

The next "get together" of our association will be for a dance and oyster roast.

Employes Get-Together Meeting at Gassaway

By C. W. Dixon



ALL of the population of these United States who were not in Gassaway on Labor Day missed half of what life is worth living for. The Employes Get-Together Meeting was a great success. Special trains were run from the different parts of the division and a crowd of about 800 people came to our fair city, where a fine day was spent. An address of welcome was given by Rev. J. F. Frame, and he was followed on the program by superintendent W. Trapnell and Judge

Fisher, whose talks were very much appreciated. Basket picnics were enjoyed by the employes and their families in the park, after which most of the people went to the ball game staged by employe teams from Weston and Gassaway. This was very exciting and ended in a tie, the score being one run each.

Executive Meeting, Baltimore Division Veterans



AT the last executive meeting of the Baltimore Division Veterans' Association, forty applications for membership were received and the applicants accepted, making the membership in good standing, 905 members. Boys, our goal is for 1,000 members this year. Get busy and let's get the rest! Every employe who has been in the service twenty years is eligible to membership and any member can supply an application upon request.

It is the hope of the Association to secure all twenty year employes and pensioners as members. Pensioners become life members upon paying the admission fee of \$1.00. The regular meeting nights are the first Monday in January, March, May, July, September, November. We hope all members will attend these meetings at Jr. O. U. A. M. Hall, 100 North Paca Street, Baltimore.

Record of Splendid Movement of "Grand Commandery, Knights Templar of Illinois" Special—Chicago to Philadelphia

Saturday and Sunday, September 6 and 7, 1919

CONSIST: 1 Baggage Car, 5 Twelve-Section Drawing-room Sleepers, 1 Observation Sleeper, 1 Dining Car, Additional Dining Car, Cumberland to Philadelphia

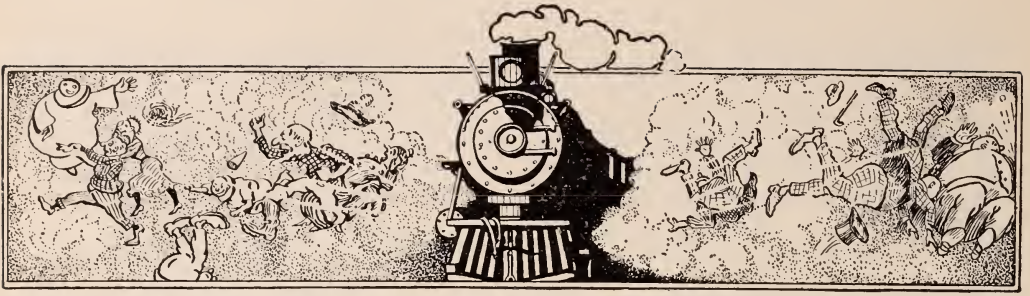
SPEED—42.5 miles per hour. RUNNING TIME—21 hours, 31 minutes
SPEED—40.4 miles per hour. TOTAL TIME—22 hours, 38 minutes.

POINT TO POINT		TIME		STOPS	RUNNING TIME POINT TO POINT	DISTANCE		SPEED POINT TO POINT Miles per Hour	LOCOMOTIVE		
STATION	STATION	LEFT	ARRIVED			Min.	Hr. Min.		BETW'N POINTS Miles	CUMULATIVE Miles	NUMBER	CLASS	TRACTIVE POWER
Chicago.....	Garrett	11.00am	2.33pm	7	3-33	150.4	150.4	42.4	5138	P-4	34272
Garrett	Willard	2.40pm	*5.28pm	17	2-48	128.0	278.4	45.7	5131	P-4	34272
Willard.....	New Castle Jct.....	\$6.45pm	10.37pm	...	3-52	147.0	425.4	38.0	5031	PA	31920
New Castle Jct.....	Laughlin Jct.....	10.37pm	12.07am	8	1-30	56.3	481.7	37.5	5031	PA	31920
Laughlin Jct.....	Connellsville.....	12.15am	1.40am	7	1-25	54.9	536.6	38.7	5065	P-1AA	43400
Connellsville.....	Cumberland.....	1.47am	4.20am	15	2-33	92.4	629.0	36.2	5065	P-1AA	43400
Cumberland.....	Weverton.....	4.35am	6.53am	...	2-18	99.5	728.5	43.3	5056	P-1AA	43400
Weverton.....	"QN" Tower.....	6.53am	7.57am	13	1-04	50.7	779.2	47.4	5056	P-1AA	43400
"QN" Tower.....	Baltimore (Camden).....	8.10am	8.53am	...	0-43	38.4	817.6	53.3	5213	P-5	40700
Baltimore(Camden)	Philadelphia.....	8.53am	10.38am	...	1-45	95.9	913.5	54.8	5213	P-5	40700
Chicago.....	Philadelphia.....	11.00am Sept. 7.	10.38am Sept. 8.	67	21-31	913.5	913.5	40.36 including stops. 42.46 excluding stops.			

§ Eastern Time.

* Central Time.

† Changing engines, watering and icing trains, etc.



EXHAUSTS

Curiosity

While a suit was being tried, a woman in the case persisted in commenting loudly on each answer given by a witness. The judge repeatedly directed her to keep quiet, but she went on audibly contradicting the witness. Finally the judge said:

"Madam, the court demands that you remain quiet. Unless you do so, you will be held in contempt."

Giving the judge a savage look, the woman turned to her attorney and inquired: "Who is that guy that's buttin' in all the time?"—*Pittsburgh Post*.

Got Him Wrong

She—What do you suppose I did when mother told me you were coming?

He—Oh! I suppose you colored up a little.

She—Sir!—*Awgwan*.

Camouflaged

Joe—Who was the new dame you had at the theatre last night?

Jim—Oh, that wasn't a new one. Just the old one painted over—*Froth*.

His Reason

"And do you love your neighbor as yourself?" asked the clergyman.

The magazine editor brazenly admitted that he did not. "But there are extenuating circumstances," he added. "My neighbor is a poet."—*Clipped*.

Force of Habit

Captain (angrily)—Button up that coat, you'll catch cold.

Married Recruit (absently)—Yes, my dear.—*Judge*.

Under Cover

"Speaking of false hair."

"Yes?"

"I suppose no woman ever admits she wears false hair."

"No, she keeps that under her hat."—*Kansas City Journal*.

Vacation Thought

Little bank roll, ere we part,
Let me hold you to my heart;
All the year I've clung to you,
I've been faithful, you've been true;
Little bank roll, in a day,
You and I will start away,
To a gay and festive spot;
I'll come back, but you will not.

—L. RIVERS in *The Armorer*.

Was Familiar With It

Blink—Are you familiar with "Paradise Lost"?

Blank—Oh, yes, ever since I got married.—*Bradford Era*.

Not Necessary

Barber—How do you like our new oatmeal soap?

Victim (in chair)—Seems nourishing; but I've had my breakfast.—*Stray Stories*.

An Even Break

A fussy old lady passenger had bothered the train crew out of all patience with her continual inquiries as to the distances between various points along the road.

"How far is it to the next station?" she inquired, as the conductor came through the train. "About forty miles," he replied, without thinking or even attempting to calculate the distance. When the brakeman passed by about ten minutes later, the old lady put the same question to him and received the same reply—"About forty miles." After another quarter of an hour the porter came through. "How far is it now to the next station?" asked the f. o. l. "Bout forty miles, madame," replied the dusky dignitary.

"Well," she said resignedly, "I reckon this train is just about holding its own."—*Clipped.*

Ask Kaiser Bill

A troop train rolled into Newark station. A colored soldier stuck his head out the window and yelled to the baggageman:

"What city is dis?"

"Newark."

"What state am dat in?"

"New Jersey."

"New Jersey—say—we been on dis train for foh days. When do we get to Paris?"—*Exchange.*

Tempus Fugit

Her Dad: "Why hang it, girl, the fellow only earns fifteen a week."

Herself: "I know, pap, but a week passes so quickly when you're really fond of each other."—*Boston Transcript.*

Old Style

Pullman Porter (to aged man as train pulls into yards near depot): "Brush you off, sir?"

Aged man: "No—I'll get off the usual way."—*Clipped.*

The Generous Lawyer

A Boston lawyer tells this story on another lawyer named Ames who was retained as counsel for a man who stepped in a hole in the street and broke his leg. Suit was brought against the city in the sum of \$1,000 and Ames won the case. The city appealed to the Supreme Court, but here also the verdict was in favor of Ames' client.

After settling up the claim Ames handed his client a silver dollar.

"What is this for?" asked the man.

"That is what is left after taking out my fee, the cost of appeal and other expenses."

The man regarded the dollar a moment, then looked at Ames.

"What's the matter with this," he asked, "is it bad?"—*Lippincott's.*



Stout Lady: Stop shoving, Alf!

—Blighty, London



Lumbering followed by repeated fires—nothing left but soil

Help Prevent Dangerous Fall Forest Fires

By George H. Wirt

Chief Forest Fire Warden, Pennsylvania Department of Forestry

Selfishness, carelessness, indifference and ignorance are the real causes of forest fires, and every one of these causes is a crime in a democracy where every one is free, where every one benefits or suffers according to the weal or woe of society.

The causing of forest fires, directly or indirectly, must be recognized as something that is against the welfare of every one in the Nation, against the spirit of American law and liberty, and against all good morals.

Every stick of timber bought today by a railroad company demands a partial payment for the fire loss of past years. Ties that should be available within easy wagon or truck haulage must now be brought from distant states, or even from South America. The same is true of other timbers. And when we think of the freight that ought to be ready to be transported by these same railroads both into the forested areas and out, and of the population that might be in our mountain regions, it makes one think of the recent definition of camouflage—"It makes things look like what they ain't."

We particularly appeal to the train crews and maintenance men to prevent forest fires. They are especially dangerous during the Autumn season.

School Boy Hears Rock Fall in Cut and Stops Approaching Train

Quick Action of Roy Henthorn Rewarded by Wheeling Division Safety Committee

THE presence of mind and quick action of Roy Lee Henthorn probably prevented an accident to a Baltimore and Ohio train on July 19, about 8.30 p. m., near Anderson's Cut, West Virginia. The facts were first reported to E. V. Smith, superintendent, Wheeling Division, by conductor G. M. Simpson, of extra 2878, the train that was saved. The lad was seen in the strong glare of the headlight, standing in the middle of the track, in sufficient time to enable engineer Dyke to stop the train.

As soon as superintendent Smith learned the facts he communicated them to members of the Wheeling Division Safety Committee, who made up a purse of money and sent it to the boy. It was delivered personally by trainmaster J. W. Bull, who got the following story direct from the lad:

"I was home with mother sitting on the porch about 9.00 p. m., and it was raining. We heard the rock fall in the cut. I ran down and saw the rocks lying in the middle of the track; then ran back home, got my lantern and lit it, and was going to change my shoes when I heard the train coming. So I got my lantern and ran up the track, and when the train came I waved my lantern, but it went out. Then I took my cap off and waved it, and when the engineer whistled, I got off the track. The engine stopped in front of our home and I ran down and told the man what was the matter. Then I stayed on the engine until they got ready to go."

Our officials and employes who have met Master Roy say that he is an exceptionally bright boy. He lives in a most attractive little home one and one-half miles west of



The rocks on both sides of the track show the extent of the slide discovered by Roy Henthorn



Roy Lee Henthorn showing how he signaled engineer to a safe stop

Jacksonburg, W. Va., and is the son of a farmer.

A few days after receiving the reward, the young hero sent his appreciation to superintendent Smith in the following letter:

"I received your letter and was certainly pleased to get the money. I thank you very much. If I can ever do you another favor like that I will be glad to do so. Mr. Bull asked me to write you a few lines concerning the flagging of the train. I don't know much news, as I told Mr. Bull about all I knew. Please excuse bad writing and mistakes. I am only in the sixth grade and doing my best to learn all I can. I think lots of the Smiths as I have an uncle, A. E. Smith, who works for you. I think he is a pretty nice uncle.

"I will close by sending you my best regards.

(Signed) ROY LEE HENTHORN."

The accompanying picture shows what a serious fall of rock lay in the path of the approaching train, enough, say railroad officials, to have derailed a fast-running engine.

We congratulate Master Henthorn and hope that he will live to do many other acts of kindness in behalf of his fellow men.

E. W. Hoffman Now Superintendent of Chicago Division—Succeeded on Ohio Division by R. W. Brown

By A. E. Erich

Secretary to Superintendent



EFFECTIVE September 1, E. W. Hoffman, former superintendent of the Ohio Division, was appointed superintendent of the Chicago Division.

Mr. Hoffman left the Pennsylvania Railroad, where he held the position of assistant general yardmaster, to become general yardmaster of the C. H. & D. Railroad at Indianapolis, in February, 1908. Two years later he was promoted to trainmaster and in February, 1913, he was transferred to the Baltimore and Ohio as supervisor of transportation at Baltimore, Md. In December, 1914, he was promoted to assistant superintendent of the Toledo Division, in June, 1917, to assistant superintendent of transportation at Cincinnati, and on February 1, 1918, he came to Chillicothe as superintendent.

It is with sincere regret that we lose Mr. Hoffman, for during his nineteen months on the Ohio Division, he has won numerous friends. But the fact that he is still associated with the Baltimore and Ohio affords us great pleasure, and our best wishes for his future success go with him.



E. W. Hoffman, Superintendent, Chicago Division



R. W. Brown, Superintendent, Ohio Division

In order to show to some extent our regard for Mr. Hoffman, thirty-four members of the various departments arranged a surprise gathering at the Country Club at Chillicothe. While dinner was being enjoyed an indictment was served against him by the wives of his officers charging him with the alienation of the affections of their husbands. After the charge was read by assistant superintendent Brown, who was acting as Toastmaster, he stated that, after due consideration, the "Jury" had found Mr. Hoffman "guilty," and, as a punishment, he was presented with a beautiful Gladstone leather traveling bag, and ordered to carry it in all cases when traveling.

R. W. Brown succeeds Mr. Hoffman as superintendent of this division, and needs no introduction. During the time he has been assistant superintendent at Chillicothe, and also the few years ago when he visited us frequently as supervisor of locomotive operation, he has become very well known, and we feel sure that his friends, who are many not only on this division but the entire Baltimore and Ohio System, will join us in extending to him our heartiest congratulations and best wishes for his long and

continued success. We are doubly pleased that through his promotion, he will still remain with us.

R. W. Brown was first employed by the Baltimore and Ohio as ash pit laborer, July 19, 1901. He was made a fireman on November 10, 1902; promoted to engineer, November 26, 1905; to air brake inspector, May 3, 1910; to road foreman of engines, January 14, 1912; to supervisor locomotive operation, January 19, 1914; to trainmaster, June 1, 1915, and to assistant superintendent at Chillicothe on October 1, 1917.

Assistant superintendent of transportation J. E. Fahy has been appointed to succeed Mr. Brown as assistant superintendent and we welcome him to our midst.

Changes and Promotions

Eastern Lines

Effective August 16, W. C. Barnes, division accountant, Charleston Division, was promoted to similar position, Monongah Division, with headquarters at Grafton, West Virginia, vice H. H. Summers.

Effective August 16, G. B. Spencer, division accountant, Chicago Division, was transferred to similar position, Ohio River Division, with headquarters at Parkersburg, W. Va., vice H. C. Nesbitt.

Effective August 11, F. L. Sheakley, division accountant, Illinois Division, was promoted to division accountant, Cumberland Division, with headquarters at Cumberland, vice C. F. Moehle, granted leave of absence.

Effective August 16, W. E. Severns, chief clerk to division accountant, Charleston Division, was promoted to division accountant, Charleston Division, with headquarters at Gassaway, West Virginia, vice W. C. Barnes.

Western Lines

Effective August 16, H. H. Summers, division accountant, Monongah Division, was promoted to similar position, Chicago Division, with headquarters at Garrett, Indiana, vice G. B. Spencer.

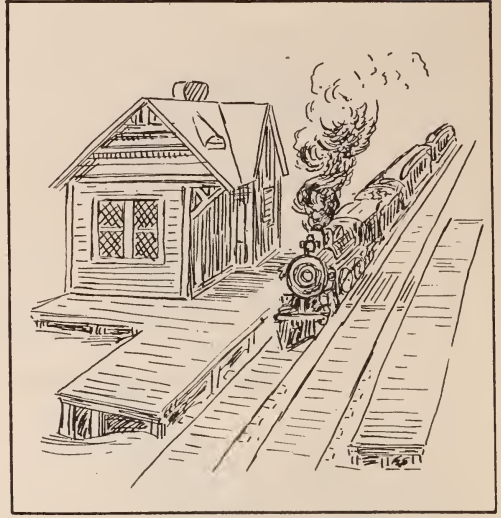
Effective August 11, W. S. Hopkins, chief clerk to division accountant, Illinois Division, was promoted to division accountant, Illinois Division, with headquarters at Flora, Ill., vice F. L. Sheakley, promoted.

"And This Station Agent Did It This Way"

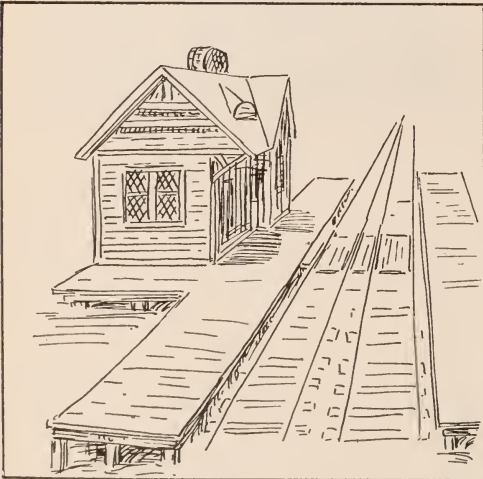
As seen by Cartponist Raymond on the Baltimore Division, East End



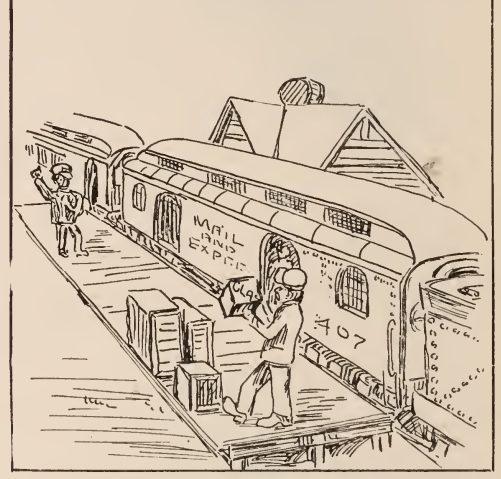
No. 1—This agent has all his baggage ready and is waiting for the train to arrive.



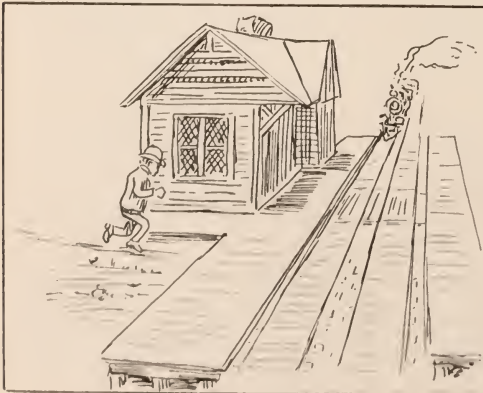
No. 2—This agent is selling tickets, checking dogs, etc. too late. Meantime the train waits.



No. 3—This agent did not meet the train at all—he fell down on his job with result shown in next picture.



No. 4—This kindhearted agent is doing the work of the agent in No. 3, unloading his mail, baggage and express. He's a good fellow but ought not to have to do the work of the missing agent in the previous picture.



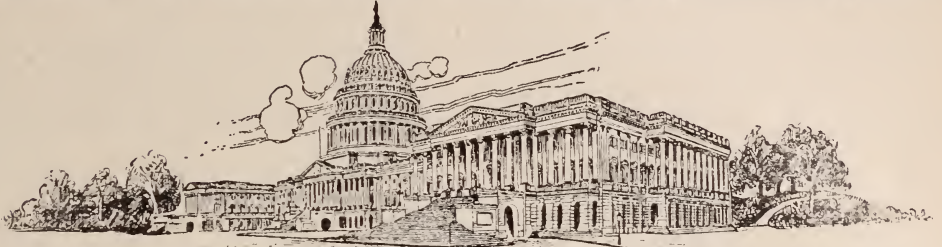
No. 5—This agent just makes the train as it pulls into the station. Running the last half mile may be good training for service but it is poor service for trains.



No. 6—This agent has a lady friend and he keeps her chinning while the train waits for her to get aboard.

H.H. Raymond
Phila. Div.

United States Railroad Administration



Washington Information

Senate Bill Covering Future of Railroads

The views of the sub-committee of the Senate Interstate Commerce Committee which has had in hand the formulation of legislation covering future operation and control of the railroads were embodied in a measure presented to the Senate early in September by Senator Cummins. After being debated in committee of the whole, this bill will be reported to the Senate for unlimited discussion and it is quite possible that changes will be made in its various provisions before being made law. The following synopsis of this measure was recently given out by Senator Cummins:

Section 1 repeals the Federal Control Act of March 21, 1918. The repeal takes effect on the last day of the month in which the bill becomes a law, and the railroads are to be returned to their owners at that time. Rates in force at the time the repeal takes effect are to remain in force until changed by competent authority.

Section 2: Advances made by the government to the railroads and properly chargeable to capital account are to be evidenced by bonds or other securities payable in five years, with interest at five per cent. per annum; other indebtedness to be evidenced by demand notes with interest at six per cent. per annum.

To Form Rate Groups

Section 4: Upon the passage of this act the Interstate Commerce Commission is to divide the country into rate districts and the carriers into rate groups, for rate-making purposes; and hearings are provided for with respect to the adequacy of rates for revenue purposes, considering the rate district or rate group as a whole. This issue is to be tried separate and apart from the question of the reasonableness of rates upon particular commodities or for particular communities.

Temporary Guaranty

Section 5: New schedules of rates which are filed within thirty days after federal con-

trol ceases become effective at the end of four months after they are filed, with such changes as the commission may, in the meantime, order; and, until the expiration of the four-month period, this act constitutes a guaranty to the railroads which have entered into contracts respecting compensation under the act of March 21, 1918, of a proportionate amount of the contract compensation, and, with respect to the railroads with which no contracts have been made, it constitutes a guaranty of a proportionate railway-operating income. At the end of this period the guaranty ceases. If, during this period, any railroad earns more than the guaranty, the excess is to be paid into the treasury of the United States.

Division of Surplus

Section 6: In making rates for the rate groups the Interstate Commerce Commission is to take into consideration the interest of the public, the shippers, the wages of labor, the cost of maintenance and operation, including taxes, and a fair return upon the value of the property used or held for the purpose of transportation, and it is required to lower or advance rates accordingly. If any railroad in the groups receives more than a fair return upon the value of its property the excess is to be paid to the railway transportation board, mentioned hereafter. One-half of the excess is to be used by the board in the following manner:

First.—The promotion of invention and research to ameliorate the conditions of labor and to lessen the hazards of employment.

Second.—To extend and improve hospital relief.

Third.—To supplement existing systems of insurance and pensions.

Fourth.—To afford opportunity for the technical education of employes.

Fifth.—To establish a system of profit-sharing by employes.

In the administration of this fund the board is to organize an employes' advisory council, composed of one representative from each organized craft of railroad employes.

The remaining one-half of the excess is to be deposited in a fund and expended by the board in the purchase of equipment to be leased to railroads under proper terms, or to be loaned to carriers unable to provide themselves with proper equipment and facilities upon reasonable security.

No excess earnings above a fair dividend are to be capitalized or used as a basis for increased rates.

Transportation Board Created

Section 7 creates a railway transportation board and is one of the most important in the bill. The board consists of five members appointed by the President, with the advice and consent of the Senate. Its members are to receive a salary of \$12,000 per year. No member of the board during his term of office can hold any office or employment under any railroad corporation or be peculiarly interested in the stock or bonds of any such corporation. It has the same powers with respect to summoning witnesses and securing testimony as the law now gives to the Interstate Commerce Commission.

Railways Divided into Systems

Section 9 furnishes the keynote of the solution of the railroad problem presented by the bill. It declares it to be the policy of the United States that the railways of the country shall be divided in ownership and for operation into not less than twenty nor more than thirty-five separate and distinct systems; each of said systems to be owned and operated by a distinct corporation, organized or reorganized under this act. It provides that, in the division of the railways into systems, competition shall be preserved as fully as possible, and wherever practicable existing routes and channels of trade shall be maintained; that the several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the value of the railroad properties shall be the same so far as practicable, to the end that these systems can employ uniform rates in the movement of competitive traffic and, under efficient management, earn substantially the same rate of return upon the value of their respective properties.

Powers of Transportation Board

Section 10: As its first duty the railway transportation board is required to adopt a plan for the consolidation of all the railway properties of the country into not less than twenty nor more than thirty-five systems. When it has agreed upon a tentative plan, it is to give it publicity and provide for full and complete hearings upon the plan. The plan must receive the approval of the Interstate Commerce Commission; but, after it is finally adopted, the voluntary consolidations which are provided for must be in harmony with it, and the compulsory consolidations which are also provided for are to complete it. Street railways and interurban railways used chiefly

in the transportation of passengers, and certain other railway facilities which cannot be properly consolidated are excepted from the plan.

The transportation board is clothed with many and most important powers, in addition to making the plan of consolidation. It is to make continuous inquiry respecting the transportation needs and facilities of the whole country and ascertain when and how they shall be enlarged or improved. It is to inquire into the state of the credit of all common carriers and inform itself respecting the relation between revenues and net income and the like. It is to inquire with respect to the new capital which may be required for adequate and efficient transportation service and the conditions under which it can be secured. It is to certify to the Interstate Commerce Commission its findings in these respects, and the commission is to accept such certificate as prima facie evidence in any hearings which it may conduct. It has authority to lay before the commission any matter of public interest and show such cause as it may deem proper and appropriate. It has authority to make reports to Congress and recommend such measures and policies as will promote and protect the interest of the public concerning the efficiency of the transportation service and the adequacy of transportation facilities.

This section transfers from the Interstate Commerce Commission to the transportation board many of the functions and powers heretofore conferred upon the commission, notably, the administration of the car service act, of the safety appliance act, of the hours-of-service act, of the locomotive inspection act and many others.

It is required also to inquire into water transportation facilities and the relations between land carriers and water carriers, the best methods of coordinating the two kinds of transportation and the most practical plan for preserving in full vigor the two kinds of transportation when they are competitive.

Section 11: The board also has the power, where congestion of traffic exists upon any road, to divert it over other lines. It has the power to compel a common or joint use of terminals or other facilities when the public interest requires it, and, in a general way, to compel such unification as is necessary to secure the most efficient use of railway facilities.

Section 12 makes lawful the consolidation of railways, but only under the following conditions: First, the consolidation must be in harmony with and in furtherance of the ultimate complete consolidation already referred to, and must be recommended by the board and approved by the commission. Second, the corporation which is to become the owner of the consolidated properties must be either organized under federal authority or reincorporated under this act. Third, the capitalization of the consolidated corporation must not exceed the value of its railway property, as determined by the Interstate Commerce Commission.

Public hearings are to be held in any case of a proposed consolidation, of which the state authorities are to be notified.

Compulsory Consolidation

Section 13 provides that at the end of seven years, in which the voluntary consolidations may take place, the transportation board is to proceed to the completion of the plan of consolidating the railway properties of the country according to its original determination. The compulsory consolidation is to be accomplished through the organization of railway companies under this act, or the enlargement of reincorporated companies which have been organized under state laws. It is not necessary to enter into the details of this section.

It is sufficient to say that it is to be so carried out that no obligation on the part of the United States will be created, and that when the work is finished the railways of this country will be divided into the number of competitive systems prescribed by the board, and that the capitalization of each of the companies will represent the actual value of the property used in transportation, as fixed by the Interstate Commerce Commission.

Sections 14, 15, 16, 17, 18 and 19 provide for the reincorporation of corporations now owning and operating railways, so as to give them the character of federal corporations, and the only feature of these sections which need be mentioned is that in any such reincorporated company the classified employees of the corporation are to be represented by two members on the board of directors and the government is to be represented by two members appointed by the transportation board.

Section 20 provides that existing railway corporations must have upon their boards of directors two members representing the classified employees and two members representing the government.

Sections 21 and 22 relate to the original organization of railway corporations under this act. The two distinctive things in it are, first, that the system of railways which it has organized to own and operate cannot be capitalized for a greater sum than the actual value of the property as determined by the Interstate Commerce Commission, and each corporation so organized must have on its board of directors two representatives of the classified employees and two representatives of the government.

Section 24 confers upon the Interstate Commerce Commission exclusive authority to regulate and control the issuance of railway stocks and bonds.

Section 25 provides for the use of the excess earnings of any railway company in behalf of its employees. It has already been mentioned.

Method for Settling Disputes

Section 26 provides a new method for settling disputes between railroad companies and their employees. It creates a committee of wages and working conditions, which is to be composed of eight members, four of them repre-

sented labor and four of them representing the railway companies. Each railroad craft is to nominate candidates for this committee, and the board is required to appoint four from among such nominees. Each railroad corporation is to nominate a candidate for membership, and the board is to appoint four persons from among such nominations.

This committee is to consider all complaints submitted by representatives of the employees or of the carriers, and is to decide by a majority vote, and its decisions are to be certified to the transportation board. If the committee of wages and working conditions is evenly divided upon any dispute, the whole matter is to be certified to the board, and the decision of the board is final and constitutes a governmental judgment with respect to the matters in controversy.

Section 27 prescribes some of the things which must be taken into account by the committee of wages and working conditions in determining wages: First, the scale of wages paid for similar kinds of work in other industries; second, the relation between wages and the cost of living; third, the hazards of the employment; fourth, the training and skill required; fifth, the degree of responsibility; sixth, the character and regularity of the employment.

Penalties Imposed

Section 29 imposes a penalty of fine or imprisonment, or both, upon any carrier, or any officer of any carrier, who refuses to obey the decisions of the committee after it has been approved by the board, or of the board itself, in the cases referred to. It also provides that if two or more persons enter into any combination or agreement with the intent substantially to hinder, restrain or prevent the movement of commodities or persons in interstate commerce, or enter into any combination or agreement which substantially hinders, restrains or prevents the movement of commodities or persons in interstate commerce, such persons so combining and agreeing shall be deemed guilty of a conspiracy and shall be punished by a fine not exceeding \$500 or by imprisonment not exceeding six months, or by both such fine and imprisonment: Provided, that nothing herein shall be taken to deny any individual the right to quit his employment for any reason. It will be observed that this section applies equally to the officers and employees. The intent is to prevent any substantial interruption in transportation, and the effect is to forbid not only what is ordinarily known as a lockout but also what is commonly known as a strike of employees. It must be remembered, in this connection, that the bill in forbidding a strike, or combination for a strike, has also provided for the settlement of all disputes by governmental tribunal.

Section 31 increases the compensation of the members of the Interstate Commerce Commission to \$12,000 per annum.

Section 32 materially enlarges the scope of what is commonly known as the car service

act and transfers its administration to the transportation board. One of its features is that it requires the approval of the government for the extension of an old line of railroad or the construction of a new line.

Sections 33, 34 and 35 are amendments to well known provisions of the act to regulate commerce, and, while important, need not be specifically mentioned.

Section 36 authorizes a division of traffic or earnings between carriers, but only when in the interest of better service and economy and not so as to unduly restrain competition. There can be no such division of traffic or earnings until the arrangement is expressly approved by the Interstate Commerce Commission after full notice and hearings.

Sections 37 and 38 are amendments to the act to regulate commerce.

Section 39 gives the transportation board full authority to require connections between water and land carriers, so as to utilize water transportation to the fullest extent.

Section 40 empowers the Interstate Commerce Commission to make both maximum and minimum, or maximum or minimum, joint rates, and this authority is also conferred in another section with respect to all rates.

Section 43 deals with the conflict between intrastate rates and interstate rates and gives the Interstate Commerce Commission full authority to remove any unjust discrimination against interstate or foreign commerce.

Load to Capacity

Every effort is being made by the Railroad Administration to speed the construction of the balance of the 100,000 freight cars ordered last year. It has also been decided to place in service the new cars now in storage regardless of whether or not the allocations covering such equipment are accepted by the individual railroad corporations.

This is but one of a number of steps taken to insure sufficient car supply. To this end instructions also have been issued for establishing in each important terminal a committee of officers to study the question and expedite car movement.

New cars at the rate of 218 per day are being completed and placed in service, while new cars in storage are being stenciled and put into service at the rate of 616 a day, a total of 834 cars per day. Despite this it is necessary to bend every effort toward furnishing sufficient cars to meet the demand.

While there is considerable opportunity for improvement in this respect, conditions are substantially more favorable than they were in 1917, when the total number of unfilled car requisitions on August 1 was 77,257, whereas on August 1, 1919, they numbered only 19,271. The number of freight cars in service and not withdrawn for repairs on July 1, 1917, was 1,983,000. On July 1, 1919, the number was 2,065,000.

The Railroad Administration, however, is not content to point to the fact that transportation service is more favorable now than it was two years ago. On the contrary, extraordinary efforts are being put forth to secure the greatest possible improvement.

One of the most effective measures to provide sufficient freight-carrying equipment is to have all cars loaded to capacity, and railroad officials are doing their best to educate both shippers and consignees to the desirability and, in fact, necessity not to ship in minimum carloads. Another factor is expeditious unloading and prompt movement.

With shipper, consignee and railroadman coordinating their efforts in this direction there should be sufficient equipment to handle satisfactorily the needs of the country, and this coordination is urgently desired.

Wages and Living

In the final paragraphs of the summary of his report to the President on the wage demands of the shopmen and his decision thereon, Director General Hines on August 26 stated:

"A permanent general increase in the level of railroad wages at the present time, so as to put them up to what appears to be the top notch reached by the high cost of living, would arrest, if not defeat, the efforts which the government is making to reduce the cost of living and would be injurious to the railroad employes themselves. Such a permanent wage increase must necessarily be met by a heavy increase in freight rates. This would stimulate an increase in the cost of everything consumed by the public and would give innumerable pretexts for covering up additional unwarranted increases in prices, and would necessarily confuse all existing efforts to control prices, because those efforts are based upon existing conditions with reference to which investigations have been and are being conducted.

"The most careful investigation as to the increase in the cost of living makes it clear that the earnings of many subdivisions and classes of railroad employes have already been so advanced during federal control as to be ahead of the highest point yet reached in the general average increase in the cost of living in the country. It is believed that this is true of the shop employes as a whole because many classes of the shop employes had the benefit of a reclassification of their work and pay which gave them an increase in wages substantially in excess of the total increase in the cost of living up to the present time. These considerations, however, are entirely consistent with the view that existing wage levels are reasonable."

All Shopmen at Work

In connection with the unauthorized strikes of shopmen at Depew, N. Y., Cumberland, Md., and Havelock, Neb., Director-General

Hines on September 4 sent to the several regional directors whose lines were affected telegrams taking action very similar to that taken in connection with the unauthorized strikes of certain train, engine and yard men in California, Arizona and Nevada. The wording of the telegrams was identical throughout, with the exception of the address and the name of the city and road affected:

"To A. T. Hardin, regional director of Railroad Administration, New York City: I am advised that certain Mechanical Department employes of the New York Central Railroad at Depew are engaged in a strike in violation of their agreements with the individual railroad upon which they have been employed and in violation of the agreement for adjustment of grievances between the United States Railroad Administration and the chief executives of the organizations to which the strikers belong, as well as in violation of the laws of the organizations of which they are members. The chief executives of these organizations have definitely instructed their members to return to work.

"Will you please at once instruct the federal manager of the New York Central Railroad to post copies of this telegram on bulletin boards and in conspicuous places at and in the vicinity of the shops affected, as notice to all employes who are on strike to resume work not later than their regular reporting time on Saturday, September 6, and further as a notice that those who do not report and resume duty at or before their regular reporting time on that date will be considered as having permanently left the service of the United States Railroad Administration, their places will be filled, and if they return to the service of the United States Railroad Administration later it will be only as new employes. This telegram will also be considered by the federal manager as his instructions to proceed accordingly."

Most of the men returned to work the day before the time limit set in the telegram, while some returned on the last day in time to start work at their regular hour.

July Financial Statement

The operating Statistics Section of the Railroad Administration has completed figures covering the financial results of operation for the month of July for all Class I roads in federal operation. These comprise 232,004 miles of road, or 97 per cent. of the total of 240,177 miles of road federally operated.

Condensed Income Statement

	MONTH OF JULY		INCREASE OR DECREASE	
	1919	1918	AMOUNT	PCT.
Op. rev.	\$449,694,136	\$463,958,521	*\$14,264,385	*3.1
Op. exp.	352,967,237	312,701,610	40,265,627	12.9
Net op. rev. . . .	96,726,899	151,256,911	*54,530,012	
Taxes, rents	20,057,422	14,209,806	5,847,616	
Net op. inc. . . .	76,669,477	137,047,105	*60,377,628	
Op. ratio	78.5	67.4	11.1	

* Indicates decrease.

One-twelfth of the annual rental due the companies, covered by the report amounts to \$74,352,976, so that the net profit to the government was \$2,316,501 for these properties.

In making comparison with last year it should be noted that, while the freight and passenger rates are on substantially the same basis in both years, the wage scale of July, 1919, is substantially higher than that of July, 1918.

The results for the seven months ended on July 31 were as follows:

Condensed Income Statement

	SEVEN MOS. TO JULY 31		INCREASE OR DECREASE AMOUNT
	1919	1918	
Op. rev.	\$2,774,193,441	\$2,519,925,384	†\$254,268,057
Op. exp.	2,409,687,708	2,102,951,292	†306,736,416
Net rev.	364,505,733	416,974,092	*52,468,359
Taxes, etc.	130,839,999	128,673,886	2,166,023
Net inc.	233,665,724	288,300,106	*54,634,382
7-12 annual rent	520,470,832	520,470,832	
Op. loss	286,805,108	232,170,726	54,634,382
Op. ratio	86.9	83.5	3.4

* Indicates decrease.

† Indicates increase of 10.1 per cent.

‡ Indicates increase of 14.6 per cent.

It must be remembered that the comparison between the seven-month period is substantially affected by the fact that the rate increases, approximately 25 per cent., which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918.

Stopping Freight Thefts

Reports of the Secret Service and Police Section indicate that the drive against the larceny of railroad freight continues with unabated vigor.

Among the noteworthy cases reported recently are the following:

On July 29 a car on the Michigan Central was robbed of \$1,427 worth of sugar. John Cudney and Joe Macklanka, alias Joe Miszcinski, members of a notorious band of car thieves, were arrested.

R. A. Wise, ex-switchman; Elmer E. Jolly, yard conductor; J. P. Hennessy and Edward Traverse, switchmen, on the M. C., were arrested in connection with the theft of twenty thousand cigars. Wise, Hennessy and Jolly confessed. These men have been held for action by the U. S. grand jury.

R. C. LeQueux and M. C. Roumillat, yardmen at the A. C. L. yards, Charleston, S. C., were arrested on August 7, charged with stealing \$1,500 worth of merchandise.

Joseph Schupeck, Abram Gonora and Solomon Rushmandel were arrested in connection with the theft of cloth valued at \$2,005 from Pennsylvania Railroad cars on July 21. Schupeck and Gonora turned state's evidence. Rushmandel was held for action by the grand jury.

George J. Weatherolo, Raymond Thompson and Bernard Dolan, employes of the Nickel Plate, were arrested on August 13 at Buffalo

for the theft of three trunks, twelve thousand collars and seventy-five thousand cigarettes, all of which were recovered.

Dan Rice and Harry McDonald, car inspectors of the B. & O., were arrested for the theft of numerous articles. They have confessed.

Two negroes were arrested on the Atlantic Coast Line on the night of August 10 while shooting into passenger train No. 41 as it was passing Palmyra, N. C. These men have been sentenced to three years imprisonment.

Kid Shaw, colored, leader of a notorious gang operating on A. C. L. trains between Petersburg, Va., and Rocky Mount, N. C., has finally been apprehended and sentenced to four years each on charges of burglary and highway robbery.

Patrick Fallon, Charles King, John White and Jacob Urdang, all of Hoboken, N. J., were arrested at Scranton, Pa., on August 7, charged with stealing silk valued at \$1,200 per bale, from the American Railway Express on the D. L. & W. Road. These men have been held for action by the grand jury. Fallon and White have pleaded guilty.

Louis M. Bland, Charles Westerfield, Otto Wade, William J. Brown, Stanley Duross, Monroe Stone and Leo Pope were arrested on August 28 charged with stealing \$17,204 worth of auto tires at Detroit. The stolen property has been recovered.

Lee Dent, alias Elbert Thomas, Clarence Tucker and Eugene Jackson, colored, were arrested for robbing Southern Railway train No. 53 at Leeds, Ala., on August 12, of shoes valued at \$2,500. Dent was killed and Tucker was shot in the leg while resisting arrest. Tucker and Jackson are being held for action by the federal grand jury.

On August 24 the ticket office of the M. C. at Cheboygan, Mich., was robbed of \$828.71 in money, and investigation resulted in the

arrest of Frank Hatch, on whose person was found all of the money stolen. Hatch made a confession, implicating Howard Sutherland, and both have been remanded to the grand jury.

M. L. Houchens, C. & O. conductor, was arrested at Chelyan, W. Va., on August 18, on various charges of car robbery. Three thousand dollars worth of stolen goods, ranging from hairpins to victrolas, were found hidden in his house.

Joseph Gross, Edward Divinne, James Divinne and Frank Short have been held by the grand jury in connection with the stealing of \$2,000 worth of cloth from railroads entering Philadelphia.

John Beverland, alias Jack Martin, was arrested at Springfield, Mo., for stealing \$2,000 worth of silk from the Terminal Railroad of St. Louis. He has been held for trial.

Johh Williams, G. J. Purcell, F. N. Weit, R. E. Youngberg, F. W. Hesser, Fred Kaszer, F. A. Jansen, G. B. Hoyt, H. C. Cook, G. A. Pail, J. R. Day, F. A. Burrows and L. R. Little, all railroad employes, were arrested charged with the larceny of fifty-two overcoats at Con-way Yards, Pittsburgh district, on August 2.

At 9.15 p. m., August 25, eleven men entered the North Yard of the Erie Railroad at Jersey City with the intention of committing thefts, and fired upon Erie patrolmen. None of the patrolmen was hit, but a man named Kresky was shot through the right lung and leg. He has a criminal record.

On June 18 an express car on Erie train No. 9, containing valuables, was robbed, and on June 25 a similar robbery occurred, the total value of property obtained being \$40,000. American Railway Express special agents and railroad police immediately took up the case, and warrants have been issued for George Palangio, Frank Madison, Herbert Gerhardt, Walter Oleson, Gene Curry, Julius Schneider, W. H. Allen and Alphonso D. Soccio.

Success

As "Hello!" Sees It

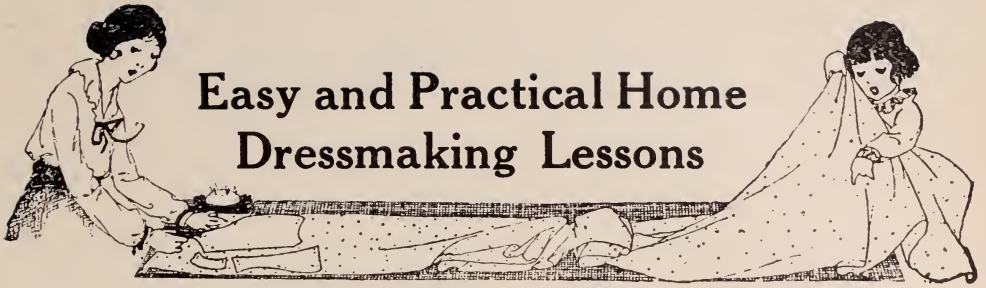
The father of Success is Work. The mother of Success is Ambition. The eldest son is Common Sense. Some of the other boys are Perseverance, Honesty, Thoroughness, Foresight, Enthusiasm and Cooperation.

The oldest daughter is Character.

Some of her sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity and Harmony.

The baby is Opportunity.

Get acquainted with the "old man" and you will be able to get along pretty well with all the rest of the family.



Easy and Practical Home Dressmaking Lessons

Captivating in its Style is this Blouse Dress with Deep Round Neck and Plain Sleeves



ONE finds unusually clever ideas expressed in the blouse frocks and the style lends itself to so many variations that the novelty never exhausts itself. For Fall there came smart blouse dresses in plaid flannel, plain serge and challis planned for service as well as style. The model shown here may be reproduced in any of the materials just mentioned, medium size requiring $3\frac{3}{4}$ yards 44 inches wide, with $\frac{1}{2}$ yard lining for the underbody.

When using the minimum of material, one must study the cutting and construction guides carefully to avoid waste and mistakes. First fold the fabric in half on the cutting table, then place the parts of the pattern in place as illustrated. The skirt and blouse front with triple "TTT" perforations are laid along the lengthwise fold, with the sleeve between them with large "O" perforations along a lengthwise thread. The collar is also laid on the lengthwise fold, or if made of contrasting material, the rule holds the same. The cuff, pockets, piecing for the skirt and blouse back, with large "O" perforations, are all placed on a lengthwise thread. For the U-shaped neck, cut out the front of the blouse $\frac{3}{8}$ inch above the indicating small "o" perforations, before placing the pattern on the material.

The front on the lining is placed on the lengthwise fold and the back with large "O" perforations on a lengthwise thread. The underbody is made first, by closing the under-arm and shoulder seams, then hemming the back. Plait and tack.

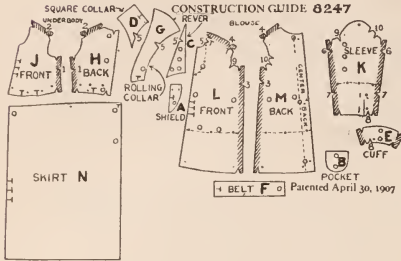
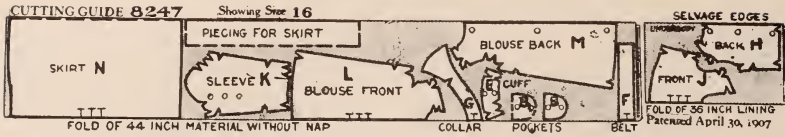
Next, take the skirt and close center-back seam below the lower large "O" perforation and finish the edges above the perforation for a placket. Gather upper edge between "T" perforations. Adjust skirt, stitching upper edge over crossline of small "o" perforations in underbody with center-fronts even. Bring back edge to center-back and bring small "o" perforations at upper edge of skirt to under-arm seam.

Now, gather the front of the blouse on shoulder between "T" perforations. Close under-arm and shoulder seams as notched. If desired, leave under-arm seam open below the upper small "o" perforation. Turn hems in back and at lower edge on small "o" perfora-



8247

Clever Blouse Dress



tion. Lap right back of blouse over left with center-backs even and finish for closing.

Turn hem in shield on small "o" perforations and adjust to position underneath front of blouse, with center-fronts and corresponding large "O" perforations even. Sew collar to neck edge with back edges and notches even and along line of small "o" perforations in front with center-fronts and corresponding large "O" perforations even.

To make the sleeve, plait, creasing on slot perforations, and bring folded edge to corresponding small "o" perforations. Finish for

closing. Close seam of sleeve as notched. Sew cuff to sleeve as notched; bring small "o" perforation in cuff to seam of sleeve. Sew sleeve in armhole with notches and small "o" perforations even easing in any fullness between the notches. Hold the sleeves toward you when basting it in the armhole. Adjust pocket to position on front of blouse with upper edge of pocket between the indicating large "O" perforations. Finish, by arranging the belt around the waist and closing in back, as shown in the picture.

Pictorial Review DRESS No. 8247. Sizes, 14 to 20 years. Price, 25 cents.

For the Practical Dress

This model solves the problem of how to make the new serge which must be appropriate for almost any occasion and yet appear smart and practical. The blouse is trimmed with embroidery in self color. The stitch is the simple solid satin that everyone knows how to do, or braid may be substituted. The skirt is a straight gathered model. Medium size requires 4 yard s42-inch serge and 1 yard lining.



Pictorial Review BLOUSE No. 8268. Sizes, 34 to 46 inches bust. Price, 25 cents. SKIRT No. 7830. Sizes, 24 to 36 inches waist. Price, 20 cents.

In Charming Array

This unusually smart frock is developed in plain and self-check tricolette. The skirt,

front and back panels of the waist and lower edges are of the check material, set off by an underblouse of plain tricolette. Buttons and belt correspond with the underblouse. Medium size requires $2\frac{1}{4}$ yards 44-inch plain and $2\frac{1}{2}$ yards 44-inch check material, with $\frac{3}{4}$ yard lining for upper part of skirt.

Pictorial Review DRESS No. 8383. Sizes, 14 to 20 years. Price 25 cents.

Beautifying the Home with Towels

Delightful Conceits in Embroidery and Filet that Add Distinction to the Household Equipment

By Kathryn Mutterer

FILET crochet is making a wider path for itself in the way of household linens, and since embroidery will not yield one iota of its popularity, the two must be allied for the sake of having one's linen chest express the last word in fashion.

There is no more lasting form of decoration than filet crochet and the medallions usually set into towels and table linen are of such a simple character that they can be made in a very short time. When very small, two or three may be crocheted in an afternoon or during an evening's leisure. Shown here are the towels, typical of the latest ideas in household linens. One has a unique scallop at the end, while the other is finished with filet crochet edging. Cut-work embroidery is combined with filet in both instances.

The pattern supplies sufficient scallops for one pair of guest towels, with a working diagram of the filet crochet medallions. The design measures $5\frac{1}{2}$ inches high by 15 inches wide, including scallops. The entire embroidery design is carried out in cut-work and eyelet

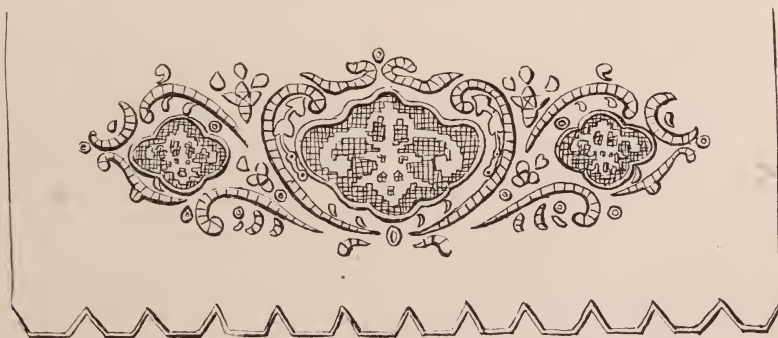
stitches while the scallops are buttonholed. This design also could be applied to scarf ends for the dressing table or buffet. The filet crochet medallions may be omitted, if desired.

With the second towel also scallops are provided, although the illustration shows a filet edging. The embroidery measures $5\frac{1}{2}$ inches high by 15 inches wide, scallops included. As in the first instances, cut-work and eyelets are the stitches used. If the scalloped edge is substituted for the filet, the scallops should be padded well before they are buttonholed. Cluny lace may be used instead of the filet or the medallions may be replaced by a 2-inch initial.

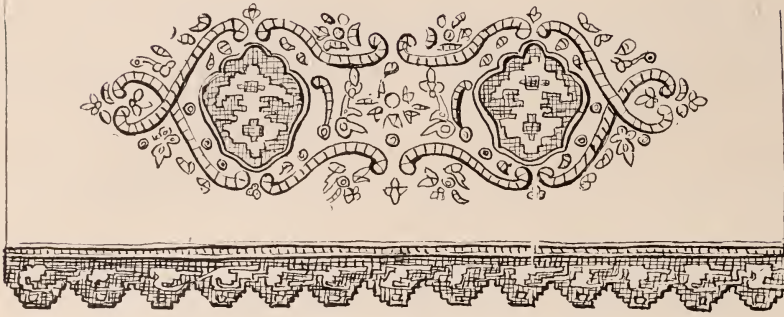
EMBROIDERY No. 12537. Transfer, blue. Price, 15 cents.

EMBROIDERY No. 12539. Transfer, blue. Price, 15 cents.

Pictorial Review patterns on sale by local agents.



No. 12537—An odd scallop makes this towel very attractive



No. 12539—Guest Towel with file and embroidery

Wireless Photo and Individual Radio 'Phone Not Far Off

Famous Inventor Marconi Believes Communication with Distant
Worlds is also Assured in Future

IT is simply ridiculous to adopt the attitude that the limit of knowledge has been reached. We are only just beginning to find out a few of the simpler secrets which Nature has so jealously guarded throughout the ages.

We can fly now—practically—for any distance. We can send messages through the air without the aid of wires, and are able to talk in the same way to people who are thousands of miles away. No connecting lines are necessary.

The developments which have been made in wireless telegraphy in the last few years destroy one's belief in the boundary of possibilities. Even to me they seem romantic—and I can quite understand that the uninitiated must regard the developments which are taking place in wireless communication as something bordering upon the supernatural.

There is no reason why, when installations become general, a private message should not be sent exclusively to one individual—even in the heart of a huge city like London. All that is required is the adoption of a simple and distinctive method of attuning each instrument—in wireless work, this tuning will take the place of the number and the exchange will be in the existing telephone system.

But whatever developments may take place, the radiated message, which is sent out broadcast in all directions, will still have its uses. This is and always will be the case in the event of a disaster at sea.

The ship which is nearest to the scene of the catastrophe can hasten to the help of those in peril, and so lives will be saved which would otherwise be lost. Many a time has this happened already—as in the case of the Titanic disaster—and aircraft will employ the

radiated message in like emergencies on land and sea.

The next great development will be the wireless telephone. Already this is an accomplished fact—far beyond the experimental stage—and during the next few years there will be some wonderful improvements made.

It will be quite possible before many years have passed to speak by wireless from one end of the earth to the other; and even interplanetary communication is a possibility.

Will it be possible, when these improvements have been made, to see the person with whom a conversation is being held, although thousands of miles lie between the speakers? There is no reason to the contrary. If a voice can be transmitted, if signals can be regulated, it should be quite possible to send an impression of a face and figure. I regard the invention of an instrument which will enable even those who are thousands of miles apart to see each other as scientifically feasible.

From time to time our operators in various parts of the world have reported the receipt of strange and incomprehensible signals. It is, of course, rash to jump at the conclusion that they are messages from Mars, or elsewhere. It may or it may not be so. Most probably they are merely the records of some atmospheric phenomenon about which nothing is known.

If, however, communication could be established with the planets (and I believe it will be) all the difficulties would not be surmounted. It would then be necessary to establish an interplanetary language—assuming, of course, that the planets are inhabited, and that life on them is on a similar or better plane of scientific development.—GUGLIELMO MARCONI, in *Great Lakes Bulletin*.



SAFETY ROLL OF HONOR

Baltimore Terminal Division

For his close observance of extra 4016, west, while passing Camden Cut, when he noticed brake rigging badly dragging on C. M. & St. P. car 203744 and had train stopped at Hamburg Street and defect remedied, operator C. L. Marshall has been commended by superintendent Hoskins.

Operator C. H. Berry, at Carrolls, observed something dragging under car in extra 4590, east, when passing that point and had train and brake rigging adjusted. For his watchfulness, he has been commended.

Baltimore Division

On July 3, while passing over Susquehanna River Bridge, fireman B. A. Bowen, with train No. 67, observed it to be on fire. The watchman was notified at once, and succeeded in extinguishing fire before any damage occurred. Fireman Bowen has been commended by the Superintendent.

As extra west, engine 4543, was pulling away from Germantown, Md., on August 13, operator H. D. Kirby noticed something dragging near rear of train and had the train stopped at Boyd, where examination was made and conductor found brake rigging down on a car and removed it. Operator Kirby has been commended for his alertness.

On August 20, operator W. F. Hill, at Boyd, Md., noticed some fire flying from brakes on a car in train of No. 9, engine 5084. Train was stopped at Dickerson and examination made. It was found that the brakes were stuck on sleeper "Bowerston." Operator Hill has been commended.

Consecutively, on July 30, August 4, and August 10, operator J. D. Wheeler at Marriottsville, Md., discovered brake rigging down on passing extra freight trains and had trains stopped and defects corrected. Mr. Wheeler has been commended in each case by the superintendent for his alertness.

BALTIMORE, MD., August 29, 1919.

W. K. CULLER,
Care J. J. Good,
Brunswick, Md.

Dear Sir—It has been called to my attention that on the morning of August 26, you were a passenger on train No. 41, and when this train was badly delayed west of Washington Junction because of engine trouble, you, of your own free will, assisted the engineer in getting engine in shape to take the train through to Brunswick. I wish to thank you for the interest you took on this occasion, and will see that suitable notation is made on your service record.

Yours truly,
(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., September 5, 1919.

C. R. MARTIN, Machinist,
Care J. J. Good,
Brunswick, Md.

It has been called to my attention that on the morning of August 28 you discovered a bent axle on T. & G. car 602, which was being handled in train passing through Brunswick. You called the crew's attention to the condition and car was set off. I wish to commend you in this case as the condition was such as might have caused an accident but for your action.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

Connellsville Division

Foreman "Fred" Simcox discovered a defect on Wabash car 78198 in train of extra east, engine 4065, while same was pulling out of Connellsville yard on June 11, and had train stopped and car taken out before any damage had been done. Mr. Simcox has been commended for his vigilance and interest.

On July 19, conductor W. F. Walters, in charge of engine 6017 east, while at City Junction, discovered a cracked wheel on Baltimore

and Ohio 126301 and made arrangements to have this car set off. For his close observance notation will be placed on his record.

Monongah Division

Engineman G. H. Swisher probably prevented an injury to brakeman E. D. Nuzum, who was on top of tank of engine 2392 riding backward between guy rope and overhead bridge. He called to him just in time to prevent his being struck by the overhead bridge. Proper notation has been placed on engineer Swisher's record for his prompt action.

C. L. McKinney, operator at Salem, noticed brake rigging down on A. C. L. 37173, had train stopped, thus possibly preventing a serious accident.

Brakeman R. B. Hill, on extra 2596, north, stopped extra south, 2536, with train of coal cars, with brake rigging down on car, thus preventing possible derailment.

On August 20, operator J. B. Coyne, going home from work at 12.25 a. m., found broken rail at west end, Salem, and notified dispatcher. Trains were detoured through north siding until rail was repaired.

On August 25, operator J. B. Coyne detected brake rigging down on first 79, engine 2806, as it was passing office. He stopped train and had brake rigging removed, thus probably preventing an accident.

On August 27, as operator J. B. Coyne was going home he noticed something down underneath a car on train No. 78, engine 2287, passing near top of Long Run Grade. He called chief dispatcher at Grafton on long distance phone from gas office, had train stopped and found truss rod down on car, thus possibly saving an accident. It had torn out a crossing board at Industrial. He called out trackman to examine switches for damages.

Mr. Coyne is to be congratulated upon his prompt action in these cases and proper notations have been placed on his record.

On August 10, C. L. Gray, signal repairman, Clarksburg, W. Va., discovered broken rail on curve just west of "MD" Tower, just before the arrival of train No. 38. He immediately notified the proper officers and train was run slowly over this piece of rail. A meritorious notation has been placed on Mr. Gray's record for his prompt action.

While on train No. 98, July 19, conductor V. B. Glasgow discovered a broken rail at Mile Post 284-40. He immediately stopped his train, arranged to protect the defective track condition with flagman, rode train to section foreman's home, woke him and had necessary repairs made. For the interest displayed meritorious notation has been placed upon his record.

On the evening of July 11, after a heavy rain storm, conductor R. F. Haney was at home asleep, when his wife woke him and told him

about the hard rain. He came about three-quarters of a mile from his home, flagged Extra 1895 and 1815, and told crew about a wash-out at the foot of Fisher Hill. They found the track badly washed and could not get over track until they carried old ties, rock, dirt and blocked track up to make it safe for slow speed. The track was washed out for a distance of forty to fifty feet, and conductor R. Roush was assisted by the following men in repairing it: R. N. Jeffries, W. L. Criss, engineers; George Blake and C. G. Waggoner, firemen; H. J. Hall and G. F. Bennett, brakemen. A notation has been placed on the service records of this crew as well as on Mr. Haney's record, commending them for their excellent work.

Wheeling Division

On July 20 while at work on engine 2228, engineer G. A. Guth passed over what he thought to be a bad joint, and, upon investigation, found it to be a broken rail. He immediately reported it, and also gave proper protection. His interest and prompt attention in the matter are commended.

Cincinnati Terminals

On August 21, about 3.30 a. m., conductor "Jack" White, with switchmen Samuel Preston and R. D. Tingle and engineer Busch, while working at the Joslin-Schmidt Co., St. Bernard, discovered a fire at the Jarecki Chemical Company plant, and were responsible for saving about fifty cars of merchandise. They worked in a drenching rain and wind storm and attempted to save some cars that were at the east end of the plant, but the flames were coming across the tracks and prevented them from getting in with their engine. Their good work is appreciated by our officials, and they have been commended.

New Castle Division

On August 2, operator W. R. Haney, at the Youngstown passenger station, noticed brake beam dragging on Penn. extra 7104 east, passing station at 11.52 a. m. Crew was notified and the brake beam removed. On August 10, Mr. Haney also reported brake beam down on car in train No. 14, and this train was stopped at Haselton for its removal. These two occurrences indicate clearly the interest displayed by Mr. Haney in his work and for his observance of dangerous conditions commendatory entries have been placed on his record.

Conductor W. C. Jones, Pittsburgh Division, at 2.05 p. m. August 8, reported to chief dispatcher that carload of pipe in New Castle Division train, engines 4007 and 4045, had shifted to such an extent as to make a dangerous condition. This action of Mr. Jones enabled dispatcher to locate car and have it set off before trouble occurred. The Pittsburgh Division was requested to place suitable entry on the record of Mr. Jones.

W. J. Hetrick, fireman, while on extra east 4319, August 5, at a point just west of home signal, Willard, noticed ties washed up onto track by the heavy rains. The others of the train crew were notified, and after arranging for protection of train No. 5, a total of twenty-one ties was removed from the track. It was fortunate that an extremely dangerous condition of this kind was discovered and, indicative of the appreciation of the Company, commendatory entry will be placed on record of Mr. Hetrick.

D. W. Rawden, engineer on the helper engine at Akron Junction, found a piece of flange dropped from some car along the track. This was reported to the operator and dispatcher and, after investigation, the car was discovered at XN Tower on siding. Suitable entry has been formulated for service record of Mr. Rawden.

Thomas E. Lee, signal repairman helper at Sterling, Ohio, noticed a bent axle on car in train of engine 4039. This was reported to operator and, after examination of train at Warwick, the car was discovered and set off. This act of Mr. Lee has been rewarded by the placing of commendatory entry on his service record.

W. L. Hertle, track laborer at Warwick, noticed broken flange on wheel of Baltimore and Ohio 125175 in train of extra west 4261. The crew was notified and the car set off. Commendatory entry has been prepared and placed on record of Mr. Hertle.

A. Gaski, track foreman, Wayland, Ohio, on July 21, observed brake beam down on car in train of New York Central extra 4086, operating over Baltimore and Ohio joint tracks. Crew was notified and repairs made. Entry will be placed on record of Mr. Gaski.

On August 13, conductor C. O. Wells, engineer W. M. McDonald, brakeman H. W. Moore and H. C. Ike, and fireman H. M. Arthur, crew on extra west 4007, discovered bridge just east of Ohio Junction on fire. After strenuous effort the blaze was extinguished before any material damage had been done. As a result of their actions and the keen interest displayed in protecting the property of the Company, an entry will be placed on the records of each member of this crew.

Cleveland Division

On August 9, when 4261's train was passing Warwick, west, section foreman Fritzingler noticed Baltimore and Ohio car 125225, en route to Willard, with bad wheel. He immediately called it to the conductor's attention, who had car set off at Warwick, where new wheel was applied. He has been commended by the superintendent.

Chicago Division

On July 18, engine 1941 had cars derailed on subway at Willard. One of the cars was partly pushed over the side of subway, and Minor



Minor Martin
On Chicago Division Honor Roll

Martin, age sixteen, a bystander, noticed the dangerous condition and immediately notified terminal yardmaster and wreckmaster, thereby averting a possible more serious accident and injury to travelers on the highway. This meritorious act on his part is certainly commendable and he has our appreciation.

Ohio Division

Conductor A. O'Leary, on extra west, August 20, discovered broken arch bar in car which had just been picked up at Mineral. He immediately had car set out, thus preventing possibility of serious accident. For his prompt action, commendation has been placed on his record.

On August 23, brakeman T. E. Swaney, while at Hope, Ohio, discovered defect on car in extra west's train, as it was pulling by. On stopping, car was set out, thereby avoiding possibility of accident. Commendation has been placed on Mr. Swaney's record for interest displayed in saving Company property.

Indiana Division

Engineer C. W. Hatfield, Seymour, off duty Sunday morning, August 10, noticed first No. 1 pulling out of station with brake rigging dragging under dining car 1002, but soon enough for him to give stop signal to train. He immediately notified chief dispatcher, who had train inspected at Brownstown, where brake was found dragging, and it was necessary to take

down brake rods and levers before train could proceed. The close attention of engineer Hatfield and prompt action are commendable and an entry has been made on his record.

Ross Tracy, Big Four operator at Griffith, Ohio, who in addition to handling Big Four trains also handles Baltimore and Ohio trains by reason of our detouring from Dearborn to Griffith via Big Four rails, discovered brake beam down on MKT-70392 in Extra 2515 east, August 2, in charge of conductor Jacobs, and immediately gave stop signal and thus enabled crew to make necessary repairs. We thank him.

Illinois Division

On the evening of August 12, while an extra east was going over street crossing about two hundred feet east of telegraph office at Trenton, Ill., operator V. J. Munie heard an unusual noise and, after the train had passed, went to the crossing and examined it. He found a broken rail, but as it was down between the crossing planks he could not see it very well and thought that there were angle bars on the break. When No. 62 passed over the crossing later in the evening he heard the same noise and went down to look at the crossing again and this time discovered that there were no angle bars on the break and nothing holding the rails. He made prompt report to dispatcher and called out section foreman, who made repairs before trains Nos. 12 and 30 were due. Both of these trains pass over this crossing at high speed and it is doubtful if they could have gotten over it without trouble, as the rail was found to be in bad shape. Mr. Munie is to be highly commended for his watchfulness and interest taken in preventing accidents.

On August 25, about 8.30 a. m., crossing watchman A. Gaddy found a broken rail in east leg of wye at Olney and immediately reported it

to the section foreman, who made repairs. Mr. Gaddy always goes over his crossing and the wye at Olney each morning immediately after going to work to see that everything is O. K., and in this way has found several broken rails. He is to be commended for his watchfulness.

Toledo Division

On August 7, with engine 1176, engineer W. E. Hill made such an excellent record on coal consumption, that because of his interest in this respect and the highly intelligent manner in which record was kept and reported, he is commended.

On August 7, with engine 1176, fireman W. F. Heerman made such an excellent record on coal consumption, that because of his interest in this respect, and the highly efficient manner in which record was kept and reported, he is commended.

On July 10, while extra north, engine 4551, was passing through Deshler, brakeman G. A. Long of the Deshler Branch crew, noticed fire flying from under car L. & N. 66487, and, upon investigation, it developed that one journal was broken off. For his interest and prompt action he is commended.

V. A. Belcher, fireman in Hamilton, Ohio, yard, on report of coal test submitted for the period July 14 to 19, made a good showing in the saving of fuel, and for the interest displayed by him in this matter, he is commended.

On August 28, operator C. H. Phillipi, Troy, Ohio, observed in passing extra south, engine 4553, fence posts extended out from side of the car, to such an extent as to make them dangerous to life. He immediately notified dispatcher, train was stopped at Tippecanoe City, Ohio, and posts adjusted. For this he is commended.

The Savings Feature Helped Him Buy a Home

MARTINSBURG, W. VA., August 27, 1919.

W. J. DUDLEY,
Superintendent Relief Department,
Baltimore, Md.

Dear Sir:

A few days ago I received release of deed of trust, insurance policy and other papers which you held against my property while I was paying for same. I thank the Savings Feature for enabling me to buy a home.

(Signed) M. L. SHARON,
Engineman.

(Extracts from letter written by Mr. Sharon.)



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Office, General Manager

Correspondent, G. F. ZIMMERMAN

J. R. Blank has resigned as file clerk to accept a position with the Enterprise Fuel Company. John says he is going to reduce the high cost of coal in his new position. G. Seeds, formerly file clerk in the Corporate Chief Engineer's office, has filled the vacancy caused by Mr. Blank's resignation and we are quite sure George will like his new surroundings.

Did any one notice "Jack" Rider one Monday recently? He certainly was in a terrible condition. He was in a normal state of mind in the morning, but at noon he decided to have an operation performed on his head and face. He told me that the pain was exruciating, but he managed to survive and get back to the office. 'Twas a fine haircut "Jack" and your face looked sweet enough to kiss. He also told me on the quiet that he had been down the Bay the day previous (he would not tell me what her name was) and I surmise that trip had something to do with the almost fatal operation on Monday.

Welcome back to our city, Frank. It isn't necessary for you to tell us you had a glorious vacation, because we could read that on your face.

Yes, indeed, Benjamin, we enjoyed the several rides in your new Chevrolet very much. (Just to let you know our secretary has a new machine.)

R. B. Tench has resigned as office boy to spend another vacation in New York. M. Crist, formerly in the Federal Manager's office, has accepted the position and we look forward to a new President some day in Milton.

Miss Guilford had another "ne tragedy" last Sunday when she "fell up" the step on a coach attached to train No. 10 in Pittsburgh. My, my Miss Guilford, you must do better than that.

Mr. Martin, assistant to general manager, recently returned from a long needed vacation.

Law Department

Correspondent, G. W. HAULENBEEK

We ought, I think, give more heed, more attention, to the SAFETY movement; to the "No-Accident Campaign." We should keep up the interest, and never let it lag. It is most important.

I go to Bethlehem, Pa., on the Reading Railroad every Saturday to see my sweetheart, whose picture I have sent to the MAGAZINE, and I feel that the SAFETY movement should appeal to me as well as to everybody else, whether they travel or not. We all ought to be interested in safe travel.

On leaving our train, No. 524, at Philadelphia, I look with admiration at the engineer who has brought the train from Baltimore, and I bestow the same token on the Reading engineer who presides at the throttle, as his train pulls into the station at Bethlehem. It is always on time, 6.33 p. m. I only have to wait three minutes at Wayne Junction for the Bethlehem train, and everything goes well. The crews of the trains on which I travel are splendid fellows, from my point of view. The train comes to a



Susan Anne Trageser.

Youngest granddaughter of George W. Haulenbeck,
Magazine Correspondent of Law Department

stop, and a trainman, equipped with proper signals, goes back to flag. I feel comfortable. We do not give this class of employes sufficient praise. We ought to be ultra polite to the conductor when he asks for our transportation; produce it promptly and be as agreeable as possible. Give him a smile. Who can estimate the value of a smile?

"And every drear winter to me has been May,
Because I have learned to smile by the way."

The employes of the Reading are competent in every way; I like them; the same remark, however, will apply to our men. They all treat me well.

I hope my fellow correspondents will take a good look at the picture of Miss Susan Anne Trageser on this page. Susan is my sweetheart. She is a Baltimore girl, but now resides in Bethlehem. She looks for me every Saturday night; not because I have a box of Wilbur's chocolate buds for her, but because she is my sweetheart.

Our department is resuming its usual status in the return to duty of attorneys and clerks. William Bruce Berry, our very popular junior clerk, who is not afraid of publicity in the columns of the MAGAZINE, came back from a trip to the Metropolis, looking radiant as usual. He thinks New York is well worth a visit now and then, but Baltimore is far ahead in many things. As to living there, there is nothing doing for William.

I think the usual greeting and response should be changed a little at the close of the vacation season.

"Glad to see you back; did you have a good time?" and the response is invariably the same—"Yes, indeed; had a fine time." We seem to be unwilling to admit that we came back tired, and felt like taking a day or two to rest up, before taking the cover off the machine.

Now that many are back in harness, let us buckle down to work and do our very best, giving full service. I would like to impress this upon the younger set; those just commencing. Sometimes a young man or woman feels that they are not forging ahead fast enough. Let me state that it is "Not doing more than the average, that keeps the average down."

Miss Edith Henderson, secretary to general attorney A. Hunter Boyd, Jr., spent her vacation with relatives in Connecticut.

There are one or two things I would like to be informed upon:

1. When are we to have cool drinking water in the Baltimore and Ohio Building? In my ice box at home there is a piece of ice each day in the week, large enough to furnish cool drinking water for a regiment; but it is out on 24th Street, too far for frequent visiting. Our office drinking water of late has been as warm as tea.

2. When are we to have done with the extremely ubiquitous train lad with his six cent chocolate which he doles out at a good deal more per package, and other of his wares in proportion. I am constrained to ride in a coach in my travels, and he seems to be at my side all the time.

3. When a car window declines to budge, even when an application is made by a passenger with a good strong arm, what is done to that car window when the coach completes its run? Is a report made of its obstinate condition and a little vaseline applied to expedite its movement?

Charles Radley Webber was to sail for home on August 23 and ere this paragraph is in print, he will be back and given a good hearty welcome. Everyone has missed him.

Our genial head clerk, Edgar W. Young, took a real vacation in August, going to the far west and revelling in the glorious attractions of the Yosemite. Mr. Young is a tireless worker, and while we missed him, we were all glad that he took a respite of some moment. Mrs. Young accompanied him.

Did you ever notice that while traveling in a sleeper or parlor car, some of us put our feet on the late Mr. Pullman's plush covered seats without any compunction whatever, while in our homes we would be rather more careful of a kitchen chair.

Engineering Department

Correspondent, WILLIAM H. FRALEY

The accounting work of the Engineering Department has been transferred to the

Accounting Department under J. J. Ekin, federal auditor. J. K. Skilling, special accountant, is in immediate charge. Those in the transfer are: W. Slemaker, W. H. Fraley, C. Kunkel, W. E. Zschiesch, E. L. Chaney, E. W. Marron, W. E. Grinewetky, Miss J. B. Appel, H. F. Goldsmith, L. J. Dothe, J. E. Shiel and V. K. Apt.

F. M. Schultz, former Engineering Department chief accountant, is remaining with the Engineering Department, in charge of the A. F. E. and D. C. E. Bureau. He recently returned from a visit to the peach country of Maryland at Smithburg.

L. P. Kimble, formerly of our Western Lines at Cincinnati, has been appointed engineer of buildings to succeed M. A. Long, who recently resigned to engage in private practice.

H. H. Hoffmeyer has resigned to serve as secretary to Mr. Long. He is succeeded in his work here by E. H. Bauman.

Messrs. R. Mather, A. C. Clark, J. T. Wilson, E. R. Sparks, W. C. Hart, and C. H. Moran spent a very pleasant week-end together in New York, during which time a clam bake was an important function.

We are glad to learn the joyful news that our consulting engineer, J. T. Wilson, recently became a benedict.

What proved to be an interesting event in the noble game of golf occurred on a recent holiday when our chief clerk, E. R. Sparks, received his first lesson. It was a success, and the office force is looking forward to an early opportunity to be present at another such occasion with a little earnest encouragement. We think we can help along, for we have some good baseball "rooters" among us.

M. C. Sparks, formerly connected with this department, is now with the Vang Construction Company on the big new Allegheny River bridge at Pittsburgh.

W. S. Bouton, engineer of bridges, and his secretary, Harris Sparks, are enjoying their respective vacations.

C. L. Allard, assistant photographer, recently returned from a trip to the Pacific Coast.

The demure Miss Landsdown of the Drafting Room spent a happy time motoring through Maryland in weather especially suited to the occasion. Our dainty little architectural file clerk, Miss Simpson, is studying short hand.

Our new benedict, Charles S. Lutz, with his bride, will be "at home" shortly at their residence, Joppa, Md. Thank you, Charles, we all have passes. A set of rose pattern silver knives and forks was presented to Mr. and Mrs. Lutz by this companions at the office, with an appropriate speech by our chief clerk.

Relief Department

Correspondent, H. IRVING MARTIN

Every community has its "oldest inhabitant," whose head is a storehouse of information regarding local conditions. He can tell you the date of the first snow in 1892, or the day of the month, way back in—, on which the first "17 Year" locust poked his nose above the ground.

Every Department of the Railroad has its "Old Guard," composed of the men who have spent many years in the same office and who are brimful of information regarding the work which they have been handling.

William F. Costello, who holds the record for continuous service with the Relief Department, came to the Railroad on May 21, 1884, after receiving a liberal education in graded public schools 14 and 19 and in the Baltimore City College. He was born in Baltimore on August 23, 1869. He is now in charge of the correspondence relating to claims and the prompt and accurate forwarding of claims to the medical examiners and to the Claim Division.

Next in length of service is George Mitten-dorff, registrar, who entered the service November 1, 1884. At departmental entertainments, George is the whistler extraordinary.

Next in line is Joseph W. Swikert, clerk in the Savings Feature, whose service here dates from June, 1885. Prior to that date he spent a year and a half in the Telegraph Department. There is an unconfirmed report that George and "Joe" were born in the basement of the old Baltimore and Ohio Building at Calvert and Baltimore Streets. This statement lacks official confirmation. Also the report that "Bill" Costello rocked the cradles of these



William F. Costello
the oldest inhabitant of the Relief Department

"youngsters." "Joe" is a power in amateur theatricals and when the Relief Department gets together for "a dance and a sing," he is the man who is prompter, property man, stage manager, et cetera.

John C. Bredehoeft, chief claim clerk, came in on May 2, 1887. Thirty-two years spent in handling details have made him almost letter-perfect on claim payments.

Thomas Parkin Scott, chief clerk of the Savings Feature, is from the "class of 1889." He has specialized in Savings Feature accounting and affability is his "stronghold."

A. Curtis Bowersock, pension clerk, can count his pay checks back to September, 1890. His genial smile broadens when he puts some old faithful employe on the Pension List.

Richard F. Eddins, Relief Feature bookkeeper, came in on April 27, 1891. In the old days at Relay, he was the champion "high kicker" of the football squad. He still retains his interest in that sport.

Wesley L. Silverwood, assistant bookkeeper, is the same faithful, industrious worker as he was in the first days of December, 1896.

Robert E. T. Owens, claim clerk, started on February 2, 1897. His ambition is always to feel that eternal vigilance is the only route to head off an improper claim.

The Savings Feature has Number Ten in the person of Samuel H. Griest, who, as fire insurance clerk, sees that every borrower's house is protected against loss by fire. His date is December 23, 1899.

H. Webb Erdman, chief application clerk, dates from August 3, 1900. He herds all the "O. K." applications safely into file and has a quick eye to catch errors of detail. He is getting his force in such working shape that no new day's work can tread on that of the day which has gone before. Webb was some pitcher on the Relay ball team, and on July Fourth last hit a home run at Arlington to show that his batting eye was still working.

W. R. Smith (generally called "Bob"), chief of the card files, started on January 24, 1902. In his daily search through the cards, he locates and gets what he goes after.

Dixon R. Thirston, Savings Feature bookkeeper, has been digging into Savings Feature accounts since March 17, 1902.

W. H. Ball, assistant to the superintendent and chief clerk of the Relief Feature, started to make "fur fly" on October 21, 1902. A book worm and a student, he is always open-minded to receive a new idea.

John Starklauf, assistant bookkeeper of the Savings Feature, has been the "quiet man" of the department since October 15, 1902.

Alfred Brenton, chief registrar, wound himself up for work on September 2, 1903, and hasn't run down yet. If he hasn't solved the problem of "perpetual motion" he is certainly on the trail of it.

F. B. Brady, registrar, adopted his father's trade of "railroader" on September 4, 1903. His father, David Brady, was an "old timer" and his tales of "Ann Aranel" politics would

have made Frank R. Kent of the Baltimore *Sun* sit up and take notice.

"Sam" Householder first crossed the threshold on February 2, 1904. He is another of those country boys who thinks that "God made the country and man made the town."

R. D. Forgan started in at the bottom on April 13, 1904. He is a student and is coming up. He puts in a large part of his spare time in self improvement study at home.

This ends the list of those who have spent fifteen or more winters with us. Many others are well seasoned by direct study of the details of their work, even if they haven't been here long enough to be classed with the "Old Guard," who claim fifteen or more years of continuous service.

Miss Catharine McCabe has returned from her study of the scenery of the Island of Mackinac and of the Great Lakes. Strange how timid some of the ladies are about getting "sun-kissed" complexions. Anyhow she is full up on knowledge of the "City of Flivvers," also keyed up with "stick-to-it-ness" so that she can hold down the job efficiently till next vacation time.

Another of our vacationists, Samuel Thomas Dixon, our "use-again expert," has just returned after a visit to Tiffany Falls and New York City. "Sam" sent in the following: "I am going to stay up here till Tiffany Falls." (Some awful pun.) It seems that he changed his mind for he next spoke of "going down to see about buying New York." The porter who hefted his grip says "Sam" put in some sections of the Woolworth Building, dislodged in an attempt to move it north, two blocks. Did "Sam" get sunburned? NO! Look at him for yourself, girls.

Car Service Department

Correspondent, GRACE PLACEDE BERGHOFF

About a week ago, Miss Mary Bowen, our demurrage stenographer, all aglow as she usually is, rushed into the office just thirty minutes after the opening hour.

Nobody asked, but everybody wondered what happened to "Our Mary" that morning. Proximity is conducive to sociability, so her story soon followed in this wise:

"Oh Grace, my folks left for Atlantic City yesterday—everybody excepting myself and brother, and I had to cook breakfast this morning. I set the alarm for six but it didn't go off until seven, and I had to jump. To begin with, I could not get my brother up, and then I burnt the toast and just threw it out to the chickens. I burnt my finger and the coffee boiled all over the percolator." (For forty-five minutes the keys of Mary's typewriter hummed.) "Oh, I broke eight dishes." (A sigh.) "My brother missed the bus and could not get to his office today. He promised me he would stay at home and attend to the house. I will never cook for a man again." (Just before leaving the office for the day.) "I am not going home for dinner this evening."

Thomas J. Murphy, who has been on sick leave taking a rest in the mountains, paid us a visit the other day, looking much improved. We hope soon to have him back with us again on duty.

Miss Alice L. Herring recently embarked upon the "Sea of Matrimony," taking as her life partner a brother of Miss Myrtle E. Calder, of this office. She was presented with a piece of silver in honor of the occasion.

Robert H. Deaver, our traveling car agent, stationed at Cleveland, happened in our office recently. Shortly after there was a swish in the crisp atmosphere, and we beheld Cupid shooting an arrow at him. Nobody knows the "bride to be," and we are wondering. Is she from Baltimore, Pittsburgh, Cleveland, or where?

Transportation Department

Correspondent, MARGARET TALBOTT STEVENS

It is useless to argue against the fact that it takes a campaign to start things. The two latest movements in our office are the "Campaign for Cleaning Typewriters" and the "Campaign for the Utilization of Lead Pencils." Two days after the typewriter-cleaning plan was put into full operation there wasn't a drop of oil or alcohol around the place; brushes and cleaning cloths are still at a premium. The result is that a cleaner or more handsome set of typewriters would be hard to find.

In the pencil campaign we set out to prove that the pencil-holder is one of the most useful allies of the clerk, particularly because they may be made to prolong the life of the lead pencil to a surprising degree. Two half-pencils may be sharpened and placed one in each end of the holder, the one to be reversed to form the blunt end of the pencil, and yet be ready for immediate use at the minute that the other becomes worn down or broken. To the stenographer, particularly, this is an advantage not to be overlooked, for there is nothing more embarrassing than to be obliged to stop in the middle of dictation to hunt another pencil or to sharpen the one at hand. Besides the great saving of pencils, we had other interesting results. The pencil that was worn the shortest and used for the greatest length of time was handled by our Mr. Murphy. He was followed by Miss Coplan as a close second. Others followed, William Marley insisting upon adding a much-worn eraser to the collection of "stumps," but it was finally decided that the first prize—a nice, long, new, shiny pencil—be awarded our friend, Ambrose Hardwick. (We have to call him "friend" because he's the man who makes up our pay-roll.) It all happened this way: We heard footsteps running down the aisle accompanied by sneeze after sneeze, and finally, amid some more sneezes, Mr. Hardwick arrived at our desk. This is the story he told. "I used my pencil down to such a fine point that you (sneeze!) could hardly see it. I put it on this piece of onion-skin (sneeze-z-ze!) paper and started to bring it to you. But John (sneeze!)

Hart stuck his dainty little feet out into the aisle, and what did I do but (snee-e-ze!) tumble right over on my head. My head struck the floor and likewise the pencil, the latter being reduced to a powder. Along came Rosie (sneeze!) wearing that long (snee-z-z-ze!) skirt of hers, and set that powder flying right up my poor (sneeze-z-ze!) nose before I could get up off the floor. (Kerchoo! Kerchoo!! KER-CHOO!!)"

Every morning, a little while before 8.30, you may see George Young's enchanting eyes gazing longingly at a certain door of Room 614. Presently, along trips a dainty little maiden making her way toward the lockers. A sweet smile is bestowed upon George, who gives a spreading grin in return. Then George goes his way rejoicing—and so does Evelyn.

Mr. Molz, one of our famous car checkers, sought refuge from the heat in the cool (?) breezes of Florida, bringing back with him a heavy coat of tan, some interesting stories of the fish he caught at Miami, and some fine descriptions of the famous old Spanish buildings at St. Augustine. We are informed that St. Augustine is a rather romantic spot in which to spend a vacation, and we are inclined to believe that this is true, particularly as Mr. Molz picked up a considerable Spanish vocabulary, being able at least to say, "Buenos dias, Senorita."

Telegraph Department

Correspondent, MISS DELLA M. HAIN

Telegraph Department Circular No. 2, giving instructions in regard to telegrams, was recently distributed, and we ask all officials and employes to abide by the rules and use symbols in their messages. J. E. Spurrier, our censor, is on the lookout for offenders—but we hope he won't have any luck in his search.

C. M. Kochensperger, line inspector, Cincinnati, visited Baltimore during his vacation, calling at the office of the Superintendent of Telegraph several times during his stay here.

We have with us Norman M. Murphy after an absence of more than a year. Glad to see you back, "Irish."

Miss Pauline Flayhart spent a week at Totterville, Staten Island, on her vacation.

Mr. Myerly goes to the Big Gumpowder to fish, but we haven't yet heard the size and number of fish he hooked. In other words, he failed to relate his "fish story."

The efficient manager of our "GO" telegraph office in the Baltimore and Ohio Building, W. H. Hoffman, spent some time in Chicago, as also did our telephone clerk, C. T. Ebsworth.

Father Time, "Billy" Donnelly, after getting the clock in the tower at Mt. Royal Station to dance to his merry tune, went on a vacation to Cleveland and Niagara Falls. Mr. Donnelly claims he knows the difference among

a person who has seen the mist, a person who has missed the scene, and a chicken salad sandwich.

Our chief clerk, R. F. Miller, had an exciting time while ascending the mountain to Braddock Heights during a severe electrical storm. The street car in which he was riding became charged with electricity, and after making an example of the motorman, who tumbled out of the door when his wet shoe came in contact with a bolt, our "chief" alighted safely.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

The Big Six

We have received information from a reliable source that there has recently been formed in this office a society known as "The Big Six." The object is to enter a protest against the narrowness of the doors on the street cars, and the extra charge for excess space required. It is hoped that we may soon have accommodations for carload passengers for the price of one fare. Any lady who can prove by at least two reliable witnesses that she can tip the scales at 265 pounds, when in Atlantic City costume, is urged to send her application to any one of the following charter members: Miss F. J. Bennett, Miss B. Cooper, Miss E. Heidrick, Miss M. Kluth, Miss A. B. Ott, Miss L. C. Starke.

Old man Rumor has William J. Hartwig, of this office, staged for a bout with old "Dan" Cupid, some time about the middle of October. We see no reason why "French" (I mean "Will") should not make a perfectly reliable hubby, one who could take charge of the kitchen end of a well regulated household, as "Will" (I mean "French") served Uncle Sam in the baking end of the A. E. F. for about a year. If the rumor is correct, we wish both the bride and groom to be, a happy married life.

We are informed by reliable persons that our little Rosie is thinking seriously of returning to the Holy Land.

A smile a day helps keep the grouch away. For proof of this, see Frank Miller. Frank started smiling at our Second Annual Field Day, and has been at it ever since. Keep it up, boy, the change already is remarkable.

Those on our sick list for the month of August were the Misses Kluth, Garner, Routson and Deck, and Frank Eberle. We hope that by the time this appears in print they will have recovered.

Lawrence C. Earp, one of our boys, visited Caldwell, N. J., at which point the U. S. Government Rifle Matches were held during the month of August, as a member of the 2nd Maryland Regiment, Infantry, and, as a result, came back loaded down with seven medals. The team of which he was a member secured twenty-first place, beat all the other National Guard teams

of the country and it is the first time in seventeen years that Maryland has had a winner in this national event. There were only twelve on the team and when it is considered that about 1,500 competed, the fine work accomplished can best be appreciated. Earp's best performance was at 500 yards, where he scored nine bulls' eyes and a No. 4 ring out of ten shots, giving him a mark of forty-nine out of fifty. This, accomplished during heavy rain, was the means of capturing one of the medals.

August sale of War Savings Stamps showed the following results:

	VICTORY GIRLS	VICTORY BOYS
August.....	\$ 50.00	\$ 37.50
Previous sales.....	920.75	529.75
Total.....	\$970.75	\$567.25

This is a great "come down" for both teams, especially for the boys and we would like to see next month's sales back to the old standard.

The fine picture of Melvin, the bright two year old son of Frank H. Eberle, snapped while at play in the cool waters of the river at Fairview Beach, is at the bottom of column.

Rube in his palmiest days was never more taken in than one of the wise boys of this office. According to "accordings," on a return trip from Atlantic City, he stopped off in Philadelphia. Everything went well, even to the securing of good hotel accommodations and a request on the night clerk for a call at about 3 a. m. It must have been about 2.45 a. m. when this party, who apparently sleeps with one eye on the clock, was up and decided to be



Melvin Eberle, age two, at Fairview Beach

on his way. He stepped out into the hall and shut his own door. Some hall. Evidently he took it for a large room, for he tried all the doors to get out, but they being doors to the various rooms, were quite naturally locked. This bewildered him and he was about to call for help when he spied a door with a red light over it. Ah! ha! at last here was the exit. He opens door and steps out, door locking behind him. Things are quite dark. It sure doesn't feel as if he is walking on terra firma and a hasty survey soon convinces him that instead of being on the street, he is up on the hotel fire escape. Well, to make a long story short, he is finally rescued by a cop, identified by the hotel clerk, who is sore because he has been ringing for the last half hour, and, after satisfactory explanations, is permitted to depart.

Moral—Beware of the red lights.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Several days ago we saw a rolling pin being presented to Miss Florence E. Leonhardt, and, on making further investigation, were informed that she and James B. Pryor, son of George H. Pryor, auditor disbursements, were married September 18. "Flo" was given full instructions on how to use the implement with a fair warning to spare poor "Jimmy's" head. After an extended wedding tour Mr. and Mrs. Pryor will take up their residence in Walbrook. Good bye "Flo," good luck to both.

The stork made its third visit to the home of Harold Claude Shipley and left an eleven pound bundle. The Railroad should never fear for the lack of clerks—all three are boys.

Charles Hoover White, Transportation Bureau, has returned from a salt water sojourn. Boston was his chief objective, and to back up his assertions, "Salt Water Charlie" has fortified himself with a good supply of photos.

Miss Marie Smith spent an enjoyable vacation at Atlantic City. Sunburn is becoming to some people. R. J. P. also had a glorious time.

Miss Katherine S. Spear has returned from a ten day trip and seems to have enjoyed it very much.

Miss Carrie Warfield has just returned after a short illness. We are glad to see her back again.

We find that our friend, William J. Bohli, and Miss Ruth Eason, of the Auditor Merchandise Receipts Office, have been married. They spent their honeymoon in Philadelphia and Atlantic City.

The fall season for nuptials promises well, if any credence can be placed in the matrimonial bees that are buzzing around. We look for a number of announcements soon.

The Auditor Disbursements Welfare Association is making great strides and to date has 162 members.



"Captain" and Mrs. Zimmerman
Office, Auditor Disbursements

The accompanying photograph is of "Captain" Zimmerman and Mrs. Zimmerman. He recently passed his thirty-ninth milestone with the Company. He has removed his moustache in order to keep looking young, although he is only fifty-two.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

Sure, we believe in Preparedness. "SAFETY" is the slogan, and with eternal vigilance we are keeping our eye on the indicator. One of the latest features adopted here is the improved fire drill. We desire to call your attention to the manner in which the various sub-divisions file to the safety stairway and the fire-escapes. Remember, when the alarm bell rings, push chair under the desk, this to clear the aisle. Walk briskly, but do not run, to the exit intended for your respective sub-divisions. In the event that you should be in another department when their gong sounds, take your position as though you were a member of that body, and complete your business transaction when the "return" gong is sounded. Keep cool—don't lose your heads and, above all, familiarize yourselves with instructions as promulgated.

Move up front, please. The motorman is a harmless creature and one individual blocking the aisle causes fifteen or twenty to stand uncomfortably on the rear platform. This is what may occasion the tardiness of the Hocus Local, operating between Augusta Avenue, Irvington and Childs Corner, Helen's and others. Please note that this is to make Mack and the others in charge smile over a clean daily time report.

Scientists claim that magnetism is a manifestation of energy. In the still watches they have me observe. Now that quite a few are selecting life partners because of certain magnetic influences, since "pickins" are good, have your pick, "Billye," brave and big sailor boy,

for Iola is a plump brunette and Leon a tall lithe blonde (quite a magnetic contrast). Question—which way will the die fall?

The stork is reported having arrived at the homes of Local Settlement clerk Carter, M. I. T. clerk L. E. Kemp and Statistical clerk Robinson. Good fortune to you all.

F. F. Lollman, interline clerk of this department, is on a furlough, assigned to special duties for the Railroad Administration. In his absence, Desk No. 4 is in charge of G. W. Walz.

Pearls and rubies here abound, but the latest acquisition is a real live "Opal," a jewel in the Statistical Bureau, formerly with the Coal and Coke Railway, who recently motored to her former home in Elkins, W. Va., in company with relatives and "X," the unknown quantity. Now we're conscious of his presence under our own little roof here. It's interesting to note they also have moonless nights among the "Glades" of Elkins.

Miss Lillian Worthington had an enjoyable week's rest in and about Norfolk, Va. The water views give evidence of that.

Harold Molesworth and M. M. Gardner have returned from service as sailor and soldier, respectively.

Miss Cornelia Nolker of the Comptometer Bureau, leaves us to enter training for nursing. High aspirations such as this are commendable.

Vacationists of this Company can be valuable factors in the advertising field in telling their friends and acquaintances of the wonderful scenes, historic, natural and commercial, along the Baltimore and Ohio. Remember to boost the "Best and Only." Tell your friends all our fast trains are via Washington, D. C., with liberal stopover privileges and a lot of other facts too numerous to tell here.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

The office enjoyed a wonderful month of serene peace until Miss Reba Baron dropped a bomb in our midst in the shape of a magnificent diamond ring, announcing that she was engaged, but, alas, not satisfying the ever curious by naming the date. We all join in wishing Miss Baron a happy and prosperous married life.

Frederick J. Savick, Jr., better known as "Freddie," has come into the lime-light as a BASEBALL Star. For individual players this office shines, but as a team it is, unfortunately, minus.

Purchasing Department

Correspondent, S. O'NEILL

As may be seen in the accompanying picture, Miss Eunice Huneycutt is a charming girl. She is the daughter of Mrs. Huneycutt, stenographer in the office of Timber Agent, twelve years old and in her first year of high school.



Miss Eunice Huneycutt

Auditor Passenger Receipts

Correspondent, FREDERICK S. JOHNSON

On Wednesday, August 6, "Dan" Cupid claimed another one of our charming young ladies, this time it being Miss Mary Feighenne, who became the bride of Mr. Luther R. Chaney at Ammdale, Md. After the ceremony they were tendered a reception by the families of Mr. and Mrs. Chaney at their home at Beltsville, Md. The many friends of Mrs. Chaney in this office gave her a set of silver knives and forks. She has the best wishes of her former associates.

The vacation fever struck some of our ladies, as well as the men, all at once. Miss Helen Kirkwood spent a week at Niagara Falls, and the following went to Atlantic City: the Misses Irama Clem, Helen Will, Helen Foulke, Dorothy Wulfert, Jessie Disney, Ulla Neilson, Lillian Timm, Mildred Everhart, Helen Cox, Louise Schriener, Majorie Taylor, Theresa Cook, Minnie Lang, Kathleen Price and Elizabeth Pentz. The Misses Virginia Hewett, Nellie James and Eva Hammond spent a week at Buena Vista Springs, Pa.

One of the charming young ladies of this office decided to spend her vacation at Atlantic City. Somehow or other the very next day former Sergeant Leo A. Dunphy was struck with the same fever and when he returned, having been asked, "Why not the usual post card?" replied, "There's a reason." We believe him.

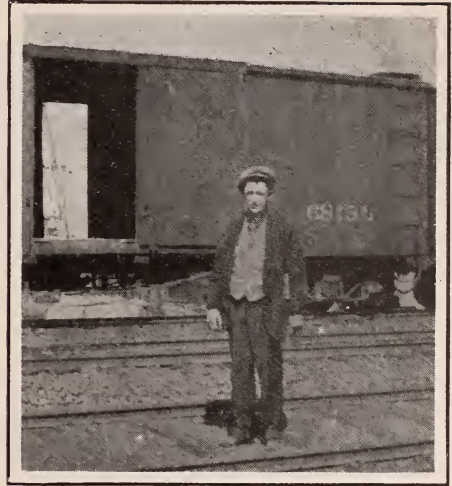
One of our senior clerks recently remarked that it seemed as though our MAGAZINE catered mostly to the younger folks and that only occasionally did he notice anything in it about the older men. I am sure the Editor and all the correspondents would be only too glad to get any news whatsoever from all, whether young or old. A little cooperation is all we ask.

Some of the loyal rooters for our baseball team seem to have grown disgusted with their playing of late. Everybody must have patience. The boys do not claim to be professionals.

Staten Island

Correspondent, J. V. COSTELLO

This picture is of conductor William J. Hayes, taken while he was engaged switching out the enormous number of cars at Clifton Yard. "Willie" entered the service March 17, 1900, and was promoted to road conductor April 3, 1904.



William J. Hayes

We are wondering when J. J. Link, yard clerk, Locust Point, is going to start travelling in double "harness." He does not deny the impeachment, but keeps us in suspense as to when he will hitch up.

The "self-called" chief clerk to trainmaster at Riverside doesn't like the working habit of carrying ice for the water cooler. We don't blame him much, as we know it makes him chilly. "Eddie" is a faithful and constant worker.

John Herbert has been buying grapes during the last few weeks, but doesn't tell what he is going to do with them. He frequently tells us, however, how he is beating the profiteer.

It was a great shock when assistant trainmaster Johnson advised that his daughter had passed away and we wish to express our sorrow.

"Tom" Ferkler has had a curious time with the little "lizzie" ever since it was again put into operation. Sometimes it runs and sometimes it gets stubborn and Mr. Hoskins and he have to fall back on the street car model.

New Watch Inspection Shop

George Walter, jeweler, optician and official Railroad watch inspector, has opened a new branch store at 1316 Light Street.

He has taken this step at the earnest solicitation of the general watch inspector and for the convenience of all railroad employes, their families, friends and neighbors.

The jewelry house of George Walter has been established for thirty-two years and his motto has always been and will continue to be, Fair

Baltimore Terminal Division

Correspondent, THOMAS J. O'CONNELL

The boys in Superintendent's office extended hearty congratulations to Leslie Higgs, file clerk, when he told us one morning that he was the father of a ten pound boy.



Cartoonist Lynch shows Lynch, Cohen and Duffy with the fiddles, Rio at the ivories, Stowby and Wenier picking banjos, all of Pier 22, N. R., New York

Dealing; and everything purchased is guaranteed positively as represented.

In the Safety and No-Accident Campaign now being conducted by the Baltimore and Ohio, the official watch inspector plays a most important and vital part, inasmuch as all trainmen are required by the Company to have a standard railroad watch and to have it regularly inspected.

Mr. Walter, being a practical watch maker, thus renders a valuable service without charge to the Company and its employes in the campaign for SAFETY of life and property.

Locust Point

Correspondent, A. M. MILES

M. H. Jepper, who has been with the Company for a number of years, is known as the "Banana King." Mr. Jepper looks out for the Company's interests at the banana boats—getting all information concerning the business and supervising the loading of cars, so the shipments can be expedited to their various destinations. Sympathy is extended to Mr. Jepper's wife, who has been sick for the last three months. It is hoped that she will soon regain her health.

Our old friend A. B. Casey is going to get all of his friends together and take them on a fishing trip. He has promised a good time, providing "Joe" Monaghan will go along and sing Irish songs.

E. Willis has again taken hold of his former position in charge of import shipments at Locust Point, Baltimore. Recently the steamship Sloterdijk, of the Holland-American Line, arrived here with a large consignment of toys from Germany, the first to arrive in the United States since the signing of the Armistice.

Mr. Willis is a regular "Information Bureau" when inquiry is made of import shipments, and answers all questions right off the reel.



C. W. Stromberg, Agent's Office, Camden

The barracks erected by the Government at Locust Point during the war, to house the soldiers who guarded the several piers and the waterfront, have been taken down.

The flower bed at the base of the flag pole in front of Pier 8, Locust Point, looks very pretty, thanks to our old friend, "Pete" Walstrum, who takes charge every year and keeps the plot in good condition.

Lieutenant Starkey, of the Company's Police Force at Locust Point, is getting so fat that he is afraid he will have to go under a trainer's care. He blames it on the good air and healthy conditions at the Point.

Agent's Office, Camden

Correspondent, W. H. BULL

One of our returned soldiers is C. W. Stromberg, who enlisted at Camp Laurel, May 1, 1918, and was assigned to Company C, 66th Engineers, a Railway Regiment. He left Laurel for France June 28, sailing from Hoboken on June 30. Arriving at Brest, France, on July 13, after a few days in a Rest Camp at Napoleon's old headquarters, he went to St. Nazaire. While there his regiment helped to build the great docks.

On September 4, he moved to St. Florentin, one of the first American soldiers in that town. Later, he was assigned to Montangin, about 108 kilometers south of Paris, and served there during the war, being sent back to St. Florentin about March 1. In December his Company became a part of the Transportation Corps. He was then assigned to the 77th Company and later to the 74th Company.

During his stay in France, he visited Paris, being entertained by a French family on Christmas Day. He had two furloughs, one of which was spent at Grenville, in the heart of the Alps, and the other at Menton, along the Mediterranean. His stay there was interesting, with an opportunity to visit Italy, Nice, Monaco, and Monte Carlo.

On June 11, his regiment proceeded to Brest, and on June 28, boarded the steamship "Mt. Vernon," and bid good-bye to France, passing the President's ship in the harbor. He reached the United States at Hoboken, N. J., on July 5, and on July 15 was honorably discharged at Camp Dix.

We are glad to welcome Mr. Stromberg, who is now working at Curtis Bay.

Another of our returned soldiers is Herbert G. Walter, who enlisted at Camp Meade, April 26, 1918, was later assigned to Camp Greenleaf, Ga. From that point, he went to Camp Sherman, Ohio, and left for Camp Upton, N. Y., August 26, whence he sailed overseas, arriving in Great Britain in September and leaving soon for France.

He served with Base Hospital No. 77, and was afterwards transferred to Camp Hospital No. 107, where he remained until the latter part



Master Ralph E. Trost

of June, 1919, when he sailed from France, and, arriving in the United States July 10, was honorably discharged at Camp Dix. We are glad to have Herbert with us again.

The accompanying picture is of Master Ralph E. Trost, born Armistice Day, eleventh month, eleventh day and eleventh hour. He is the son of W. E. Trost of the Accounting Department. Mr. Trost would like to hear from anyone on the System who can boast of a son or daughter born on Armistice Day.

We still have another returned soldier in Ellsworth H. Finch, of the Rate Revision Bureau, who enlisted August 27, 1918, at Camp Meade, was assigned to Medical Department, Base Hospital, August 27, where he served honorably until August 6, 1919, at which time he was honorably discharged. We are glad to welcome Mr. Finch.

Lieutenant F. G. Casler, who resigned July 15 to accept service with the Russian Railway Service Corps, arrived at Yokohama, Japan, August 19, en route for Vladivostock, Russia. He writes that he is well and enjoyed the trip, although the voyage was very rough.

Mount Clare

W. T. Holmes, Sr., entered the service of the Railroad September 13, 1870, in the Tin Shop at Mount Clare. In 1873 he was put in charge of roofing all buildings on our properties between Baltimore and the Ohio River. About nine years ago he resumed work in the shop at Mount Clare, and is still employed there, but, because of a heart affection resulting from influenza, he is expecting to be pensioned soon.

Mr. Holmes was the second president of the Baltimore Veterans; and Mrs. Holmes was the first treasurer, and still holds that office, for the Ladies' Auxiliary.

The couple have many friends and are well known in the neighborhood of their home, 714 North Fulton Avenue, for their many acts of kindness.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

Assistant Correspondents

- J. A. CHAMBERS Machinist, Shops, Brunswick
- H. A. DIETZ Shop Clerk, Shops, East Side, Philadelphia
- C. W. HAMILTON Clerk, Freight Office, Wilmington
(Joint Philadelphia & Reading and Baltimore & Ohio)
- V. J. HUEGLE Cash Clerk, Pier 22, Philadelphia
- J. E. McFARLAND Freight Conductor, East End,
East Side, Philadelphia
- J. R. MULLIGAN Clerk to Trainmaster, Camden Station
- N. E. REESE Passenger Conductor, West End,
Camden Station
- H. H. RAYMOND Conductor, East Side Yard, Philadelphia
- MISS ETHEL M. STICKLEY Clerk, Transfer Shed, Brunswick
- R. E. SIGAFOSSE Shop Clerk, Shops, Brunswick
- W. J. WILDE Chief Clerk, Terminal Trainmaster,
Philadelphia
- E. H. ZIEGLER Special Representative, Freight
Office, Hagerstown
(Now under Western Maryland jurisdiction)

Our veteran stationmaster, J. H. Magee, is out again. Mr. Magee has been sick for several weeks and his friends will be glad to see him about again.

The accompanying photograph is of W. J. Barron, agent, and J. C. Gloyd, signal foreman, both of Havre de Grace. Mr. Barron entered our service in 1883 in the old Central Building, corner Baltimore and Calvert Streets. He was made station agent at Havre de Grace on August 20, 1886, and was awarded a twenty-five dollar prize in December, 1887, by general manager W. M. Clements, for the best kept station on the Philadelphia Division. Mr. Barron is a charter member of our Veterans' Association. Mr. Gloyd entered the service on Easter Sunday, 1901, as a signal maintainer at Havre de Grace, was promoted to signal foreman and still holds that position.



W. J. Barron and J. C. Gloyd



Passenger conductor J. M. Wilson and family, Baltimore Division, East End, in the yard of their home

The most attractive family in the rose bower on this page "belongs to" conductor J. M. Wilson of this division. Mr. Wilson has been in the service for thirty-three years and after seeing the picture of his delightful family we do not wonder that his record is such a clean one. Such folks waiting for one to return from the day's work are an incentive to the finest endeavor. We are sure that the "Captain" is mighty proud of his home circle and we hope to be able to surprise them pleasantly in an early issue with a longer account of "daddy's" career with the Company, for he has been suggested as a representative employe for the East End of our division, to take his place in the series now running in the MAGAZINE.

It is noticed that our superintendent, R. B. White, makes quite a few trips over both ends of the division to see that business is moved promptly. We are informed that trains are moving on time, business is good, and crews moving out of their terminals promptly. This sounds good for Mr. White and his assistants, as well as for the men who do the "ground" work.

If you happen to visit the dining room at Camden Station during the noon hour you will note that it is an interesting place. Not a few of our local officers, chief clerks and other employes get their lunch there. While the young ladies who serve the lunches are busy in their natty uniforms waiting on the patrons, a great many subjects are discussed, especially about the work on our division. It is always a pleasure to meet Mr. Owen, our trainmaster, or Mr. Hurlock, the division operator, for they always have some interesting things to tell us.

Charles Graefe, one of our veteran conductors, passed away September 2, after having suffered about three years from various causes which brought on three paralytic strokes, the last one causing his death. "Captain" Graefe was born May 10, 1864, in Baltimore, came with the Baltimore and Ohio when a young man, and spent thirty-two years in its employ. He was regarded as a faithful, intelligent employe and was popular with the men he worked with. We are all sorry to lose him and our heartfelt sympathy is extended



The late conductor Charles Graefe



The agents E. G. Benjamin, husband and wife, and their grandson

to his widow, Mrs. Florence Graefe, who was a devoted wife. It can be truthfully said that in his earlier days, when enjoying his health and strength, he helped many inexperienced conductors on our division when having trouble with their trains. He was a member of the Order of Railway Conductors, the Loyal Order of the Moose, and the Baltimore and Ohio Veterans' Association, which had charge of the funeral.

The accompanying picture is of Mr. and Mrs. E. G. Benjamin and their grandson, William Myers, Jr. Mr. Benjamin entered the service of the Company on January 1, 1887, as agent and

operator at Singerly, Md., which position he held nine years. He was relief operator at the time the installation of automatic signals did away with that position. He was then made station agent at Boothwyn and is still holding this position. Mrs. Benjamin was appointed station agent at Twin Oaks in 1913. Master William B. Myers, Jr., is a first class agent himself, although he looks young for such a position.

The film pack in the photographer's camera was getting low when he arrived at the Rockville, Md., station, so he was obliged to snap all of the Railroad employes there on one exposure. In the picture in the center is D. M. Shawen of the C. T. Department. Mr. Shawen started as a tool and water boy for the Railroad when only twelve years old, at Bellaire, Ohio. That was some years ago. Wilson Johnson, the dusky-hued and efficient baggageman at Rockville, was very loath to "come into" the picture, but the smile of agent C. H. White, the other member of the group, finally persuaded him.

The latter, by the way, is a good sort of a Baltimore and Ohio man to run into. He greets a fellow with a smile and adds a hearty handshake as soon as he finds out that you are O. K. Incidentally he has done some tall traveling over the Railroad. He started at Morgan, Md., in 1880, and since then has been on duty as agent at Woodstock, Md., Takoma Park, Md., Curtis Bay, Md., Parkersburg, W. Va. Grafton, W. Va., another trick at Curtis Bay and finally at Rockville. And from what the writer gathered from the town folk of that delightful little place, Mr. White will stay there as long as they can keep him. One of the reasons for this is that Mr. W. has a better half, a railroader too, who has been his partner for many years. Mrs.



A group at Rockville, Md., Station
Agent C. H. White, on the left; D. M. Shawen, C. T. Department, center, and Wilson Johnson, baggageman

White came into the public eye not so many years ago as the best railroad chaperone in Maryland and on our lines. Her parties with the young ladies from the Seminary at Forest Glen were famous, and we understand that one of the reasons was that she was as young as the youngest of her charges. More power to her and her genial husband. We are going out from Baltimore to see them again.

The new double truck caboose captured by conductor Gladfelter and crew, fresh from Mount Clare shop, is a good sample of what we all hope to get later on. "Gladdy" may claim the credit for the capture, but it really belongs to George Orwig, the flagman, who, owing to his height, was unable to stretch out full length in the "four-wheel Jimmies" and get his rest at the end of the trip.

The body of Henry Matthews, a member of the Brotherhood of Railroad Trainmen, employed on the Cumberland Division for a number of years, and who later ran out of Camden Station, was found floating in the river off Sanford and Brooks's plant, Dundalk, on August 8. He was identified by receipts of another Brotherhood Association of which he was also a member.

Matthews was quite popular with the men on both divisions, and a great many expressions of regret have been heard by those who remembered him.

Miss Mary Bossley, who was out of the service temporarily, has returned and she can now be seen daily about the station, energetically performing her duties.

Harvey Armstrong, crossing watchman at Newark, Delaware, returned to work August 2 after spending a delightful week at Atlantic City, N. J. Mr. Armstrong says there's nothing like that salt water plunge when one is tired after a long season's hard work on the railroad. We were glad to see him so much benefitted by the trip.

Mr. Miller, assistant road foreman of engines, has some record as a fire fighter. The other day, while approaching Poplar, Md., he noticed a lady fighting a fire which seemed to be in the shed kitchen of her home, and, seeing that it was getting beyond control, he dropped off of the engine and ran over to her assistance. After working hard for quite a while he succeeded in putting out the fire and saving quite a loss of property. Mr. Miller was handicapped in having only a windlass in an old well to draw the water with, and he deserves lots of credit.

Engineer Z. T. Green suggested at one of our Safety Meetings that our slogan be, "Safety" on the head end and "No-Accident" on the rear end."

Our division for July had only thirty-three personal injuries reported, ten less than the previous month, and none killed. This shows our "No-Accident Campaign" is getting results.

D. B. Fawcett, assistant road foreman of engines, has returned to the service after a leave of absence. Mr. Fawcett's headquarters are at Ivy City Roundhouse, Washington, D. C.

G. D. Coleman, who was filling Mr. Fawcett's place, has been transferred to the East End.

Correspondents will please get busy and give us copy. It depends on you to make a good showing in the MAGAZINE. The September issue was the best ever for the Baltimore Division.

Miss Emma Timmerman and Miss Pauline Sauerhammer spent the preceding Sunday and Labor Day at Niagara Falls, with a side trip to Toronto, Canada.

A harbinger of winter is when the birds of the air are observed migrating south. On the morning of September 2, however, operator D. M. Shawen reported at the desk of division operator Hurlock with his overcoat. Not yet but soon, Mr. Winter. Mr. Shawen said the thermometer registered forty-eight degrees.

It will be noted in our part of our Safety Roll of Honor the interest operator J. D. Wheeler has taken in our "No-Accident Campaign." Keep it up, Mr. Wheeler.

Conductor Reese writes us:

"I had the pleasure of meeting C. G. Flaherty, one of our veteran baggagemen, in Philadelphia, on August 24, at the W. G. Lee picnic held by the Brotherhood of Railroad Trainmen. There was a large number in attendance, and everyone had a good time. All kinds of amusements were indulged in; boxing matches, ball games, races, dancing and last, but not least, a splendid and stirring address was made by President Lee on subjects which are now foremost in the minds of railroad men and others, especially those who are interested in reducing the high cost of living."

Adam Abel, Jr., wife and child, have just returned from Millenbeck, Va., situated on the Rappahanock River. They report having spent a delightful time crabbing, fishing and boating. Adam reports fish very plentiful and states his largest catch was a seven and one-half pounder. He is now back on his branch run.

B. E. Barger, one of our conductors, looked after the duties of Bruce Lamar, trainmaster, while Mr. Lamar was on his vacation. "Ed" was out on the Metropolitan Branch on September 7 and made a clean up by removing all empties and placing about 128 cars for unloading for the following day.

Washington, D. C., Freight Station

Conductor, W. L. WHITING, *Chief Clerk*

The accompanying photograph shows seven of our office force; standing, left to right, Mrs. W. B. Kimberley, trace clerk; Miss M. L. DeVaughan, waybill clerk; Steward F. Mehl-



Among those present at Washington, D. C.
Freight Office

felt, collection clerk (how he got into this picture is a mystery, as it was evidently intended for "Ladies Only"), and Miss Gladys Beall. Sitting, left to right, Miss Isabel Hawkins, notice clerk; Miss Alice G. Berryman (now Mrs. H. P. McCann, as noted in another paragraph,) and Miss Della Porton, abstract clerk.

The artist whose camera took this picture, is, of course, not to be seen, but it is very probable that if he could have changed places with "Stew" Mehlfelt, and have appeared in the photo, he would gladly have done so. Again, we cannot mention any names!

This station was well represented at the Annual Outing of the Veteran Association held at Brandywine Park, Delaware, on August 17, the following veterans having been in attendance: general foreman J. T. Mathews, yardmaster F. C. White, chief delivery clerk T. E. Frye, and conductors "Ben" Linthicum and J. W. Rives. It is needless to say that they all returned with glowing accounts of the splendid time they enjoyed, "swapping" experiences of days gone by.

It is in hearing the tales of these veterans in railroad service that those of the younger generation feel they have cause to be thankful that they do not have to undergo some of the hardships experienced in the past by the pioneers, whose work has made conditions of the present day so much better for all.

In addition to the above, many of our force have spent pleasant vacations and week-ends at nearby summer resorts, some going to the mountains about Cumberland and Frostburg, Md., while many preferred the attractions of Father Neptune, and visited Atlantic City, Chesapeake Beach, Norfolk, Va., and other spots where the salt water proved attractive. Four of our number, however, did not have quite such a pleasant visit to Atlantic City

as they had hoped for; assistant coal clerk Paul K. Lee, and the Misses Bertha Henry, Isabel Hawkins and Alma Simon were passengers on the ill-fated excursion train that met with disaster on August 23, but it is a pleasure to be able to report that none of them were in the section that was so badly damaged, and consequently all of them escaped with nothing worse than the delay occasioned in reaching Atlantic City, to say nothing of the delay in getting back to Washington.

On August 20, we had a little excitement in our bulk freight yard, when a car was discovered on fire. The District Fire Department was promptly summoned, and soon got to work, succeeding in confining the flames to the car in which it started. It was fortunate that there was no wind blowing at the time or there might have been a greater disaster to report.

"Dan" Cupid does not allow railroad offices to escape his attention if he can help it; and he has been successful in piercing the heart of one of our number with his ever ready darts. Miss Alice G. Berryman, our extension clerk, has "extended" her field of usefulness and has taken unto herself a soldier boy named Hugh P. McCann, to have and to hold until "death them doth part." The happy ceremony took place on Saturday, August 30. The many friends of the bride who are co-workers in this office with her, presented her with a set of silverware. Our heartiest congratulations and very best wishes are extended to "Hugh" and "Alice," with the sincere hope that their future may be a bright and happy one, and that the joys and blessings of married life may be plentifully bestowed upon them.

We do not wish to usurp the prerogatives of a prophet, but unless all signs fail it looks as if that same little gentleman, with his darts, has been aiming at other hearts around this station. It would not do to mention any names at this time, but the residents of Laurel, Md., and Langdon, D. C., may possibly look for happy announcements before very long. More of this in a future note.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

Timber Preservation Plant

Correspondent, E. E. ALEXANDER

R. J. Werner, Clifton Forge, Va., was appointed clerk at the plant August 15, succeeding C. E. Lewin, furloughed.

E. M. Stottlemeyer, general foreman, accompanied by Mrs. Stottlemeyer, spent an enjoyable vacation among old friends "down in Maryland" the forepart of August.

One of the largest meetings ever held at the plant took place September 5, with an all-day session of lumber and tie men, in charge of H. E. Wise, supervisor, Forest Products Inspection, U. S. R. R. Administration; S. M. Elder, assistant tie agent; F. J. Angier, superintendent timber preservation; J. W. Rowland, general tie inspector. Representatives from other roads were: T. E. Carrothers, chief inspector, and M. G. Fleek, lumber inspector, P. R. R.; Robert Sproat, chief lumber inspector, and W. M. McEachern, lumber inspector, P. & R. R. The following Baltimore and Ohio men were there: C. R. Neighborgall, general lumber inspector; W. D. Prince, assistant general tie inspector, Lines East; T. E. Crofton, assistant general tie inspector, Lines West; H. L. Meese, supervisor tie distribution; special agents, U. E. Dayson, C. H. Woodward, J. J. Lionhart, W. H. Ward, A. D. Miller, W. D. Kaufman, R. H. Willson, H. B. Jameson, L. H. Rader, H. E. Huber, and W. T. Meredith; lumber inspectors, H. W. Batcheller, James Parson, C. H. Marshall, H. G. Neighborgall, H. H. Poling, M. C. Wilson, G. C. Fisher, J. B. Cottrel, R. W. Taylor, J. L. Thurston, T. F. Eyster, A. W. Miller, and James C. Wise; tie inspectors, Albert Ashby, W. E. Flaherty, George Thomas, J. A. Dowler, J. A. Gordon, R. M. Saville, R. E. Carrico, E. D. Givens, W. R. Overcash, H. Kohler, W. S. Shreve, P. H. Fallon, W. L. Hollister, L. P. Gibson, A. Lease, C. R. Lattimore, I. V. Geyer, G. J. Koehmlein, O. McDermott, M. V. Higgs, G. W. Abbott, G. H. Hill, J. J. Greer, C. Turner, C. E. Freiner, J. P. Shaughnessy, C. S. Whitman, E. R. Thompson, R. H. Saville, P. F. Tierney, H. T. Watson and H. McNamee.

The accompanying picture is a general view of our Timber Preservation yard and plant from crane boom on track No. 5. It shows

ties piled for seasoning on tracks 1, 2 and 3 from main line, at left; loading pit and plant in background.

G. C. Conley, platform foreman, has resumed his duties after an extended trip through Illinois, accompanied by Mrs. Conley. They report "No place like the west—especially Illinois."

It is with regret that we report the death of Mrs. Emma Montgomery, wife of Raymond Montgomery, narrow gauge engineer, on August 31, in her fifty-second year.

The funeral was held at Forest Glen on September 2, the services being conducted by her pastor, Rev. R. M. Wheeler, of Springfield, with interment in Forest Glen cemetery. She is survived by two daughters, Mrs. G. W. Kaylor of Green Spring and Miss Exa, and one son, Ernest, besides her husband. Her standing in the community was attested by the large number of persons, many from a distance, coming to offer sympathy, and the floral offerings. The sympathy of the entire plant is extended the bereaved family.

Rowlesburg

Noah A. Burns, engineer of Rowlesburg, W. Va., is, we believe, the champion father among Baltimore and Ohio employes. His large family, as shown in the accompanying picture, numbers, besides Mrs. Burns and himself, thirteen children who are living. Three have died. This is considered remarkable, in view of the fact that the mother is but thirty-four years old and the father thirty-nine. There are two sets of twins in the family.

Despite the responsibilities of taking care of so many, engineer Burns showed his patriotism during the Victory Loan Campaign by subscribing to \$400 worth of bonds.



Seasoning Ties at the Timber Preservation Plant, Green Spring, W. Va.



Isn't this a record Baltimore and Ohio family? Engineer Noah A. Burns is the proud father

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

The cut at the top of next page is of two of our veteran machinists. Both have served the Baltimore and Ohio for some years. Boyd is our leading lathe hand, turning out all the valve, pump and heavy lathe work. Ray is quite a wag and must always have his joke.

G. H. Keedy, retired veteran, recently celebrated his sixty-ninth birthday. His children gave a pleasant surprise party to celebrate the event, which was greatly enjoyed. Mr. Keedy spent nearly half a century in the employ of the Baltimore and Ohio as a time-keeper, and his retirement a few years ago caused a feeling of profound regret among the men whose time he had looked after for so long and so faithfully. But all unite in saying "a rest well earned."

One of the greatest improvements the Baltimore and Ohio has made in the local yards was the installation of electrically operated safety gates at the Queen Street Crossing. The old gates were slow and cumbersome and difficult of operation. The new gates protect this busy crossing as perfectly as anything short of a subway could.

Keyser

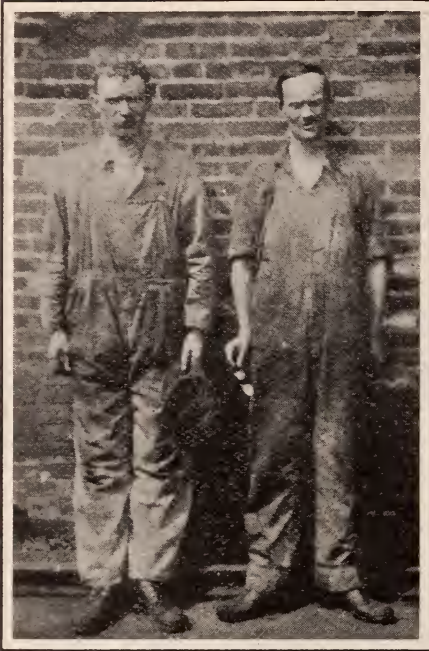
Correspondent, H. B. KIGHT, *Ticket Clerk*

Recently, while hurrying along in the performance of his duties, general yardmaster Virts stumbled over a rail and fell. He did not think that he was hurt, but in a few hours his leg began to pain greatly and he was compelled to go home. His leg is very much swollen and discolored and it is possible that an operation will be necessary.

Miss Marie Garner and Miss Sara Ludwig, of the Assistant Superintendent's force, are back on the job after having spent a pleasant vacation among homefolks.

Day chief crew dispatcher O. S. W. Fazenbaker took a couple of days off in August and went to the Clearbrook Fishing Club on the South Fork of the Potomac River, where he bagged a number of fine black bass and several turtles. "Batch" says he caught forty-two bass and a twenty-two pound snapping turtle. We believe he did, too, for he brought Mr. Turtle home with him for evidence.

Miss Sarah V. Ludwig, clerk to road foreman of engines, spent her vacation with her parents in Pennsylvania.



Ray Russler and B. W. Chambers, Machinists,
Martinsburg Shops

Connellsville Division

- J. J. RYLAND, *Office of Superintendent*, Connellsville, Pa.
 M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.
 J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.

Why do they call them "The Hall Room Boys" in the Division Accountant's office? Is it because they never pass up an opportunity for having a good time? If so, would that there were lots more "Ferdies" and "Pereys" in this old sphere.

Chief dispatcher R. W. Hoover motored out his vacation recently on a trip to Iowa. Was it because of lack of confidence in the chief dispatchers of other roads, Roy?

A shadow of gloom overspread our division on August 25 when one of its most popular enginemen met death in a manner terrible for its suddenness. While hauling No. 16, the same train he had had charge of for many years, Thomas Burton, aged sixty, was struck by a mail crane near Stewarton, Pa., and died before reaching a hospital. "Tom's" passing is one that will be regretted by practically every employe on the Connellsville Division.

Let us hope that when John Brady, Accountant's office, goes to Council at the November elections, we will hear less about fire houses,

garbage wrangles and the like, and more about questions that will be of real benefit to the community.

Chief dispatcher J. W. Thornton returned recently from a vacation spent in the land of peanuts, persimmons, and sugar cured hams. And a well-earned rest it was for "Jawn;" for the lad is surely a good, long worker.

It is rumored that ticket agent R. E. Shaw, of Connellsville, seriously contemplated becoming a candidate for an office that was not due to appear on the ticket at the coming November elections for the reason that the office will not be vacant for at least two years yet. The printer to whom Ray went for cards, etc., rumor has it, is the guy who "wised him up." Oh, well, two years is not long to wait.

Division operator J. Riling vacationed the last half of August. Assistant superintendent A. E. McVicker had charge of the operators during this period.

Signal supervisor T. W. Scott was called to Washington recently where he was awarded the French Croix de Guerre for services while an officer in the Marines. Needless to say, Mr. Scott is proud of the honor bestowed upon him by the French Ambassador.

We are very much pleased to record the return to the fold of W. A. DeBolt, Maintenance of Way timekeeper, who has resumed duties following his discharge from the A. E. F. "De" knocked them all cold in "Frawnce"—we mean the ladies, to be sure.



Master Mechanic "Harry" Hodges and his chief clerk,
"Joe" Heneke, Keyser, W. Va.



Agent E. E. McDonald, Confluence, Pa., and force

Here is a picture of our efficient Confluence agent, E. E. McDonald, and his staff, accompanied by station supervisor A. C. Annon. From left to right are: A. C. Annon, E. B. Brown, Park Bender, E. E. McDonald, W. A. Burnsworth and P. S. Rowe, who was nearly crowded out.

Our division men have organized a duck-pin team and want games with other Company teams. We have five crack bowlers, each man a real star, and when they all get going they need an asbestos alley to keep the building from being burned down. If your team is real good, book 'em. But if you dislike the bitter taste of defeat, keep off 'em. For games address the manager, "Pete" Opperman, care of the Master Mechanic's office, Connellsville, Pa.

Our clerks are preparing for the opening of the basketball season and have already organized a strong team, composed of the following: E. L. Martin, W. A. DeBolt, "Pat" Henry, H. J. DeBolt, "Crusie" Robinson, W. G. Scheller, Q. D. Marietta, C. R. Goodwin, Harry Ash and H. G. Fisher, manager. Games with other teams on the System are desired. Address the manager, care of the division accountant, Connellsville, Pa.

Nearly all our employes have now enjoyed their vacation trips to distant points, and it is common on all sides to hear many expressions of real gratitude for the courtesy and consideration on the part of the management which makes these annual pilgrimages possible. The two weeks' leave and the provision of transportation make possible many journeys that are not only the means of enabling one to recoup additional strength and inspiration for renewed energy in his labors, but are also the means of placing within the reach of all

those educational advantages which travel so effectually accomplishes. And for all this your average Baltimore and Ohio employe is not slow or stinting in gratitude.

Correspondent "Jimmie" Ryland has now returned from his vacation and we are looking forward to some snappy items from his typewriter.

Our sympathies are extended to engineer W. E. Niland and family in the death of his daughter, Gladys P., on August 10, while she was visiting relatives in Cumberland. The fatal illness was spinal meningitis. She was seventeen years old and a member of this year's senior class in the Connellsville high school. She was very widely and favorably known and her early death was mourned by all who knew her.

Our sympathies are extended to Miss Marie McGuire, of our Connellsville Agent's office, on the death of her mother, on August 19, after a lingering illness. The deceased was well and favorably known throughout Connellsville and vicinity, having resided here virtually all her life.

Here is a picture of S. M. May, one of the most widely-known and popular engineers on our division. Engineer May's fine personality, cheerful disposition, and ever-ready willingness to lend aid and support to every needy cause and to every one of his fellow employes, have endeared him to all and have won for him a host of friendships that wear well.



Engineer S. M. May

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributer*
Office of General Superintendent

"Dan" Cupid, the cute little fellow with the pretty wings and the dear little bow and arrow, has been in our vicinity recently and left several wounded victims. Victim No. 1, William Young, clerk in Car Accountant office at Pittsburgh, succumbed to his wounds August 25. Victim No. 2, Ray Beaver, "pulled the job" September 13. We are not acquainted with the feminine section of this "Double Header," but we extend our congratulations and best wishes to both couples.

Another victim, Mrs. Cadwallader, file clerk in the Superintendent's office, was wounded very severely and left the service September 1, with the expectation of soon becoming a happy bride. Somebody let the "cat out of the bag" as it were, and the rest of the hopefuls in the office arranged a miscellaneous shower for her. This was held at the close of business on August 29, when she received many beautiful articles for the adornment of the home, and a few useful articles such as rolling pins, potatoe mashers, etc. It is known that she received two rolling pins and two mashers, one set of each for "Home Defense" purposes. (Friend intended husband take notice.) Those present at this little gathering enjoyed the affair immensely and all the girls, we know, were hoping and praying they would be next. Go to it girls, but don't all take the notion at the same time, 'cause there would be so many showers that we would have to be "Johnnies" and carry an umbrella daily. O, Gosh.

"Phil" McMahon, formerly secretary to the superintendent, but who was furloughed shortly after the outbreak of the World War, rather the U. S. entry therein, and who was sent to France as a field clerk, has been heard from as arriving safely in little old New York. We were all glad to hear of "Phil's" return, but one of our number was more than glad—she was all fussed up.

Monongah Division

Correspondents

- E. S. JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.
C. N. MAYS, *Chief Clerk to Division Accountant*, Grafton, W. Va.
J. LYNCH, *Car Inspector*, Fairmont, W. Va.
H. F. FARLOW, *Operator*, WDTower, Fairmont, W. Va.

Miss Ethel Bradford, secretary to superintendent, and her mother spent a ten days vacation at Atlantic City.

Miss Marie Deegan spent a well-earned vacation visiting friends at Cincinnati.

Superintendent C. W. Van Horn spent his two weeks vacation in visiting Boston, Niagara Falls and Pittsburgh.

Charleston Division

Correspondent, C. W. DIXON, *Car Distributer*

On August 20, A. M. Burroughs, fireman on Gassaway yard engine, while fishing in Elk River just opposite shops at Gassaway, landed a large pike which measured forty-two inches and weighed fifteen pounds.

Several members of the Charleston Division staff have had their vacations during the last two months and are again on the job. They evidently enjoyed themselves and spent the time with nothing on their minds but their hats. Among these are assistant superintendent J. C. Kinton, trainmaster W. C. Deegan, road foreman of engines P. D. Marsh, chief dispatcher C. L. West, train dispatcher W. D. Rollyson and train dispatcher W. D. Samples.

W. C. Barnes, division accountant at Gassaway for some time past, has been transferred to the Monongah Division at Grafton. We are sorry to see him go, but as we have in his stead W. E. Severn, who was formerly chief clerk to division accountant, we won't kick. Most people know Severn, and as it is a known fact that fat men are jovial and very agreeable, you can draw your own conclusions as to the atmospheric condition in the Division Accountant's office.

Wheeling Division

Correspondents

- C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.
J. F. ALREED, *Agent*, Folsom, W. Va.
JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

The Folks by the Side of the Road

By Mrs. Frances B. Amos

Crossing Watchman Forelady, Wheeling Division

"Mike" Crocco at Thirteenth Street is always out on time,
And says he's been in service since 1899.
Claire Stolley at Sixteenth Street has won much goodly fame,
She is a crossing watchman and surely knows the game.
Now Mrs. Kathrine Gitchell is at Seventeenth and Wood,
At handling crossing traffic, there are few who are so good.
And Mrs. Nellie Opperman has won her laurels too,

She always lends a hand when there's anything to do.
 Vitello and John Jamison and "Curly" Hamilton,
 The plaudits of their officers have very often won.
 Miss Smith at Twenty-fourth Street from duty never shirks,
 She's always out ahead of time and thinks of SAFETY FIRST.
 The Thirty-second Street lady, Miss Ashby, is a queen,
 She handles well her crossing gates and knows just what they mean.
 On second trick Miss Beuley you surely can rely,
 While "Charlie" Mountz does third trick and likes his apple pie.
 At Thirty-second and Eoff, there is a dainty lass,
 Miss Harris at this crossing where all the street cars pass.
 Charles Clark here does the second trick and Vincent Baker third,
 They're silent on their troubles and never say a word.
 Miss Armstrong, since her accident, is thankful she's alive,
 She now knows Rule 434 and Rule 445.
 "Ike" Brock and Henry Herbick, each takes his eight hour turn,
 The Safety Rules to follow and daily bread to earn.
 At Thirty-sixth Miss Redwood can do it all alone;
 Because she has no company—except when she is home.
 Thirty-seventh crossing sees Miss Margaret Padden rule,
 Her job is somewhat easier when there isn't any school.
 Will Wilma Schrupp remain now at Thirty-eighth Street long?
 Her beau is back from France, and we fear she'll soon be gone.
 Elizabeth Bell holds office at crossing Thirty-nine,
 She does her work without a shirk, and always is on time.
 "Ment" Schrader is at Forty-third a lad of whom we're proud;
 For he protects the crossing and keeps away the crowd.
 "Ed" Kirwood at Shadd's crossing has never missed his turn,
 He's followed there by Mr. Schrupp, whose work is his concern.
 But "Kris" McCarroll, we have heard, once turned the clock ahead,
 And did two hours extra time—he should have been in bed.
 J. Kelly is at Eighth Street and is a husky lad,
 And Richard Wilkie also is not so very bad;
 But to get our friend Warinsky into this couplet rhyme,
 We've wasted many minutes and had an awful time.
 "Pete" Mikels works at Kirkwood; his job is never slim,

He says a Railroad crossing is the only job for him.
 And Mr. Borek, at Bridge Street, is there to hold the fort,
 He always is contended, with "nodding" to report.
 Miss Ashby, Miss O'Connor and Miss Huggins are on hand
 In case of an emergency, they're there to "beat the band."
 Last, but not least, there is one more, his name is "Charley" Bell,
 Who spells the girls two days a month, and does his work quite well.

Efficiency is our motto;
 Economy is our plan.
 Then let us think of "SAFETY"
 And do the best we can.

THE BALTIMORE AND OHIO PROGRESSIVE CLUB,
 AT WHEELING, W. VA.

Western Lines

General Office

Correspondent, W. A. HOWELL

The accompanying photograph is of Kenneth A. Ashby, Jr., son of K. A. Ashby of the Chief Engineer's office. Kenneth, Jr., is nine months old and weighs twenty-two pounds. If there is anyone on the System who sings the praise of their child as much as Mr. Ashby I would like to hear them. After one look at this picture, however, I am sure you will agree that his pride is well grounded.



Kenneth A. Ashby, Jr.



Hartwell Station, Cincinnati Terminals Division

M. M. Green has been appointed supervisor of car loading with headquarters at Cincinnati.

W. H. Moorehouse, assistant chief clerk to superintendent maintenance of equipment, spent his vacation with friends at Norfolk, Va.

It is indeed good news to hear that "Ed" Spille has returned from the Army and has resumed duty as pass clerk in the Federal Manager's office. We are glad to have him with us again.

S. E. Smith, draftsman, recently furloughed account of reduction in force, has returned and is again working as draftsman in the Chief Engineer's office.

In last month's issue it was stated that "Joe" Lewis had returned from France and resumed duty as draftsman in the Chief Engineer's office. This was an error, as Mr. Lewis is assistant engineer and not draftsman.

Dewey Smoot, of the Superintendent Maintenance of Equipment's office, holds the title for covering ground in the least possible time. He left Cincinnati for Cleveland, Thursday; from there by boat to Buffalo and Niagara Falls; then to New York. On the way home he stopped at Philadelphia, Baltimore and Washington, D. C., and arrived in Cincinnati on the following Tuesday. It is said that Dewey will get a ten days' vacation next year. If that is a fact, he will probably take a trip to Europe.

J. W. Purdy has returned from service in France and has taken position as assistant engineer in the Bridge Department.

G. B. Farlow has been appointed special engineer in the Chief Engineer's office.

The fellows are wondering why it is that H. H. Hoffman makes so many trips to Dayton, Ohio, at such regular intervals. How about it Hoffman; what's the attraction?

Hartwell station, on the Cincinnati Terminals Division, Toledo District, celebrated its fiftieth anniversary on May 21. This station, located on what was formerly the C. H. & D. Railroad, was dedicated on May 21, 1869, in the presence of S. S. L'Hommedie, president; D. M. McLaran, general superintendent; "Sam" Stevenson, general ticket agent; Daniel DeCamp, president Hamilton County Home Building Association, and John B. Gibson. It was named in honor of John W. Hartwell, former president of the railroad.

Standing in the doorway of the station is the present agent, F. A. Stephenson, while on the extreme left is part of a member of Uncle Sam's force, a representative of the Postal Department.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Supervisor of Terminals*

The following poetical inspiration is offered by our "Bard of Storrs," C. H. Wiehe, in answer to the challenge of Stock Yards in the September number.

Business First

I note in last month's *MAGAZINE*.
Your little jibe was plainly seen.
For sure the poetry duel between
Stock Yards and Storrs has been quite
keen.

And now you ask, we wonder why
This duel is about to die.
Storrs faction surely can't deny
That they have failed to make reply.

The reason why we quit this race
Is seemingly the same old case.
There's too much business at our place
We've dropped the duel to hold the
pace.

Yard clerks Weithoff, Terrell, Steinwart and Walsh, at Elmwood, and Rardin at Brighton, are ardent rooters for the Cincinnati Reds and although they miss the first two innings daily, they can be seen at every game the Reds play at home. These rooters claim the Reds will not only win the Pennant, but will also capture the World Series. Assistant trainmaster "Bill" Robinson is also numbered among the "boys" who think Cincinnati is going to float a World Series Pennant. Let's hope he is right. James D. Carner, known as "Chief," switchtender, Eighth Street, holds the record for games attended this season.

Road foreman of engines W. T. Darling, on a recent visit to Chester Park with his wife and family, was reported as "missing" while in Hilarity Hall, and, after a search of one hour, was found in what is known as the "Tanks."

L. Lindner, engineer, and wife have left for a trip to Yellowstone Park.

"Jim" Flanagan claims to be quite a fisherman and spends most of his spare moments entertaining the fishes of the Big Miami or feeding the fishes in the White Water. It is said his banner day was when he had the good luck to pull in three pounds of cat fish.

Although it has been some time since the last day of the war, we still have soldiers just returning. Among the late arrivals are E. J. Brogan, R. H. Myers, Edward Benson and John Bell.

H. J. Woodmansee, agent at East Norwood, and wife had a very enjoyable visit through the east, visiting Philadelphia, Asbury Park and Atlantic City.

"Fred" Lovel is the proud daddy of "Fred Albert Lovell," while E. P. Fitzgibbons is teaching "Baby Helen" to say "papa."

Fireman Lee Gabriel is having his worries. He is very aesthetic and the fact that "blond hair" does not harmonize with the enamel on his Chandler Six caused him to take a three day lay-off to "do it over." We might add that Lee has the most soulful brown eyes.



Passenger Car Department Employees at Cincinnati Terminals

Miss Clara Schulte, one of the girls of the Superintendent's office, has just returned from a trip west, spent at Chicago, Denver, Colorado Springs, Cripple Creek, Garden of the Gods, Amarillo, etc.

Mr. and Mrs. J. L. Flanagan and little "Flan" spent several days enjoying the sights near Buffalo and of course took in Niagara Falls. If anyone is anticipating a trip to the Falls, just call on "Jim"—he can tell you how to see it all and save money doing it. He can also furnish you with a full line of souvenirs from the Falls, including a beautiful fern that he climbed high to get.

We were wondering what was the attraction for the ladies in the first and second coaches of the Oakley special each morning, but the secret is now out. It is the personage of a tall handsome "Gentleman from Kentucky." It is all right; everyone cannot be a good drawing card.

Walter Otting, clerk at Stock Yards, has been granted a furlough of three months. Mr. Otting's mother has been ordered to California for her health. He will accompany her on her trip.

"Bobby" Woellner, seven months of age, son of "Mose" Woellner, machinist at Stock Yards for the past seven years, not desiring to make "dad" jealous, has asked that his Grandma and Aunt, representing two generations, be allowed to have a place with him in the *EMPLOYEES MAGAZINE* this month. "Bobby" is Stock Yards' special protege. He is now taking lessons in an endeavor to "Chevrolet" his "dad" back and forth each day.



From left to right, Mrs. Louisa Woellner, aunt, Robert J. Woellner, aged 7 months, and Grandma Woellner.



Henry W. Nolte on his farm

The accompanying picture shows Henry W. Nolte on his farm near Peebles, Ohio, with a flock of fine springers that he has raised. He has promised that if the Cincinnati Reds win the World Series, he will invite as many as can go to his farm for a friend chicken feast.

"Phil" LaCrosse has his troubles at Stock Yards, judging from the worried look which he constantly wears. Or, it may be that the "Home for Yardmasters," advocated by "Tommy" Maloney et al. is not a pleasant anticipation.

Carter Evans has returned to his duties as machinist at Stock Yards after a glorious trip to Atlantic City, Baltimore, Washington, Philadelphia and other interesting points.

Miss Leafy Wiltsee, of the Superintendent's office, lately has been visiting in Wheeling, W. Va. We don't know much about it, but we have been told that you are going pretty far when you are being introduced to "his" folks.

Misses Ernestine Stricker, Alma Doyle, Marie Pendrey, and Matilda Bohl, of the Local Freight offices, recently spent a few days at Put-in-Bay and Detroit. This is quite a jolly bunch and we know they had a fine trip together.

Misses Helene Herron and Kathryn Weber, of the Superintendent's office, and Leah White and Clara Winkel, of the Local Freight office, spent several days at Mammoth Cave, Ky., recently and as yet none has recovered from the results of the sunburn obtained while traversing the Cave some three hundred and fifty feet beneath the surface of the earth. What puzzles us is how you get sunburned when the sun is not among those present.

New Castle Division

A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. ADAMS, *Telegraph Operator*
O. C. BEDELL, *Telegraph Operator*

Dispatcher E. A. Goehring, at New Castle Junction, recently surprised himself and all his friends by becoming a benedict. Those who know "Ed" will agree that he has always looked rather weak and thin and the improvement noticed recently has occasioned considerable comment. "Ed" himself advances the information that he now gets a good breakfast and a good dinner each day.

It will be necessary for our division to hit the ball hard if we are to make a good showing in the "No-Accident Campaign." There is nothing to keep us from leading all other divisions, except ourselves.

The New Castle Junction shop team is ending a strenuous campaign to eliminate Lawrence County teams for the final championship contest. The shop team is still in the running, having defeated all three of the county teams they have played. This team and the Youngstown Terminal team also have a game to play off, for the shop team won the only game played at New Castle Junction.

The accompanying picture is of the Terminal Trainmaster's force at New Castle Junction. Reading from left to right are: C. D. Updegraff, general yardmaster; Harold Reed, yard clerk; J. R. Elam, location clerk; C. H. Martin, car tracer; L. R. Hanna, chief clerk; A. W. Colnot, yard clerk; William Rhodes, car tracer, Carnegie Steel; G. C. Nolte, interchange clerk; E. A. McConneaughey, rack clerk; A. G. Hanna, messenger. Seated: R. A. Mason, terminal trainmaster; Pearl Thompson, stenographer; Hilda Ruoff, record clerk; Elsie Davis, record clerk; W. J. Spurrier, booking clerk.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark (Ohio) Shops

Zanesville Reclamation Plant

Correspondent, CHARLES B. HAHN

The Brotherhood of Railway Carmen at this station, composed of our employes, won the prize for making the best appearance in the Labor Day Parade at Zanesville. They wore as their costumes blue overalls, blue shirts and black caps. This is quite an honor for these boys considering the large number of organizations that were represented in the parade.

Cleveland Division.

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

Operator C. E. Woods, who was overseas in signal service for two years, has returned and is back at work again.

Mr. and Mrs. T. L. Rowe are the proud parents of a fine boy, born September 3. Mother and son are getting along nicely. Mr. Rowe is inspector of police.

A. F. Becker, clerk in Trainmaster's office, Cleveland, accompanied by his wife, spent their vacation in New York and other eastern points.



Terminal Trainmaster's Force at New Castle Junction



"Cris" Cardimoni, Labor Foreman

The accompanying picture is of C. Cardimoni, labor foreman at Cleveland storehouse. "Cris" isn't very large, but you know the old saying about good things coming in small packages. He is not violating Rule G either—the bottle contains carbon oil.

J. F. Jewell, transportation timekeeper, accompanied by his wife, spent their vacation in Denver, Colo., and the west.

Miss Edna M. Nye, statistical clerk, Superintendent's office, spent her vacation in Atlantic City.

It was with regret that we learned of the death of James E. Owens on August 30. "Jim" was employed on this division as fireman, May 1, 1896, promoted to engineer January 1, 1903, and had a creditable record. His health had not been good since 1913. He had a large number of friends and a kind word for everyone he came in contact with. Our heartfelt sympathy is extended to his widow.

On August 12, Miss A. Rothausser, stenographer to chief clerk, Columbus Road freight office, came to work "all dolled up," and seemed to be very much excited. This was so noticeable that everyone wondered what the cause might be. Finally it was discovered that she had celebrated her birthday on the day previous, and had received a diamond solitaire. Well, well, congratulations!

Miss M. Clarey spent her vacation at Lake Brady and gives us to understand that she met a fine crowd at the Lake, made a "hit" and expects to make a "home run." We are all anxious to hear how that game comes out.

Miss J. Demaline and Miss M. Bauer enjoyed a happy vacation time at the "Point."

Lorain

W. J. Kimmell, formerly in our employ at Cumberland, Md., has been appointed chief clerk to general foreman Subject at this point. We wish "Bill" success.

A daughter was born to Mr. and Mrs. William Tressell on July 11. The little Miss has been named Wilma Mary. Mr. Tressell is chief clerk to trainmaster Powers.

Roy Bender, assistant night roundhouse foreman, is passing cigars around to all his friends. The reason—a baby girl arrived at his home on August 23.

Miss Olivia Dietrich, stenographer, Master Mechanic's office, spent her vacation at Cedar Point.

The storeroom at Lorain welcomed H. B. Mackey, O. & R. clerk, who had been on a three months' furlough, upon his return September 5.

Mr. and Mrs. A. C. Lepkowski are the proud parents of a fine baby boy, born August 23. Mr. Lepkowski is assistant chief clerk to the master mechanic.

Some of the friends of George Coon, chief clerk to master mechanic, have been wondering why he appears at the office on Monday and Thursday mornings with a severe cold. It is hoped that the coming of cold weather will cure this trouble, for it will probably then be too cold to sit on the porch in the evening.

The Storeroom office force is again complete with the return of Eugene O'Brien and Patrick Mullen. Both served in the Army.

Massillon

A. H. Brown, yardmaster, returned to work on September 1 after having had a two weeks' vacation.

J. Fitzgerald, trainmaster, is pretty busy these nights. No, the railroad isn't on the "bum," but on July 10, a son arrived at his home, and if all reports are true, he makes as much noise as a 4200 engine. Of course, he will be "Jim, Junior."

L. H. Meyers, yard clerk, has signed a life contract and is now taking in the sights at Niagara Falls with his bride.

E. A. Krier, yard clerk, has returned to work after spending two weeks' vacation in the east, stopping at Atlantic City, Chester, Philadelphia and Washington.

E. J. Crampton, freight agent, and W. E. Brugh, clerk to trainmaster, went after berries one nice Sunday afternoon recently, but had "fisherman's luck"—wet feet and an empty stomach.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Our employes on this division were grieved to learn of the resignation of superintendent J. H. Jackson, who left the service of the Railroad on September 1 to join his family at Denver, Colorado, where he will go into business for himself.

Mr. Jackson entered the service of the Railroad on April 7, 1914, as superintendent of transportation, with headquarters at Baltimore, Md. On May 14 of the same year he was appointed superintendent of the Newark Division, which position he held until January 1, 1916, when he was transferred to Garrett, Ind., as superintendent of the Chicago Division, succeeding J. F. Keegan.

While in charge of the Chicago Division Mr. Jackson won the highest esteem and respect of all with whom he came in contact, as evidenced by the many expressions of regret at his leaving. We extend to him our best wishes for his future success in his new field.

On August 16, division accountant G. B. Spencer, of our division, was transferred to a similar position on the Ohio Division, with headquarters at Parkersburg, W. Va. Mr. Spencer has been employed on our division in various clerical capacities for a number of years, having first entered the service as messenger. He is succeeded as division accountant by H. H. Summers, who comes to us from Grafton, W. Va. All employes extend to Mr. Spencer best wishes for his success.

On May 13, Miss Evelyn Clark, clerk in the General Foreman's office, Willard, Ohio, and Mr. Raymond Wheeler, were married. Mr. Wheeler had just returned from France and remained single but six days after his arrival. He evidently believes in "Safety First," taking her before someone else did. The office force remembered them with a lovely silver set and best wishes.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*

William Kennedy, who saw service in France with the 416th Telegraph Battalion, and, previous to enlisting, held the position of M. C. B. clerk in the office of the Freight Car Foreman, has been mustered out and has reported for work. He has been assigned to the office of the Master Mechanic at Lincoln Street Terminal.

Alvin Nichols, son of superintendent J. L. Nichols, has returned from overseas and been mustered out. "Al" was formerly machinist helper in the Robey Street roundhouse.

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

Let there be no brakes put on the "NO ACCIDENT CAMPAIGN," but let 'er go through with throttle wide open. Let us bend all our energies to prevent accidents at this time as well as all other times. Do not overlook the prize contest feature of this campaign. LET THE PRIZE COME TO THE OHIO DIVISION WITHOUT FAIL.

Machinists H. Wagenman and Alphonse Juenger are again with us after service with Uncle Sam.

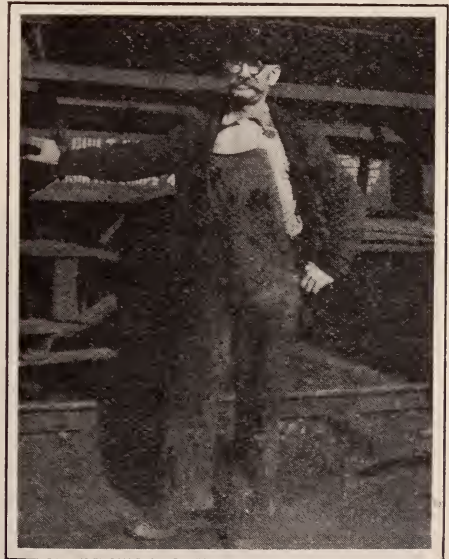
Aloysius Juenger has resumed work after being sick for some time. Welcome back.

Yard conductor J. E. "Ike" Chaney had the misfortune to have his left foot crushed while at work on the night of August 26, making it necessary to amputate just above the ankle. He was rushed to the City Hospital, and an operation was performed. Last reports indicate that he is getting along nicely.

We are glad to welcome back H. M. Cunningham, who, while working as conductor in Chillicothe Yard, had his arm crushed a few weeks ago. At the present time he is substituting as extra caller, while regular callers are taking their vacations and until he is fully recovered.

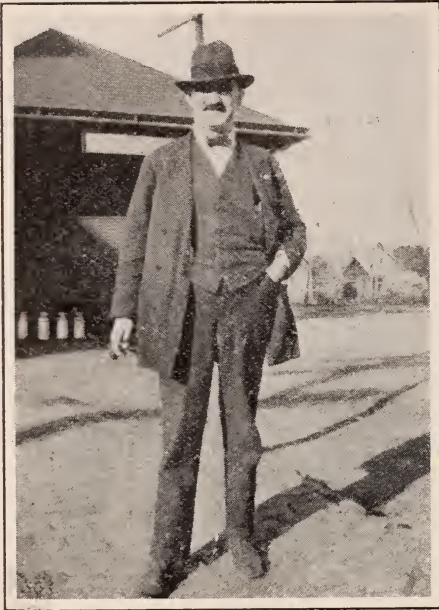
Miss Lillian Flynn reports a good time on her vacation (?) at Chester Park.

Miss Elnor Sherrow spent several days recently in Detroit, Michigan, where, we are informed, a "certain soldier" is located.



Philip Bopp

Look at the accompanying picture and see how Philip Bopp, steel car builder on our division, saved the sight of an eye by using his goggles. Mr. Bopp learned the lesson of the goggles before it was too late and we hope that all our other men whose eyes are in danger will follow his good example.



Supervisor L. A. Pouch

The accompanying picture is of L. A. Pouch, supervisor, and was taken at supervisor's headquarters at Leesburg, Ohio. Mr. Pouch has made great improvements in the condition of the track and roadway on his territory, and is confidently looking forward to receiving the supervisor's prize for the best track on the division.

Homar Baum, clerk in Storeroom, is with us again after service with Uncle Sam.

R. Hoffman, chief clerk to master mechanic, spent a few days in the hospital recently having tonsils and adenoids removed.

Fireman George Ganyon has resumed work after being off duty because of having had his arm and leg scalded at Washington Court House by squirt hose.

We are sorry to announce the death of Miss Elnora Ritter, clerk in Car Department. She had been ill for some time.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

William F. Himler, checkman at the Seymour freight station, in service since 1903, is an ardent fan for the Cincinnati Reds. Though past fifty years, he rises in time to catch No. 12, due at Seymour at 4.46 a. m. for the Queen City and returns home on No. 3, arriving about midnight. Mr. Himler had two sons in the service, one a First Lieutenant. A third son, Hubert J., is office boy in our Superintendent's office.

Recently an aeroplane did a land office business in riding passengers over Seymour. Several business men of the city were eager enough to take a trip upward, in the hope of getting to heaven first, I guess. In the number were several of our employes, including S. A. Rogers, road foreman of engines; Hubert Myron, operator; Riley Whitman, Red Stants and Hallie Holder of the Division Accountant's office. George Henry, passenger fireman, enjoyed the nose dive, tail spin, etc. Others say they feel a little more secure on mother earth.



J. E. Sands, freight agent and Mr. A. H. Bowman, of the Bowman Freight Transfer Company, Louisville, Ky., showing a catch of bass made on the afternoon of August 20, at Saranac Lake, N. Y.



"Joe" Coquerille, Jr.

O. O. Shortridge, agent at Medora for some years, has returned to his old position from that of supervising agent. Our new supervising agent for this territory is J. D. Romes, former agent at Oakley, Ohio. Mr. Romes has been making his calls on the agents over this territory and we hear he is a live wire in handling station work.

H. S. Adams, chief clerk, his wife and sons, Bertram and Robert, spent their vacation, August 16 to 31, with home folks at Visalia, Ky. This is a small town in the Blue Grass region, the land of race horses, the home of spring chickens, watermelons, et al. Where could a better place be chosen?

Miss S. M. Laupus, clerk to road foreman of engines, visited Newport News, Atlantic City, New York City, Washington, Old Point Comfort, and other points of interest in the east.

At 7.55 a. m., August 9, J. Claude Purkhiser, brakeman with local freight train 85, sustained injuries when caught between two freight cars. No. 85's engine and caboose were used as a special train to convey him to the hospital at Seymour, but his injuries proved fatal about noon the following day. Mr. Purkhiser had been in service as brakeman and conductor for the past eight years, having been promoted to conductor in December, 1914, and was unusually popular with employes of all classes. He leaves a widow and two daughters, five and six years of age, and the entire division sympathizes with them in their sad bereavement.

Claude M. Glasson, for the past two years clerk in the Division Accountant's office, has resigned. We believe that he and his brother, Harry, have purchased a 200 acre ranch near Seymour and will devote their entire time to tilling the soil. We understand that they have gone at it in a very systematic way, having purchased a tractor to do all their heavy draft work. If Claude is as good a farmer as he was a clerk we feel that he has made a good move in going back to the farm, as "You Can't Keep Them Down on the Farm."

Bert Phillips, L. P. clerk in Division Accountant's office, and Weldon Davis, baggage-master, Seymour station, have returned from a pleasant vacation spent in New York and Washington, D. C. They report a fine time.

We understand that Bert Phillips and L. D. Bartlett, Division Accountant's office, patronize the Indianapolis-Louisville Traction Co. We cannot see why they should prefer it to the Baltimore and Ohio, except that Scottsburg is noted for its girls. Bert slept one night on a truck at that point when he missed the last car at 1 a. m.

Agent Sands, his wife and daughter Marion, spent a couple of weeks at Saranac Lake, N. Y.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

In connection with the "No-Accident Campaign" on the Western Lines, we have a suggestion from crossing watchman W. E. Foutch at Vincennes that trainmen be on the lookout at crossings where watchmen are located so that watchmen can notify them of any defect they might discover on trains. Mr. Foutch has also made several other suggestions in the way of Safety that have been put to good use. Mr. Foutch closely inspects all trains passing his crossing and has several times found defects, which he has reported to the train crew, and has in all probability averted several accidents. He takes a great deal of interest in his work, is always on the job, and when he discovers a condition which he thinks should be corrected, he immediately gets busy. Mr. Foutch entered the service on December 12, 1874, as a freight brakeman, was promoted to freight conductor



Operator A. C. Grunz

December 6, 1878, resigned in 1882 and again entered the service in 1888 as a freight brakeman, was again promoted to conductor in 1897, and worked in that capacity until December 21, 1913, when he again left the service. On May 18, 1914, he was re-employed in the Mechanical Department as a machinist helper. In 1915, he was transferred to the Maintenance of Way Department as a target tender, and on October 26, 1916, he was made a crossing watchman at Vincennes, in which position he is still working.

The oldest engineer on the job since the death of our friend, "Jim" Reilly, is William Jones, who took his wife and saw the sights of Chicago last month.

Our engine foreman, "Pat" Miller, has at last bought another automobile, after swearing that he would never own another. Our trainmaster is in accord with the rest of us in wishing him the best of luck with his car, for it is a long drill from Second Street to the roundhouse.

Our old friend "Jack" Vinson is back from the Army and he tells us some amusing stories about the Army and riding horses in Texas. When seen in Texas by one of the other boys, however, he was on an old dobbie leading three switchmen or, in other words, good old faithful government mules. "Jack" is back on the old job again, none the worse for eight months in Texas.

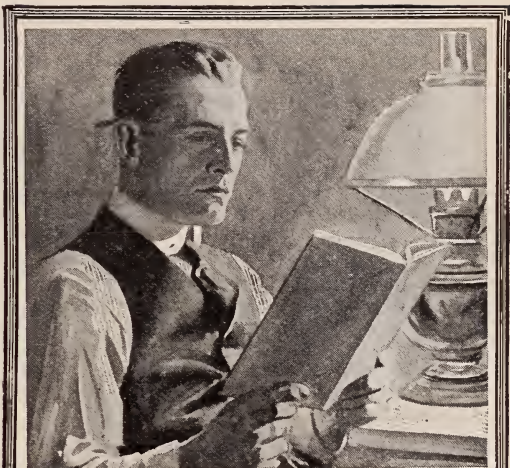
The photograph on page 94 is of operator A. C. Grunz at Flora. He is not always as serious looking as this picture shows him, but in this case he can possibly be excused for he was probably trying to figure up how many more days of single life he had. He joined the "Benedicts" shortly after the picture was taken.

On August 11, division accountant F. L. Sheakley was transferred to the Cumberland Division and W. S. Hopkins, formerly chief clerk to the division accountant, was promoted to division accountant. We were all sorry to learn that Mr. Sheakley was going to leave us, for while on the Illinois Division he made friends with everybody who came in contact with him. We were glad to learn, however, that Mr. Hopkins was to succeed him, for he has been here for several years and deserved the promotion. R. D. Bollenbacher succeeds Mr. Hopkins as chief clerk to division accountant.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*

Your correspondent desires to advise that recently a number of offices were written to, asking that some one be selected to act as sub-correspondent, and that any articles written must be in the Dayton office not later than the first of each month, so that they can be properly classified. Only one of these offices responded to this call and that one with a small article. We need your assistance in these matters as well as seemingly more important ones, and each little note will be appreciated. We hear criticisms that our division has but few articles



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compared with other divisions. That may be true some times but not all the time, and if we can get you to forward some personals or other matters of interest to our employes in general, to us, it will be in turn a boost, instead of a knock.

Bernard Tillar, stenographer to division freight agent H. E. Warburton, recently returned from a two weeks' vacation, which was spent in Detroit and Niagara Falls.

The accompanying picture is of Charles Ramsey and the crossing he watches at North Baltimore, Ohio. With a twenty year service record Mr. Ramsey has had no accident while crossing watchman that can be laid to his negligence. That he has the prettiest flower bed along the Railroad between Chicago and Pittsburgh, we are often told by those who travel this route.

Rossford Yard

All the employes of the Toledo Terminal are looking forward to Thanksgiving Eve. On that day yardmaster B. W. Jeffords and yard clerk "Tom" White will participate in a foot race from Pennsylvania Junction to Bates Tower. This will be a straight distance run, no relaying, and the winner will be rewarded with a German helmet brought from the World's War by "Danny" Maloney, head man on the third trick southbound.

On Sunday, August 24, our Isaac Waltons at Toledo held their annual picnic in the N-501 on Lake Erie, a thirty foot launch, and one of the slowest on the lakes. Dockmaster Arnold acted in the capacity of captain; general foreman Phares functioned as chief engineer; electrician Martin acted as assistant chief engineer; storekeeper Hershner acted as first mate, his main duty being to bale water out of the boat with a tomato can. Car fore-

man Bailey and assistant agent Schultz acted as deck hands, their main duties being to see that all cards were in the deck. General yardmaster Farling, hearing of the picnic and not being able to attend, arranged for the sale of the fish caught. Captain Arnold called the squad to order, and first mate Hershner reported all present and accounted for, at 2.30 a. m. The fishing grounds are located about eighteen miles from Toledo, and the party arrived there at 8.00 a. m. Captain Arnold claims that the delay was because "Johnnie" Phares and J. I. Bailey sat in the forward end of the boat, their combined weight tilting it so that the propeller was out of water. Assistant agent Schultz was sleeping when the engine broke down, and he must have been dreaming about his little tin "Lizzie," for, when he woke up, he dove overboard and under the boat to find out what was wrong (the party had only been out about an hour when this occurred, otherwise one would have blamed the Bevo and Vanilla extract for knocking Schultz a curve). When the party arrived at the fishing grounds the fish had a sign up reading, "Heard you were coming; have gone on vacation; won't be back until after you leave." The party apparently did not believe in signs for lines were placed in the water and they resumed their game of "deuces wild." They left the fishing grounds at noon, and on the way in met the steamer Shenango (600 feet long), which was drifting because of a broken propeller. A line was thrown to her and the N-501 towed her to the dock. While dockmaster Arnold, general foreman Phares and car foreman Bailey were displaying a string of fish at the coal machine, which they claimed they had caught the day before, a youngster came up and asked them when they were going to pay him for the fish they had bought from him day before.



Charles Ramsey and his attractive crossing at North Baltimore, Ohio



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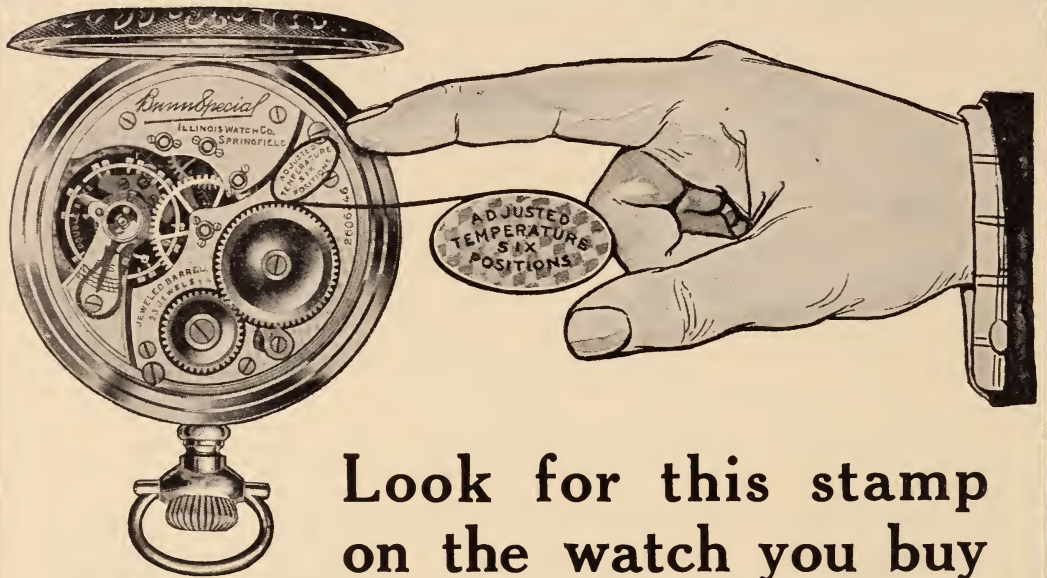


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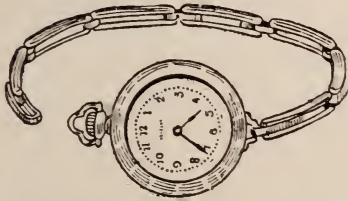
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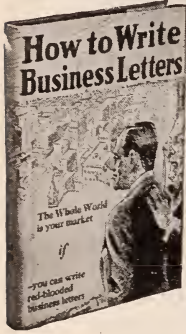
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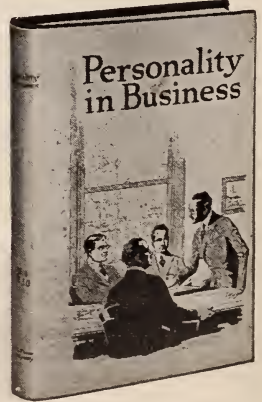
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EDITOR,
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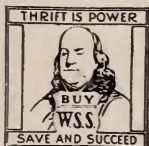
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(Signed) ALONZO S. THOMAS, President, Santa Fe Watch Co.



ALONZO S. THOMAS
President
SANTA FE WATCH CO.

What They Did

By October first the 5,000 Watches were gone. I tried to withdraw my Cut-Profits Offer, but many magazines carrying my advertisements had already gone to press. Hundreds of orders are still coming in. I felt that the 5,000 Watches I purposed to sell, on my Cut-

Profits Plan, together with the hundreds of others these 5,000 would sell at the regular price, would be a phenomenal business for war times. But I had greatly underestimated the demand.

What I Am Going To Do

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Santa Fe Watch Co.

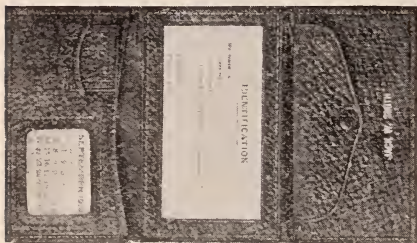
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 7 BALTIMORE, NOVEMBER, 1919 Number 7

CONTENTS

Cover Design	H. D. Stitt	
Contents Page Decoration	J. R. E. Hiltz	5
S. W. Pickens Wins First Prize, "No-Accident Campaign," Eastern Lines		7
"No-Accident Campaign," Western Lines, July 15 to October 10		10
Study the Accidents—Analyze the Causes—Prevent the Recurrences	S. W. Pickens	11
"No-Accident Campaign," Eastern Lines, September 10 to November 30		12
Railroad Leases New Pier in Philadelphia	W. F. Richardson	13
Agents—Please Note this Important Request		15
Pictorial		16
Danger of Forest Fires Is Great in Autumn Months	George H. Wirt	18
National Railroad Accident Prevention Drive		19
Two Young Officials Promoted		21
Relief Department Report		24
Congress of National Safety Council Held October 1 to 4		25
The Men Who Held the Line Tour the World Home		27
November—A Poem		28
Lieutenant Colonel Page Edmunds, Medical Corps, United States Army, Has Resumed His Duties with the Company as Consulting and General Surgeon		29
Picked Up Here and There	"Ernie" Baugh	30
Cheap Municipal Health Insurance		31
Current Events as Seen by the Cartoonists		32
Editorial		34
Recent Maintenance Work, Newark Division, Put Track in Splendid Condition		36
Exhausts		38
Sixty-one Women Employes Enlist in Red Cross Nursing Classes		39
Lieutenant E. Kent Lawrence Promoted		40
Our Own Hall of Fame		41
Social		45
Woman's Department		49
Prepare for Winter	B. S. Mace	52
Washington Information		53
Baltimore and Ohio Boys Win Newark, Ohio, Baseball Championship		59
Safety Roll of Honor		61
Among Ourselves		65

Published monthly at Baltimore, Maryland, by the employees of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only. : : : :


Renew Your Membership



THIRD RED CROSS ROLL CALL

S. W. Pickens Wins First Prize, "No-Accident Campaign"—Eastern Lines

Second and Third Places to Men—Prizes Authorized for Fourth and Fifth Places and Go to Women Employes

 W. PICKENS, assistant chief clerk, Superintendent's office, Charleston Division, was awarded the first prize of \$25.00 by the judges in the "No-Accident Campaign" essay contest, Eastern Lines. The second prize of \$15.00 also goes to an employe of the Charleston Division, C. H. Carpenter, train dispatcher at Gassaway. J. H. Woodmancy, section foreman, Bidwell, Pennsylvania, captures the third prize of \$10.00.

The judges were also asked to pick for honorable mention the fourth best of the articles submitted. On the basis on which the prizes were awarded, as shown in the accompanying detailed statement, the only two women contestants in the campaign, Miss Margaret Talbott Stevens, file clerk, and Miss Edith Coplan, stenographer, both of the Transportation Department, had the same total number of points, and both are thus awarded an honorable mention. We are also glad to announce that in recognition of their sincere interest in the "No-Accident Campaign," which would seem at first glance to be far removed from their desk positions, checks for five dollars will be sent to each of them. Their articles, with those of the other prize winners, will be published in future issues of the MAGAZINE.

Judging the Contest

Most of the contestants observed the contest conditions by submitting their articles without any identifying marks as to authorship, and enclosing with them a blank envelope containing a slip of paper on which the author's name was written. In the one or two cases where

this was not done the articles were returned and this condition was complied with. When the time limit for the contest closed, a copy of each of the articles was sent to each judge, who indicated on the essays which, in his opinion, ranked first, second, third, fourth, the numbers 1, 2, 3, 4, with his initials as verification. These numbers, as can be seen from the accompanying table, were awarded a point value of 100, 75, 50, 25, respectively. This brought about the following point totals for the leaders: Mr. Pickens 325; Mr. Woodmancy, 175; Mr. Carpenter, 175; Miss Stevens, 125; Miss Coplan, 125.

The tie for second place was decided by C. W. Woolford, secretary of the Baltimore and Ohio Railroad Company, in favor of Mr. Carpenter, thus giving him the second prize and Mr. Woodmancy third.

None of the judges in any part of the contest knew the names of any of the contestants and will not know them until they read this article.

The results of the contest were highly encouraging from the standpoint of the quality of the articles submitted. It seems unfortunate, however, that with such substantial money prizes offered, only sixteen of the thousands of employes on the Eastern Lines took advantage of this opportunity to give their fellow employes their viewpoint on this important work. Many of our readers undoubtedly feel that because they are not trained and gifted as writers, their efforts in a campaign of this sort would be fruitless. Such is not the case, however. Several essays which, in the writer's opinion, were better than the winning essays from the

standpoint of writing ability, imagination, sentiment and human interest, did not appeal to the judges as the most effective contributions. This should be encouraging to a larger number of employes in future contests of this nature. Knowledge of railroading, interest in the work and earnestness to help are the chief essentials.

Comment of Judges

Our readers will be interested in the following detailed comment from the judges:

Mr. Blaser wrote:

"All of the papers are extremely interesting and indicate in many ways the varying viewpoints of employes in different capacities on the Railroad. I found it very difficult to make a selection, as each paper appealed to me strongly. I tried, however, to confine my judgment to the subject "How We Can Help in the No-Accident Campaign" and it is quite possible that my judgment of the

value of the various papers was influenced somewhat by my own ideas on the subject, although I made an honest effort to avoid such influences.

"The thoughts expressed in the various papers that appealed to me very strongly were, first: that every employe should enter into his daily duties with the underlying thought that he owned the Railroad, that it was his own property he was handling, that he should so conduct his work that he would not only safeguard his own person and the property he was handling but he would also safeguard the lives of fellow employes and the public; second, that there should be brought to the mind of all employes the individual responsibility that rests upon them and extends through them to their fellow-employes and particularly new members, who have had no opportunity to gain the knowledge that naturally comes with experience in railroad work; third, the importance of concentrated effort and team work, which can only be realized to

Detailed Decision of Judges—"No-Accident Campaign"—Eastern Lines

JUDGES	FIRST, VALUE 100 POINTS	SECOND, VALUE 75 POINTS	THIRD, VALUE 50 POINTS	FOURTH, VALUE 25 POINTS
F. E. Blaser, Assistant General Man- ager, Eastern Lines.	No. 8 J. H. Woodmancy, Section Foreman, Bidwell, Pa.	No. 17 Margaret T. Stevens, File Clerk, Transportation Dep't, Balto. & Ohio B'ld'g.	No. 7	No. 26
J. T. Carroll, General Superintendent Maintenance of Equipment.	No. 7 S. W. Pickens, Assistant Chief Clerk, Charleston Division, Gassaway, W. Va.	No. 1 H. B. Kight, Ticket Clerk, Keyser, W. Va.	No. 2 N. E. Reese, Passenger Conductor, Baltimore Division.	No. 26
H. B. Voorhees,* Manager, New York Terminals.	No. 32 C. H. Carpenter, Train Dispatcher, Gassaway, W. Va.	No. 8	No. 17	No. 26
Earl Stimson, Engineer, Maintenance of Way and Structures.	No. 7	No. 32	No. 26 Edith H. Coplan, Stenographer, Transportation Dep't, Balto. & Ohio B'ld'g.	No. 9 W. H. Tarr, Office Superintendent, Baltimore Division.
E. T. Horn, Supervisor of Terminals.	No. 29 E. E. Lugenbeel, Freight Conductor, Riverside, Baltimore Md.	No. 7	No. 25 E. A. Wendt, Elevator Employe, Mt. Clare, Baltimore, Md.	No. 5-A G. H. Bonnesen, Train Dispatcher, Wheeling, W. Va.

*Mr. Voorhees chose No. 7, the First Prize Article, as worthy of special mention.

The names of the contestants mentioned in the above table are given only once; the numbers of their articles (the numbers were given the articles to identify them as they reached the Editor) are given as often as chosen by the judges.

the fullest extent by continually keeping the main subject in the minds of all employes.

"All of the points above mentioned have been very clearly outlined in the various papers that I have had the pleasure of reading, and this fact has made it extremely difficult for me to decide on those of greatest merit."

Mr. Stimson said:

"No. 7 outlines quite a complete plan for his 'No-Accident Campaign,' applying it in a very workable manner. In this respect, this article excels the others.

"No. 32 points to a sure way to a successful 'No-Accident Campaign.' He deals with the subject more in the abstract than No. 7, however, and is, therefore, not as appealing.

"No. 26 is the only article which fulfills that condition of the original printed instructions, that suggested that each employe who entered the campaign, treat the subject from the standpoint of his kind of work. If all our women employes follow the good advice given in this article, the safest place on the Railroad will be the office.

"I recommend No. 9 for honorable mention, because in it there is developed an idea; that of training one's mind to act instinctively to protect one's self and others.

Mr. Carroll wrote.

"I have read with much interest the essays on 'How We Can Help in the No-Accident Campaign,' and have numbered and initialed the four best in the manner suggested in your letter.

"The suggestions contained in essay marked 'No. 7' are such that if followed out in all departments will contribute most to the prevention of accidents. This writer lays down the broad general principle that accident prevention in the conduct of railway business is the composite result of the work of officers and employes in every branch.

"In essay marked 'No. 1' the importance of observing the rules is emphasized, and

where such rules may be inadvertently overlooked a suggestion is made which, if followed out, would in all probability prevent a recurrence.

"Essay marked 'No. 2' has merit because of the fact that it calls attention to the little things, which often contribute to not only minor but major accidents.

"Essay marked 'No. 26' should be given creditable mention, because it pertains to a recent and now a comparatively large class of employes, our women workers. The influence that such employes can have in promoting the 'No-Accident Campaign' can be made of very great value."

Mr. Horn wrote that he considered all the articles very good.

Mr. Voorhees also spoke of the general merit of the articles and, in addition to naming what he felt to be the four deserving most praise, was so impressed by the Prize Winning entry, No. 7, that he gave it special mention for excellence, though he did not rank it with the first four.

Further Comment

We think that Mr. Pickens was admirably situated, so far as his position is concerned, to write with authority on this subject. And he certainly used the broad viewpoint afforded him as assistant chief clerk on a division superintendent's staff, to analyze the situation carefully and make detailed, thoughtful and vigorous recommendations.

The same can be said, in a measure, of the winner of the second prize, Mr. Carpenter. Mr. Woodmancy, third prize winner, reached the meat of the whole matter in a very few words.

We congratulate the winners and sincerely thank all of the other writers who made an effort to give honest thought and assistance to the laudable purposes of the campaign, by telling their fellow employes how they thought it could be made a success. May better luck attend their efforts in the future.

**The purpose of the government is not to take care of the individual;
it is to give the individual liberty so that he can
take care of himself**

United States Railroad Administration

Director General of Railroads

BALTIMORE AND OHIO RAILROAD—WESTERN LINES

Statement of Accidents, July 15 to October 10, inclusive, 1919 as compared with 1918 “NO-ACCIDENT CAMPAIGN”

DIVISIONS	ACCIDENTS										GROSS TON MILES		1000 GROSS TON MILES PER ACCIDENT		PER CENT. INCREASE OR DECREASE 1000 GROSS TON MILES PER ACCIDENT 1919 OVER 1918		RANK
	TRAIN		CASUALTIES				TOTAL ACCIDENTS		1919		1918		1919		1918		
	1919		1918		1919		1918		1919		1918		1919		1918		
	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I	
Chicago.....	37	90	1	106	6	158	144	254	852,503,700	768,903,500	5,920	3,027	95.6	.....	.....	.....	3
Newark.....	29	16	..	76	1	120	105	137	408,538,400	390,465,400	3,891	2,850	36.5	.....	.....	.....	6
New Castle.....	29	73	..	48	..	78	77	151	765,405,000	692,585,200	9,940	4,587	116.7	.....	.....	.....	2
Cleveland.....	13	25	..	72	2	65	85	92	610,622,800	739,649,200	7,184	8,040	.....	.....	10.6*	.....	7
NORTHWEST DISTRICT.	108	204	1	302	9	421	411	634	2,637,069,900	2,591,603,300	6,416	4,088	60.0	.....	.....	.....	..
Ohio.....	13	20	..	37	2	43	50	65	438,121,100	363,242,700	8,762	5,588	56.8	.....	.....	.....	4
Indiana.....	26	21	..	37	2	18	65	41	394,152,000	351,068,100	6,064	8,563	.....	.....	29.2*	.....	8
Illinois.....	10	13	..	34	..	46	44	59	294,550,000	269,060,400	6,694	4,560	46.8	.....	.....	.....	5
Toledo.....	32	90	1	29	3	100	62	193	841,755,200	1,194,002,000	13,577	6,187	119.4	.....	.....	.....	1
SOUTHWEST DISTRICT.	81	144	3	137	7	207	221	358	1,968,578,300	2,177,373,200	8,908	6,082	46.5	.....	.....	.....	..
WESTERN LINES.....	189	348	4	439	16	628	632	992	4,605,648,200	4,768,976,500	7,287	4,807	51.6	.....	.....	.....	..

“Cross Ton Miles per Accident” includes Train Accidents and Casualties to Employees only and does not include accidents to “Others.”

* Denotes Decrease.

OFFICE OF
ASSISTANT TO FEDERAL MANAGER,
CINCINNATI, OHIO,
OCTOBER 16, 1919.

Study the Accidents—Analyze the Causes— Prevent the Recurrences

And Handle Your Job as if It Were Your Own Enterprise

By S. W. Pickens

Chief Clerk, Charleston Division

(First Prize Article, "No-Accident Campaign," Eastern Lines)

AFTER having the proper material with which to maintain track and equipment, the most effective way to help in the "No-Accident Campaign" is to perfect a live organization. In it each individual must take a real personal interest in his own line of work and cooperate to the fullest extent with all departments. He must have the Company's interest at heart and handle his job as though he were conducting his own individual enterprise.

Getting down to fundamentals: the sectionman is the first important factor. He can assist by being a critic of his own work and trying to make his track better each day. The ideal foreman is always on the alert for any adverse conditions and corrects them promptly. He never takes a chance with track or train and, in cooperation with the supervisor, should cultivate the sectionmen's interest in their track work until they all become post graduates in the school of maintenance.

The practice of awarding prizes to sectionmen making the greatest improvement in their track is a splendid accident preventative. It should be encouraged and worked with greater interest, starting the campaign earlier in the season to obtain the best results.

The supervisor should be a live wire. If he acquaints himself with the defects causing accidents, lines up all his men promptly and is held in high esteem by

them, he can do more, possibly, than any other man on the Railroad in the way of eliminating accidents because of the interest and competition he can create among his men in their most important work.

Next to the trackman the car inspector has the greatest opportunity to help in the "No-Accident Campaign," by more rigid inspection of cars and picking out those having defective side bearings and the numerous other defects that cause our derailments. Car repairmen can help by perfecting their workmanship and doing no half-way jobs. Here the general car foreman may prove a big factor in offering effective leadership and closely cooperating with the inspectors and car repairmen by giving them the benefit of his knowledge of the causes of the various derailments gained by sitting in the investigations. The mechanical people generally can curtail the number of accidents chargeable to their departments by more careful supervision, better workmanship and the closer cooperation of their many agencies.

By making the "No-Accident" slogan, "Every Hour, Day and Night,

Be Sure that Everything Is Right," a daily issue for every employe they meet, the superintendent, division engineer and master mechanic can instill into their subordinates the story that will never grow old. And by handling their men with tact on their various trips on the

division they can make their presence a real spring of living water.

The superintendent can help by constant discussion of the various accident preventatives with members of his staff and by thorough interpretation at Safety Committee meetings of the causes of accidents and personal injuries. The superintendent's staff is the making of any superintendent. All accidents should be investigated by them, thoroughly and with the least possible delay. A prompt investigation is conducive to the best results.

The transportation department can help by being more careful and not taking chances; the engineman by running his own engine and not allowing his conductor to "try her out;" the flagman by protecting the rear and not staying in the caboose; all hands by using good judgment, keeping their undivided attention on their work and allowing passing situations to take care of themselves.

In my own sphere, I feel that I have been doing effective work by analyzing all accidents; showing causes in detail; to what department chargeable; cost of wrecking; total damage in dollars and

cents in each case, and by submitting such statement to staff members, including supervisors, for a study of causes with a view to correcting defective conditions and preventing recurrences. When all employes become familiar with the causes of accidents and once realize the great resulting loss they will become more active in preventing them.

Our "No-Accident Campaign" is unquestionably one of the best movements ever made on the Railroad. It has already resulted in such a saving in lives and money that it should be made a permanent issue, the advertising feature being worked with great zeal.

As an organization the best way we can help in the "No-Accident Campaign" is by keeping the issue ever before us and all hands working together. If we put forth every effort to correct the conditions causing our derailments by constantly remembering the slogan:

"Every Hour, Day and Night,

Be Sure that Everything is Right," every minute will make truer that other proud claim of our Railroad:

"It is safer to ride on the Baltimore and Ohio than it is to stay at home."

"No-Accident Campaign," Eastern Lines, September 10 to November 30

The result of the "No-Accident Campaign," Eastern Lines, which extended from June 9 to August 31, was so successful that S. Ennes, general manager, decided to reinaugurate the campaign, beginning September 10 and continuing to November 30.

The basis of this new contest between the Eastern Lines divisions will be the same as that in the previous campaign, except that personal injuries will be included as well as train accidents. The winning division will be determined, however, by the comparing of the results of the new campaign with the results of the campaign concluded on August 31.

The National Railroad Accident Prevention Drive coming during this campaign should not only benefit by it, but should also lend its strength to make the showing in the new contest much better than that of the old contest.

A bulletin recording the standing of the divisions will be published in the next issue of the Magazine.

Railroad Leases New Pier in Philadelphia

Affords Splendid Facilities for Great Export and Import Business

By W. F. Richardson

Assistant General Freight Agent, Philadelphia

THE War gave the United States its greatest opportunity to become the leading export nation of the world. It drained the man and the material power of Europe to the utmost and then taxed heavily the vast resources of our own country. It will, unfortunately, take years for the nations of the old world to recover, and in the meantime America will be the storehouse and the seller for coal, oil, foodstuffs and manufactured products. Already our exports are enormous and they will increase rapidly as our own production approaches the normal.

Our banks have established hundreds of branches, reaching to practically all the civilized nations of the world, to take care of the expansion in finance which our new commercial connections will demand. Our Shipping Board, besides the

many old and new private steamship companies, has been and is, building, building, building, so that American products can be shipped in American bottoms. Cities are advertising broadcast the advantages of their harbors for export trade, and many of the keenest business men in the country have turned to foreign trade as offering the greatest opportunities for their genius. Of course, the railroads, which must carry this export freight to the ports of the country, will be expected to increase their facilities to keep pace with the increased demands anticipated.

The Baltimore and Ohio, expecting this vast movement of export traffic to tax its present facilities at Baltimore and New York, and realizing that the foreign terminals of the various carriers on the Atlantic Seaboard will be worked at



Interior of pier—first deck, looking east

their maximum capacity, has recently acquired from the City of Philadelphia the south side of Municipal Pier 78, South Delaware Avenue, Philadelphia, for the handling of foreign traffic.

Arrangements for the leasing of this pier were made effective August 1, 1919, and the signing of this lease will mean much to our Railroad in the development of its foreign trade via the port of Philadelphia.

Municipal Pier 78 is one of many piers constructed by Philadelphia and is modern in every particular. It is built of reinforced concrete and structural steel and is not only the largest pier in Philadelphia but is said to be the largest on the Atlantic Coast. It is nine hundred feet long, two hundred and fifty feet wide, consists of two floors or decks, well lighted, with modern electric freight handling apparatus, including elevators, conveyors and chutes. The approximate total cost was \$1,730,000.

Three-fourths of the length of the interior of the pier is depressed, with two tracks on either side paralleling the pier platforms, the latter on a level with the car floors, with a driveway of ample width for the convenient delivery of

freight by vehicles. On the exterior, running the entire length on each side of the pier, are tracks which afford excellent facilities for the most expeditious and economical despatch of heavy or bulk freight to and from steamers. These tracks are connected with the Belt Line Railroad owned by Philadelphia, over which the Baltimore and Ohio has operating privileges.

In acquiring this magnificent terminal we have become a greater factor in the handling of foreign traffic through the port of Philadelphia, arrangements having already been completed with steamship companies handling foreign traffic for the docking of their vessels at this pier.

The pier is located in a section of Philadelphia which is free from congestion, thereby insuring prompt handling of cars to and from this terminal. With such splendid facilities, our traffic representatives can well feel proud in recommending its use to all exporters and importers.

Further details can be obtained from W. F. Richardson, assistant general freight agent, and M. J. Allen, city freight agent, both in the Widener Building, Philadelphia.



Upper deck, south side



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A New Job for the Customs Inspector

"Feet uppermost," someone has remarked rather appropriately. It is one of the many now similar positions the customs man will take when examining the cargo of airplanes. This officer, or as much as we see of him, is satisfying his curiosity, and incidentally his duty, in inspecting this Aircro Machine, which plies between Paris and London.



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The Women Do the Work in Soviet Russia

The troubled conditions in Russia make coal unavailable and all railroad locomotives are using wood for fuel. The huge piles shown in the railroad yard must be cured at least a year before they can be used. Women are compelled to do practically all the work in this land of Bolshevik freedom.



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Some Industrial Leaders in Washington, D. C., who attended the big Industrial Conference called by President Wilson. Left to right: G. H. Oyster, Secretary to Samuel Gompers; Harry A. Wheeler, T. C. Atkeson, Thomas L. Chadbourne, Secretary of the Committee; William G. Lee, President of the Brotherhood of Railroad Trainmen; Edwin Farnum Green, Bernard Baruch, John D. Rockefeller, Jr., Matthew Woll, W. D. Mahon, Chairman.



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King and Queen of Belgium, in Oilskins, Explore Niagara Falls

This is the most informal photograph taken of the King and Queen of Belgium since their arrival in this country. The King and Queen donned oilskins and they covered the entire area around Niagara. This photograph shows them on the way to the Cave of the Winds. When the King was dressed, the attendant who was helping him, announced: "All right, King, you're ready," and His Majesty smiled.



Faith, Hope and Charity—Reforesting some of Pennsylvania's hills made desolate by fire
Will the planted seedlings escape?

Danger of Forest Fires Is Great in Autumn Months

By George H. Wirt

Chief Forest Fire Warden, Pennsylvania Department of Forestry

That the scarcity of timber and particularly ties for railroad use is a subject of national import is shown by recent testimony given to the Interstate Commerce Commission of the House of Representatives. The Chief Engineer of the Chicago and Alton Railway said that the destruction of our forests has been so great that it is now too late to supply the needed amount of timber by reforestation and that either substitutes for timber in railroad use must be found or the supplies of other countries drawn upon.

The Chief Engineer of the Wheeling and Lake Erie Railway said that the normal requirements of his line were 300,000 ties each year and that last year he was able to secure but 100,000 and this year but 50,000.

The above picture shows what carelessness does to our forest resources and, unfortunately, one of the prolific sources of timber destruction is the railroad. It is incumbent upon all employes along lines of road to use every precaution to prevent forest fires. Railroads provide spark arresters and adopt other means of preventing ignition to the woods along the right of way. But the responsibility is a personal one. Let the individual employe do his part to conserve the resources of our forests; it is a matter which affects the welfare of every American.

National Railroad Accident Prevention Drive

Intensive Effort Made to Enlist Support of Every Employee—Challenge of Eastern Lines Accepted by Western Lines

VIGOROUS efforts were put forth by practically every agency on the Railroad to make every employe proud of the standing of the Baltimore and Ohio in the National Railroad Accident Prevention Drive.

The federal managers of both sections of our Lines held staff meetings, Mr. Galloway on October 6, and Mr. Begien on October 13, to inform thoroughly all our supervising officials of the importance of this countrywide effort.

J. T. Broderick, superintendent of the Safety and Welfare Department, was the first speaker called on by Mr. Galloway at the staff meeting of Eastern Lines' officials. He reported on the proceedings of the National Safety Council, October 1 to 4, at Cleveland, Ohio, and said that the members of this council, representing practically all the industries of the country, were anxiously watching the results of this concerted drive.

Mr. Galloway stated that he felt success could best be obtained on the Baltimore and Ohio by leaving the details of the campaign to be decided by the officials of the various districts and divisions; his feeling being that a knowledge of local conditions and the application of individual judgment and initiative to those conditions would bring about the best method of campaigning. In this connection he mentioned a remark attributed to J. T. O'Dell, a former general manager, as follows:

"Remember this as you go through life as a railroad man: do not always tell the other fellow how to do it—tell him what you want him to do and give him credit for having some sense."

When Mr. Ennes was called upon he said that the success of the drive was a matter of great moment to him, but that he felt that a good deal of fresh light

could be thrown on the subject by officials from the divisions.

Suggestions were called for and some very interesting ones were made by Earl Stimson, engineer maintenance of way and structures, general manager Byers, general superintendents Scott and Keegan, and F. A. Howe, superintendent shops at Glenwood, among many others.

In concluding this meeting Mr. Galloway urged that every employe be put in a position to do his very best in the drive; and that this was possible only if every employe had the message put up to him in a clear and forceful way.

The staff meeting of Mr. Begien, federal manager, Western Lines, was similar to the Eastern Lines' meeting, in that all the important officials of the Western Lines were present and heartiest support was pledged to make a good showing in the drive.

The general superintendents, superintendents of districts and divisions left these meetings with an enthusiasm which showed results very quickly in their respective localities. Meetings were held all over the System so that practically every employe could be reached. Wherever possible the federal managers, general managers and general superintendents were present. The support of the newspapers and general public in the cities and towns reached by our lines, was also enlisted.

The following exchange of telegrams between our two federal managers ought to put a lot of pep into the drive:

10-17-19

R N B Cincinnati

The National Railroad Accident Prevention Drive begins at 12 01 AM midnight tonight and in interest of friendly rivalry Eastern Lines hereby challenge Western Lines for best record
A 63

C W GALLOWAY

Cincinnati October 18th

C W G Baltimore

A 63 We accept challenge While we wish you every good luck in your no accident drive we hope we beat you soundly B 58

R N BEGIEN

As an illustration of the efforts being made on some districts it is interesting to know that on the Maryland District, during each day of the campaign, an illustrated bulletin, full of human interest, is being sent out so that practically every employe can see it.

The Baltimore Terminal Division has made particularly elaborate plans to bring the importance of the drive home to every employe within its jurisdiction. Superintendent Hoskins organized his forces like a political unit, with districts, wards, precincts and departments in charge of leaders and assistant leaders, the numbers varying according to the size of the unit represented. A large general committee had supervision of the campaign, and good speakers, including not only some of our own officials, such as federal manager Galloway, general manager Ennis and general superintendent Cahill, but well known orators recruited from high political offices, were expected to speak. Mr. Hoskins planned to have entertainments at all of his meetings, the grand climax to be reached at a mass meeting of all his employes at the Cross Street Market Armory, in Baltimore, on October 24.

At a great shop meeting held at Glenwood in early October, the finest support was promised by the men. They listened attentively to the addresses of superintendent Gorsuch, Mr. Broderick and Mr. Baker, president of the Federated Crafts in Glenwood, and heartily applauded their messages. Not the least interesting and enjoyable feature of this meeting was the singing of Miss Farrell, the Glenwood favorite.

Our Mount Clare shops had one of the most interesting meetings in its history on October 17. L. Finegan, superintendent, presided, and the speakers, J. T. Broderick, superintendent, Safety and Welfare Department, and W. W. Wood, were introduced by H. A. Beaumont, general car foreman.

Mr. Broderick brought a message from federal manager Galloway, expressing his regret at not being able to be present because of important inspection work at another point on the System. Mr. Broderick said that we were in this drive to win and that the splendid showing made by our employes thus far this year, as compared with previous years, was adequate proof of this. He mentioned one particularly interesting incident. He met on the train an employe with a wooden leg who told him that at a recent call which he had made on the manufacturer of his artificial limb, the latter said to him:

"What are you railroad people doing? If you keep on reducing accidents at the rate they are decreasing today, you will drive me out of business."

Mount Clare men will agree that Mr. Wood's address was one of the most thoughtful and persuasive presentations of the SAFETY subject they have ever heard. It was much too fine to give a resume of here, but we hope to print it in full in a future issue.

Suffice to say that in a most effective climax Mr. Wood said:

"Whom of you men will pledge yourselves never to do anything which might result in an accident to yourself or your fellow employe?"

Every hand shot up in ready response and it is a safe bet that the end of the drive will find Mount Clare very much on the map.

The confidence of our two federal managers in what the Railroad could do was shown in the following message, so distributed that practically every employe saw it:

"I am sure you will leave nothing undone to make the National Railroad Accident Prevention Drive a marked success and confidently expect to receive most gratifying reports."

These are only a few of the many methods used to put the Baltimore and Ohio in first place among the railroads in the country. We are sure that they and the other equally earnest and comprehensive efforts made elsewhere will make us proud of the result.

Two Young Officials Promoted

**H. B. Voorhees Becomes Manager of New York Properties,
W. G. Curren Succeeding Him as General Superintendent of Transportation**



WRITING in a recent issue of the *MAGAZINE*, a conductor of thirty-seven years' service, said that the part of his work that he had most enjoyed was that of rules examiner on his division, because it gave him an opportunity to meet the progressive employes in his territory, and give them a lift up the ladder of success.

Such is our feeling in the *MAGAZINE* office when we receive notices of promotions of officials and employes. It is a real satisfaction to record the growth of men in the railroad world and the increased opportunities that are given them through merit for a larger and more important work in their chosen field of activity. And in doing this we but reflect the feeling of our readers in regard to those who are assuming greater responsibilities. For what is truer than the fact that the opinion of those who have the privilege of making promotions is generally the opinion of those who have been and are associated with those who merit such promotions? The impression which a man makes on his supervising officers is usually the same impression that he makes on his associates and subordinates.

Henry Belin Voorhees

Henry Belin Voorhees, new Manager of the New York Properties of the Railroad, was graduated with the degree of civil engineer from Rensselaer Polytechnic Institute, Troy, N. Y., with the

class of 1896. He first entered railroad service with the Philadelphia and Reading on March 1, 1897, filling such positions as assistant supervisor, supervisor and trainmaster.

On December 1, 1901, he came with the Baltimore and Ohio as assistant engineer, maintenance of way, at Pittsburgh. On July 1, of the next year, he was made assistant trainmaster at Cleveland and on August 15, following, division engineer at Baltimore.

On September 1, 1903, he was promoted to assistant to general superintendent of transportation and on February 1, 1905, to superintendent and general agent of the Railroad at Philadelphia.

On May 1, 1910, he was called to the general offices as assistant to the president; was made general superintendent of transportation, July 1, 1911, and transferred as general superintendent of the Baltimore and Ohio Southwestern May 1, 1912. On July 1, 1913, he was made general superintendent of the C. H. & D. and Cincinnati Terminal Division.

He continued in this position until July 1, 1916, when he was made general superintendent of the Northwest District, with headquarters at Cincinnati. On October 1, 1917, he was made general superintendent of transportation, and on July 1 of the following year began to act in the same capacity for the Allegheny Region.

His most recent promotion is that

which made him manager of the New York Terminals on September 15, 1919.

Mr. Voorhees goes to our New York properties, now under the jurisdiction of the Federal Manager of the Philadelphia and Reading Railroad, with the best wishes of the many Baltimore and Ohio employes with whom he has worked during his extensive service with our Railroad. His wide experience in the several divisions of the operating department has given him a splendid training for his new executive responsibilities. How those who have been intimately connected with him in his recent departmental work feel about his leaving is sincerely recorded in the Transportation Department divisional notes in this issue.

William G. Curren

William G. Curren is one of the youngest men to hold the position of general superintendent of transportation on our Railroad. He was born at Webbs Mills, N. Y., on April 12, 1881. After being graduated from high school, he became a school teacher in Thompson Hill, Pennsylvania, but discontinued teaching to take up a business course.

He began his railroading in December, 1901, as an agent for the Northern Central Railroad. In 1902 he went with the Erie Railroad as a train-master's clerk and secretary to division superintendent. In 1903 he was made secretary to the superintendent of transportation and promoted in the

same year to the position of fast freight clerk.

In 1905 he became night transportation clerk and later during the same year, passenger transportation clerk. In 1906 he was promoted to general car distributor and in 1908 to inspector of transportation.

In September of the same year he went with the Kansas City Southern Railroad as chief clerk to general superintendent and he was made superintendent of car service on the same road in November, 1910.

In March, 1912, he came with the Baltimore and Ohio as assistant superintendent, and was promoted during the same year to superintendent of transportation and later to assistant to the general superintendent of transportation at Baltimore.

In October, 1913, he was made assistant general superintendent of transportation of the Baltimore and Ohio Southwestern, and in June, 1917, was promoted to superintendent of transportation of the entire System.

In March, 1918, he was transferred on furlough to the staff of the Regional Director, Eastern Region, as special agent in charge of transportation, with headquarters at Grand Central Terminal, N. Y., and in 1919 was promoted to the position of transportation assistant.

Mr. Curren's work on the Regional Director's staff consisted in keeping the channels of traffic open



H. B. Voorhees
Manager New York Properties

to the great port of New York and in seeing that there was enough freight to fill the vessel space available at the ports in the Eastern Region.

In other words, he was in immediate charge of seeing that the enormous amount of freight required for overseas shipment during the war was sufficient to fill the vessel space available, and at the same time was so regulated that the number of cars on hand at the seaboard was not in excess of immediate needs.

During the first six months of 1918, thousands of cars of freight were diverted by his office from their original routing, in order to keep the traffic channels clear and freight moving regularly. The importance of this work, especially in its direct bearing on the moving of supplies to our expeditionary forces, can well be imagined.

After the signing of the armistice the car service section turned over the problem of car distribution to the Regional Director and this assignment was given to Mr. Curren. His promotion, on September 15, brought him directly from this interesting work to his new responsibility of general superintendent of transportation, Eastern Lines.

Terminal congestion and car shortage are two of the greatest of modern railroad problems. For the past eighteen months,



W. G. Curren
General Superintendent Transportation

Mr. Curren has been in a position affording the most intimate viewpoint of the Eastern seaboard in the vicinity of New York, at once the world's greatest port and traffic center. In his new position his knowledge of the channels of business and the general conditions in this most important section will be of great value to the Railroad.

Promotions, Western Lines

On August 1, the following promotions were made:

W. Malthaner was appointed acting superintendent, Maintenance of Equipment, vice M. J. McCarthy, deceased; W. D. Johnston was appointed general master mechanic, vice Mr. Malthaner; F. E. Cooper was appointed master mechanic, vice Mr. Johnston.

On September 25, T. C. Hopkins was appointed local storekeeper at Cleveland, vice L. F. Ryan, resigned.

On October 1, H. R. Wells was appointed freight agent at New Albany, Ind., vice J. E. Harmon.

The Baltimore and Ohio Glee Club has reorganized with Mr. Hobart Smock again as director. Employes who sing will be cordially welcomed as members any Thursday night in November, 8 o'clock, Central Y.M.C.A., Baltimore

THE BALTIMORE AND OHIO RAILROAD COMPANY—RELIEF DEPARTMENT

STATEMENT OF RECEIPTS AND DISBURSEMENTS FOR JUNE, 1919

	Month of June, 1919	Six Months January 1 to June 30, 1919
RECEIPTS—		
Contributions by members	\$121,302.10	\$701,972.43
Contributions by The Baltimore and Ohio Railroad Co.	2,253.93	180,414.31
Interest	500.00	14,726.82
Total Receipts	\$124,056.03	\$897,113.56
DISBURSEMENTS—		
Benefits Paid Members		
Accidental Injuries	\$15,392.90	\$101,315.70
Sickness	35,894.48	270,962.24
Accidental Death	12,500.00	73,500.00
Natural Death	40,625.00	330,367.81
Surgical Expenses	1,727.37	11,609.11
Artificial Limbs	623.50	3 148.00
Total Benefits Paid	\$106,763.25	\$790,902.86
OTHER DISBURSEMENTS		
Operating Expenses	\$17 292.78	\$106,210.70
Total Disbursements	\$124,056.03	\$897,113.56

ADVISORY COMMITTEE Conducting Transportation Department

W. S. Berkmyer	Conductor	Canton, Ohio
J. H. Coulbourn	Passenger Brakeman	Philadelphia, 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.
William D Lenderking	Plumber	Baltimore, Md.
Henry Lovridge	General Foreman	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio
J. W. Richmond	Water Station Foreman	Garrett, Ind.
J. F. Thome	Section Foreman	Aviston, Ill.

STATEMENT OF PENSION FEATURE

The following employes were honorably retired during the month of September, 1919, with pensions:

Name	Last Occupation	Department	Division	Years of Service
Bevans, Edward	Laborer	Motive Power	Indiana	47
Chambers, W. A.	Painter Foreman	Motive Power	Baltimore	51
Darby, Peter	Blacksmith Helper	Motive Power	Baltimore	39
Hayes, Thomas	Crossing Watchman	Cond'g Transport'n	C. & N.	30
Martin, Thomas	Boiler Washer	Motive Power	Cleveland	37
Mentzer, Diller W.	Foreman	Motive Power	Cleveland	23
Moore, Esmond G.	Carpenter Foreman	Maintenance of Way	Charleston	19
Pettet, Taylor J.	Cabinet Maker	Motive Power	Cumberland	38
Snow, Thomas	Trackman	Maintenance of Way	Indiana	21
Wilson, F. E.	Collector	Real Estate	All	43

The payments to pensioned employes constitute a special roll, contributed by the Company. During calendar year 1918, \$322,188.20 was paid out through the Pension Feature to those retired. The total payments since the inauguration of the Pension Feature, October 1, 1884, are \$3,809,647.95.

The following employes, after serving the Company faithfully for a number of years have died

Name	Last Occupation	Depart-ment	Division	Date of Death	Years of Service
McGrail, James	Crossing Watchman	C. T.	Cumberland	August 31, 1919	31
Dunn, Daniel	Crossing Watchman	C. T.	Indiana	September 18 '19	48
Seibel, John H.	Engineer	C. T.	Baltimore	September 24, '19	37
Smith, J. C.	Ticket Ag't and Op'r	C. T.	Shenandoah	September 21, '19	49
Grimm, John H.	Passenger Conductor	C. T.	Baltimore	September 21, '19	39
Walker, Kephart D.	Conductor	C. T.	Monongah	September 11, '19	25
Klunk, Edward A.	Carpenter Foreman	M. W.	Ohio	September 17, '19	48
Kelly, Timothy	Pumper	C. T.	Chicago	August 30, 1919	31
Spreher, Carl Ernst	Laborer	M. P.	Pittsburgh	August 31, 1919	27
Taylor, Charles C.	Crossing Watchman	C. T.	Indiana	August 31 1919	45
Nokley, John	Crossing Watchman	C. T.	Toledo	February 10, 1919	63

Congress of National Safety Council Held October 1 to 4

Brotherhood Chiefs Pledge Support to Steam Railroad Section

THE National Safety Council, composed of the SAFETY representatives of all of the great industries of the United States, was held at the Hotel Statler, Cleveland, October 1 to 4.

The meeting was divided into a number of sessions, beginning with the administrative session for the purpose of organization. General sessions were held each day and these were supplemented by round table discussions and sectional meetings. In order to illustrate the wide variety of industrial work covered in the sectional meetings, it is only necessary to point out the following list of industries represented:

Automotive, Cement, Chemical, Construction, Electric Railway Health Service, Local Council Officers, Marine and Navigation, Metals, Mining, Packers, Paper and Pulp, Public Safety, Public Utilities, Rubber, Steam Railroad, Textile, Women in Industry, Wood Working.

The Steam Railroad section was addressed by W. G. Lee, President of the Brotherhood of Railway Trainmen, Warren G. Stone, President, Brotherhood Locomotive Engineers, and L. E. Shepard, President of the Order of Railway Conductors. All of these brotherhood chiefs spoke in an appreciative way of the work of the National Safety Council and said that they were giving strong support to the SAFETY movement on the railroads through their respective organizations.

The Round Table discussion of the Steam Railroad section was held on October 3, John T. Broderick, superintendent of Safety and Welfare Depart-

ment, Baltimore and Ohio Railroad being chairman. The following subjects were discussed:

1. The Prevention of Accidents at Highway Crossings.
2. How to Induce Members of Safety Committees to Report Unsafe Practices among Employees.
3. Best Method of Conducting "No-Accident Campaigns." Should Train Accidents be Included?
4. Should Safety Agents be Clothed with Authority to Require Correction of Unsafe Practices?
5. To what extent should Supervising Forces be Held Responsible for the Safety of Men under their Direct Supervision?

Miss Mabel T. Gessner, of the Safety and Welfare Department, represented the Railroad at the session of the "Women in Industry" section.

Another session was devoted to Employees' Publications, the program of suggested topics including the following:

1. How to Interest the Management to Appropriate Funds for a Plant Organ.
2. What Benefits should a Corporation Expect to Derive from an Employees' Publication?
3. What can Employees' Publications do to Promote Industrial Good Will?
4. What kind of Material is Needed to make the Plant Periodical a Success?
5. How to Obtain News Items for a Plant Publication.

The members of the National Safety Council agree that SAFETY work on the railroads bulks larger than that in any other industry, because of the large number of employees involved and the large public service rendered in trans-

porting passengers and freight. Just what can be done by the railroad employes in reducing personal injuries, will be demonstrated, we hope, to the satisfaction of everybody interested in the SAFETY work, in the National Accident Prevention Drive, the results of which will be published in a future issue of the MAGAZINE.

Coal Saving—Baltimore Division

By R. B. White
Superintendent

ROAD foreman of engines, J. E. Sentman, East End of the Baltimore Division, rode train No. 506 September 25, engine 5212, engineer H. T. Snyder and fireman M. W. Phebus, and he made the following report of the trip:

"When I got on the engine at Baltimore I noticed there was only enough fire to cover the grates in the firebox. The train consisted of eight cars and ran on time at all points between Baltimore and Philadelphia. The engine consumed 235 scoops of fuel on the trip, which I estimated at fifteen pounds per scoop. At no time did the fire appear to be more than six or eight inches thick over the grates and it was perfectly level. When the engine arrived in Philadelphia the fire was almost as clean as when it left Washington and the grates had never been moved on the trip.

"This is one of the best fuel performances I have noticed on this class of engine since they have been in service. I complimented the crew on their good work, and while talking to them about fuel performance I was told by the fireman that on his trip west on the preceding day, September 24, on train No. 21, from Philadelphia to Baltimore, he had passed Aberdeen with engine 5212, with his fire about half way up to the bottom of the furnace door. Further, that he had used only nine scoops of fuel from there to Camden Station, three of which were put in the firebox between Van Bibber and Clayton, three between Cowenton and Poplar and the other three between Bay View and the top of Gay Street Hill. He arrived at Camden Station with the fire

in good condition for the trip between Baltimore and Washington.

"On the night of September 27, I was again riding with this crew. After they arrived in Philadelphia they told me that what they had done on September 24 they had again repeated on September 26 with the same train, that the nine scoops of fuel had taken this engine between the same points with plenty of fire left at Camden Station to make the trip over the Branch."

The American Way

From the Wheeling "Intelligencer"

HERE is an incident that is well worth study.

A few days ago a Pennsylvania express train bound for New York stopped not long after leaving Philadelphia. The passengers became uneasy and some of them climbed out to find the engine crew trying to make a minor repair on the engine. The job puzzled them. Then from the crowd stepped out a prosperous looking citizen, who said:

"Give me a hammer and I will fix it for you."

Without waiting to don overalls, he went to work and in a short time the engine was in running condition.

"Who is that man?" asked a passenger.

"That is 'Sam' Vauclain," replied another.

The volunteer engine mender was the president of the great Baldwin Locomotive Works at Philadelphia. He worked in the shop, learned his trade, came up from the ranks and is now head of the greatest locomotive making plant in the world. "Sam" Vauclain's career is not peculiar or unique in America. Charles M. Schwab once carried a surveyor's rod, and Daniel Willard was once a railroad trainman. The industry of this country is calling for expert men each day, and the man who is able to fill the job above him sooner or later is pretty apt to get it. The trouble with many men is that not only are they not prepared for the jobs above them, but they don't care enough about filling the jobs they are in.



The Men Who Held the Line Tour the World Home

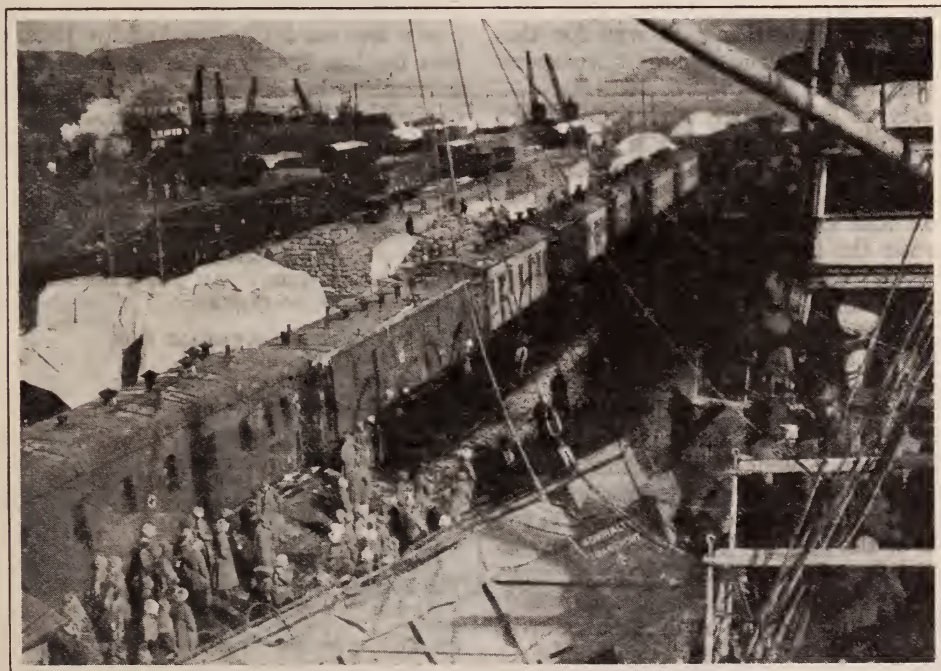


MOVING pictures of the wild and wooly west, with their stage coach holdups and black-masked men, seem unreal and impossible in our days of aeroplane and transcontinental express. But in another country, in the upset days of 1918, scenes were enacted that would give the flightiest scenario writer pause.

For four hundred years the Czechoslavs have, both directly and indirectly, fought for their independence from Austrian control. At the beginning of the German war, Bohemia was called upon to furnish her complement of soldiers for the Austrian army and, under forced draft, thousands of Czechs were enlisted

in the armies of the Central Powers, fighting against Russia. As opportunity offered, large numbers of the Czechs refused to fight longer with Austria, and whole companies, and even regiments went over to the Russian side.

Then followed the collapse of the Russian army under Kerensky, and the Czechs offered their services to the French government for the fighting on the western front. The Czechs gathered together in the early part of 1917, proclaimed their independence and organized an army which was promised by the Allies safe conduct out of Russia by way of Archangel and across the Trans-Siberian Railway.



The Red Cross sanitary train which brought the Czechs from Chelyabinsk on the western front, more than 4,100 miles, to Vladivostok, seen in the distance

Here began the "rough stuff" of the reel. The group assigned to be sent by way of Archangel was promptly blocked by the Bolsheviks at Moscow, and the whole 70,000 men had to leave Russia via the Trans-Siberian Railway and Vladivostok. It became increasingly difficult to get transportation, and as a result, the little army was strung along the Trans-Siberian Railway from Kiev to Irkutsk.

At this critical stage, several thousand Czechs were forced to disarm before they were allowed to proceed further, and the treacherous Bolsheviks also fired upon a few thousand of them, en route to Vladivostok. These Czechs, with a few hand grenades and their bare fists, attacked several times their number of armed "Reds," and wresting their guns away from them, captured a small station west of Irkutsk and took command of the situation.

Far outnumbered, and isolated as they were, the staunch fighters were in a very precarious position until the United States government, responding to an appeal by the Czech leaders, agreed to send armed assistance in cooperation with Japan and the Allies. It was for this purpose that American soldiers were sent to Vladivostok in August, 1918.

Early in September, after one of the most brilliant episodes of the war, when 4,000 Czechs succeeded in penetrating the Bolshevik lines in the Trans-Baikal region and establishing communications between the troops west of Irkutsk and those in Vladivostok, the little army assumed military control of the entire Trans-Siberian Railway, to make sure it would not again fall into the hands of the Bolsheviks. Not until December and January, when the northern Russian army was organized under the influence of Admiral Kolchak, were the Czechs allowed to withdraw, after four years of uninterrupted and arduous fighting in the cause of the Allies. Some of their troops were left to patrol the Trans-Siberian Railway from Irkutsk to Omsk, which includes that portion of the dense forest of Taiger where scattered bands of Bolsheviks still proved aggressive.

Now this little army is returning home,

but the way is as long as the path of our pioneers through the unknown west. Many of the Czech soldiers now passing through the United States took part in this brilliant bit of history. The immensely long detours around the country of the Bolshevik have made it an almost herculean task to repatriate the brave soldiers. The American Red Cross has taken a large share of this responsibility, besides feeding and clothing the refugees in the new republic itself. Of more than five hundred wounded and invalid Czechoslovak soldiers of the first contingent of veterans taken home to Bohemia from Vladivostok under escort of the American Red Cross workers, only one died during the long journey. Three larger groups of Czechs, survivors of the Siberian fighting, journeyed toward home cared for by Red Cross nurses, and another transport left Vladivostok in August with still another contingent.

The first group of Czechs traveled via Alexandria, Egypt, and Trieste to Prague. The only member of the party to die succumbed to heart disease and was buried at sea. The journey consumed sixty-three days, and the Red Cross party was cordially thanked for its services by the throngs that welcomed the triumphantly returning Czechs in the capital of the liberated nation.

November

Anon—Stock Yards, Cincinnati Terminals

November here! A wondrous month,
Of Nature's own designing,
With glorious browns and reds, the summer's
Death needs no repining.

The golden rod, the gentian blue,
Are slowly passing on,
Mere memories of October's stay,
They're here today—then gone.

November here! And memory wakes,
'Twas a year ago it came,
That message sweet, "The Battle Won,"
Around the world the same.

November here! Let us rejoice,
Our boys are on this side,
The horrors of a bloody strife,
No longer now abide.

Oh Thou who giveth unto men
From Thine exhaustless store,
Know Thou that our Thanksgivings rise,
To Thee for evermore!

Lieutenant Colonel Page Edmunds, Medical Corps, United States Army, Has Resumed His Duties with the Company as Consulting and General Surgeon

DR. PAGE EDMUNDS, consulting and general surgeon for the Railroad, received his commission as Major in the Medical Corps, U. S. A., January 29, 1918, and was called to active service March 11, 1918. He was assigned to the Camp Meade Base Hospital, where his duties consisted in making fit for service the large number of prospective soldiers who were suffering with hernia. He had the opportunity of operating upon over six hundred hernias while stationed there.

In August he was sent overseas as the Surgical Director of Evacuation Hospital No. 16. Arriving in France, he organized three surgical teams and went to the front, operating daily until the armistice was signed. After an inter-

val of several months he was sent to the Army of Occupation with Evacuation Hospital No. 16, located in Treves. He remained there two months and was then sent to Coblenz. In the meantime, having been promoted to Lieutenant Colonel,

he was assigned as Commanding Officer to Camp Hospital No. 103, situated at Polliac, just outside of Bordeaux. From this assignment he was returned to the United States May 7, 1919, and discharged at Camp Dix on May 26.

During his Army career Lieutenant Colonel Edmunds had the privilege of serving with all three Armies. He was especially well fitted for war casualty work because of his large experience in accident work with the Railroad. His specialty of diseases of the



Lieutenant Colonel Page Edmunds, Consulting and General Surgeon

urinary tract, bladder and kidney, was particularly useful.

Dr. Edmunds' work overseas included days and nights of operating in evacuation hospitals right back of the front lines. After one of the heaviest barrages of the war, which lasted from November 9 until the morning of the armistice on November 11, his surgical duties were particularly trying. During one period alone, lasting twelve hours, he operated on thirty major cases.

Aside from his work in his own branch of the service, he had large opportunities to see many of the very interesting phases of the war. He was in Verdun on November 16. This great fortress had been bombarded only five days previously. He saw many attacks by German aeroplane squadrons on our observation balloons and one parachute drop by an American observer of 1,000 feet. On one occasion he counted 140 combat and bombing planes in the air at one time. Dr. Edmunds is tremendously interested in Baltimore and Ohio men, has made many improvements in our medical service and is anxious that all of our employes realize that he wishes to give them the best medical advice and treatment available.

Locomotive Front End Air Leaks Cause Fuel Waste

AIR leaks to locomotive front ends can be readily located when the engines are under steam or when they are located near an outside steam supply by using the blower to create a draft and holding a lighted torch to all seams and joints.

In superheater locomotives with outside steampipes, leaks are frequently found under the covering of the steam-pipe where it goes through the sheet. When so located the leak does not show a burnt spot.

Any front end leakage obviously increases the amount of gas and air which must be moved by the exhaust jet, and consequently necessitates a reduction in the size of the nozzle tip. This, of course, increases the cylinder back pres-

sure and entails fuel losses. In addition, it frequently leads to partial engine failures and to an increased cost of front end maintenance.

Every motive power official and employe who is responsible for the maintenance of locomotives should see to it that front ends on locomotives are tested for air leaks at frequent intervals.

Engineers and inspectors should report such defects, when they exist, on the Work Report made at the end of each trip.

Picked Up Here and There

By "Ernie" Baugh

Superintendent, Dining Car Department

Heard on No. 5

"Judging from all the turmoil in the world, the Kaiser was a bird at starting things. What I want to know is: Can you blame him for flying funny when one of his wings is on the Fritz?"

Smoking Room on No. 1

"The war changed a great many of us from our willingness to 'Let George do it' to 'Leave it to Jane.'"

Observation on No. 501

"Why is it that a 'corn fed' always picks out a microbe when there are so many 'Fatty' Arbuckles running wild?"

Blue Room, La Salle Hotel

Lady: Oh, goodness, what is that they are playing?

Man (he looked like a wise owl): That is corn from the cob, by Succotash, in F minor.

I'll bet it cost him something pretty to square that.

Our Best Advertisement

Seeing steward Marcks, weight 275 pounds, a gentleman about "Charlie" Chaplin's size said pathetically, "I wonder if this steward is a sample of the 'after-taking.'"

Some Red

Strickland Gillilan, describing a red-headed "Jane" to me:

"Red! Say 'Ernie,' 'twas the kind of red where you get the whiff of a burnt omelet when she gets an egg shampoo."

Cheap Municipal Health Insurance

Higher Taxes in Framingham, Mass., Pay Big Dividends in Decreased Sickness and Mortality

THAT tuberculosis can be checked under careful supervision has been clearly proven in the Framingham Community Health and Tuberculosis Demonstration which has been fighting the great white plague on a community basis in the Massachusetts town for three years. The town's death rate has been cut from 121 per 100,000 in 1916 to 76 per 100,000 so far this year.

Framingham is a city of 17,000, typically American in its make-up. Part of its population commutes daily to Boston; it has a wealthy district and a foreign born and poorer class. It has fairly large stores, is blessed with a good geographical situation and supports several large factories. But the first physical examination to which Framingham submitted showed that there was nine times more tuberculosis in the little town than anyone suspected.

In cutting down the death rate, in reducing the sick rate, and in decreasing the number of tuberculosis victims, the Demonstration in Framingham has shown that tuberculosis can be cured and can be prevented. It has proved clearly that any town, city, community or even any particular factory or store which fights tuberculosis in a careful, well-organized way, can control the disease.

Today the Massachusetts town is its own health censor. Before the Demonstration began, the town spent thirty-nine cents per capita on its health. Today it is cheerfully giving up two dollars for each citizen and is planning even greater expenditures. It supports several clinics, has an open air school and willingly, even eagerly, submits to personal physical examinations which not only detect disease but protect the remainder of the community.

The factories and large workshops in Framingham have taken up the fight

with enthusiasm. The largest factory in town, the Denison factory, has provided a system of physical examinations for employes which detect disease before it can get started, and which has kept down the sickness rate in the factory since it was begun. The advice of the doctor often over-rides the foreman in that plant.

There is also a well organized rest room in the open air, and the employes are compelled to spend a certain period of each day in it. The plant also supports a lunch room, where food is not only served at cost, but is prepared to meet the best demands of health. And all over the buildings there are posters which warn the employes about health dangers and advise them in the methods of living which will benefit them.

What has been done in Framingham can be done in other places. The requests from other cities and towns, which have watched Framingham become the American "Health Town" have shown that the fight against tuberculosis, along such carefully laid out lines, is spreading.

The National Tuberculosis Association, with 1000 local and state organizations affiliated with it, is directing a campaign which will go far towards stamping the great white plague out of the country. It is offering for sale at Christmas time more than \$6,500,000 worth of Red Cross Christmas Seals, and from the money derived from the sales will be drawn funds to fight the disease.

The target at which the National Tuberculosis Association is aiming is the target at which the Framingham Demonstration aimed. It seeks a careful individual physical examination in every city and town at least once a year, so that tuberculosis may be detected where it is not even suspected, and so may be fought and controlled.

Current Events As Seen

Got A Match?



—From the Baltimore Sun.



Another Thing to Think About

—From The Indianapolis News.

Anxiously Waiting



—From The St. Louis Republic.



From the New York World.

by the Cartoonists

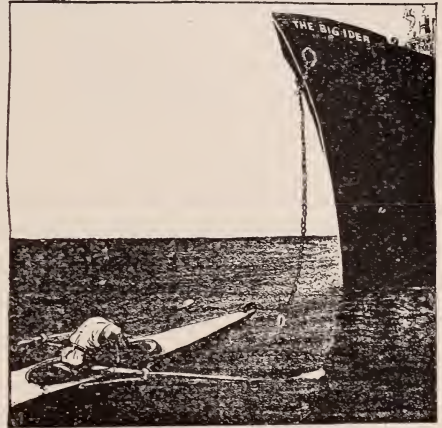
"COME ON"

Copyright, 1919, International Education Service, Inc.



—From the *New York American*,
September 14, 1919.

Wilson



—From the *Montgomery Advertiser*.

They Do Say Game Is Unusually Plentiful This Year



—Copyright, 1919, *New York Tribune, Inc.* Reprinted by permission.

IS OUR COUNTRY GETTING A BAD NAME?



—Nelson Harding in the *Brooklyn Eagle*.



Baltimore and Ohio Employees Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

The "Why" of Greater Production

WE HAVE been told over and over again that the key to prosperity is an increase in production. Yet it seems difficult to make this sentence mean what it should to those who are seriously concerned with the problem of our country's future. It is so easy to attack the profiteer, and it seems to be so difficult to increase production. Furthermore, the average citizen lacks the imagination to see how increased production will benefit him. That is perhaps why a large class of labor leaders are now fatally blundering when they endeavor to improve the conditions of labor by limiting production.

Yet, if there is one point which is obvious it is that production can in some cases be doubled and trebled. This is not merely a question of probability. It is a question of fact. During the war the production of certain articles was doubled and trebled and all history records the invention of labor-saving devices and machines which have increased the output of labor enormously.

Take this illustration:

Before the perfection of the cotton gin people who could not afford linen or silk, and that meant nearly everybody, wore woolen underwear throughout the hot summer months. The gin made possible the greater production of manu-

factured cotton and the hot weather comfort of practically all of us has thereby been greatly increased.

Or this illustration:

If you lived in a self-supporting community of fifty producers, suppose that, for the sake of argument, ten of them had to work eight hours a day to produce enough food for the whole crowd. But one day the community blacksmith, with the mechanic and electrician, produces a tractor that enables six of the ten farmers to do the work that it required the ten to do before. Shall the four surplus men stop working and live on the production of the others? There is certainly no justification for that. Shall the ten farmers cut their working time at the expense of the other members of the community? That is almost equally absurd. Then what shall they do? They will do the very same thing that civilization and progress have always given surplus labor to do. They will turn their attention to the producing of some other useful thing, better food or more of it, perhaps foods that had been considered theretofore too luxurious for their community. Or perhaps these four surplus men will keep on at their regular farming, and, plus the help of the tractor, will build up a supply of food above the requirements of their community and will trade it for some useful thing that the neighboring community offers, automobiles, books or talking machines, for example. Or they may build up a credit in money or trade against a bad season.

It is as plain as daylight that if half the labor of the United States today could and would produce in goods and service as much as the whole of it is now producing, the surplus half could turn its attention to undreamed of comforts and conveniences for all of us. History proves this, as can be seen very easily if a survey of the millions owning automobiles now in the country are compared with the very small percentage which, fifty years ago, had even the luxury and convenience of a horse and carriage.

Greater production, so long as the liberty and the health of the producers are maintained, is a blessing to everybody. It means more labor-saving

devices in the home and greater comfort and leisure for the home worker. It means better houses and more gardens, better clothes and healthier children, better schools and a more intelligent population.

Pass greater production around and you give the people greater comfort and happiness.

The Used-to-be and Now

By John Newman

Terminal Timekeeper, Pier 22, New York



LD timers like to discuss old times. They—we—like to boost the past, and, incidentally, knock the present.

"Ah," we say, "times are not what they used to be. I remember—" and we are off in the realms of recollections, memory conjuring up visions of a past, with which we compare the present very unfavorably. Human nature.

One thing about the thing we call human nature is that at all times it is dissatisfied with conditions as they exist. And it is this very spirit of dissatisfaction that constitutes the moving power of Progress.

Science asserts, and proves, that there is no such thing in the universe as inertia; that everything is everlastingly on the move, and will move everlastingly in the original direction if not interfered with by other natural laws.

The Lord in the beginning gave everything a forward push and everything ever since has been going in the original direction—that is, forward.

Everyone of us is primarily interested in the present, because we live in the present. Individually and collectively we are working in the present, grumbling about the present and hoping and working for the future. All our efforts and energies are bent on improving things. And we have succeeded splendidly, and are continuing strong in the same direction.

Everyone of us, whether he will publicly admit it or not, will, if he gives the matter even cursory examination, admit to himself that things are better "than they used to be;" that the world today

is a better place to live in "than it used to be," *despite* the World War and succeeding unrest. And will be better still, *because* of it.

It might not be a better world than it "used to be" for some of us, individually. But that does not disprove the general statement. For our own personal grievances, we must look for causes nearer home—maybe within us. Or adverse circumstances may pile obstructions in our path; may upset our equilibrium or jolt us out of our prescribed orbit, sending us "bumping the bumps." Everyone is subject to "circumstances." Napoleon said, "Circumstances? Bah! I make them." But they got him all the same.

That things are not what they used to be is true. They cannot be. Because they move *forward*.

"The moving finger writes, and having writ, moves on," sings Omar the Tent-maker. Yes; on, and on, and on, writing history. And each successive page shows so plainly that even he who runs can read: "Progress."

Let us then continue to be dissatisfied with conditions, but, instead of lamenting, let us each in his small way help to make them better. Just now is a good time to do it.

As a starter, why not invest a dollar in humanity by renewing your Red Cross membership? Then buy a few Christmas seals and use them on your letters, personal and business too, to help stamp out tuberculosis. The cheery red and green message of good will on your correspondence may warm other hearts to help make today a better day than yesterday.

"If we are going to conserve the finest elements in Anglo-Saxon civilization, we must conserve the method of free private initiative and not depend primarily upon government aid."—*Elihu Root*.

Recent Maintenance Work, Newark



Looking west on westbound, from eastbound distant signal, Pataskala, Ohio



Looking east on westbound, one-quarter mile east of Pataskala, Ohio



Looking east on westbound, from Columbia Center, Ohio

Division, Put Track in Splendid Condition



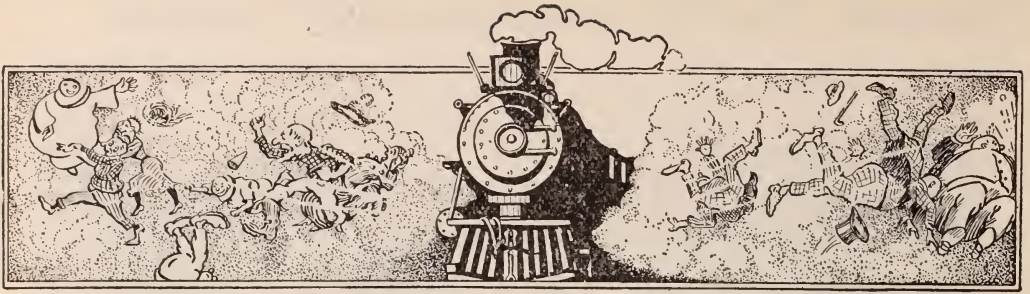
Looking west on eastbound, from west of west switch, Pataskala, Ohio



Looking west on eastbound from Columbia Center, Ohio



Looking west around curve east of Outville, Ohio



EXHAUSTS

Takes After Father

A Denver millionaire gave his little daughter a superb doll's house. It was lighted with electricity, each bedroom had its private bath, there was a garage with a tiny motorcar, and there was even a hangar with an airplane.

"Well, my love, how do you like your new doll's house?" the millionaire asked the little girl.

"It's all right," she answered, carelessly.

"But where is it?" said the millionaire, looking around the sumptuous nursery.

"Oh," said the little girl with a yawn, "I've rented it furnished to Cousin Sallie for thirty-five cents a week."



How Do You Feel?

Dearest Editor—Advise me—

I don't feel just right,
I can't sleep at night,
I moan and sigh,
My throat is dry,
I can't smoke or drink,
My grub tastes like ink,
My heart doesn't beat,
I've got cold feet,
My head's in a whirl.

Answer—"Then why don't you marry the girl?"—*National News.*



If You Don't Believe This—Read Your Bible and Find Out

The Bible contains 3,566,460 letters, 773,746 words, 31,173 verses, 1,189 chapters, 66 books.

The word "and" occurs but once, which is in the 9th verse of the 111th Psalm.

The word Lord occurs 1,855 times.

The middle verse is the 8th verse of the 118th Psalm.

The 21st verse of the 7th chapter of Ezra contains all the letters of the alphabet except the letter "j."

The 19th chapter of Kings and the 37th chapter of Isaiah are alike.

The longest verse is the 9th verse of the 8th chapter of Esther.

The shortest verse is the 35th verse of the 8th chapter of St. John.

There are no words or names of more than six syllables.—*Roller Monthly.*



Little Girl, to Movie Doorkeeper—I wanna go back in fer a minute.

Doorkeeper—What for?

Little Girl—I parked my gun under the seat and I wanna get it.



Man at the Door—Madam may I go up on your porch roof?

Woman at the Door—What in the world do you want to go up there for?

Man at the Door—I was cranking my Ford and it flew off the handle: It's up there.



Unanimous

It was just after a rainstorm and two men were walking down the street behind a young woman who was holding her skirt rather high. After an argument as to the merits of the case, one of the men stepped forward and said: "Pardon me, Miss, but aren't you holding your skirt rather high!"

"Haven't I a perfect right?" she snapped.

"You certainly have, Miss, and a peach of a left," he replied.

—*Stolen.*

Sixty-one Women Employes Enlist in Red Cross Nursing Classes

Federal Manager Galloway Authorizes Welfare Department to Form Emergency Reserve for Railroad's Needs



LITTLE more than a year ago the Influenza epidemic was raging at many points on the Baltimore and Ohio lines and in the face of almost insuperable difficulties the Railroad did valiant service through its established agencies for the succor of the sick.

Our Relief and Welfare Departments cooperated in their efforts to stop the ravages of the disease, the general administrative work being in charge of Dr. F. X. Milholland, chief medical examiner. The operations of the Maryland State Hospital Train are well remembered. Its equipment comprised four cars, a baggage car for ambulances and another for operating and ward rooms being supplied by the Western Maryland, and two coaches, one supplied by the Pennsylvania Railroad and the other by the Baltimore and Ohio, for ward rooms. Dr. D. Z. Dunott, of the Western Maryland, and Dr. E. M. Parlett, of the Baltimore and Ohio, were in active charge of the operations of this train on our lines and elsewhere as needed.

It will be recalled by those who had an attack of the dread disease in their families, that the greatest difficulty in adequately fighting the malady was caused by the shortage of nurses. One hospital in Baltimore of the writer's knowledge, with a staff of about sixty nurses, had all but four of them incapacitated from active duty by Influenza at one time. This threw a terrific burden on doctors wherever the disease was epidemic and often their sustained and harrassing labors caused them to become ready victims of the disease. The late Dr. Frank H. Weidemann, our own medical examiner at Connellsville, persisted in his ministrations to the sick after he had been advised to give up, and sacrificed his life in the cause.

Hearing of the nursing classes being formed by the Baltimore Chapter of the Red Cross, our Welfare Department secured authority from federal manager Galloway to form four of them.

As a result, sixty-one of our women employes have been enrolled, as follows:

Class "A"

Matilda Brundick, Lillian Doerfler, Grace Berghoff, Mabel Hunter, Mary A. Wilson, Katherine Byrne, Elizabeth Helfrich, Pauline Foster, Carrie Mewshaw, Esther Harr, Rose Reilly, Sarah Adler, Ida Drake, Ida Block, Lillie Ritter.

Class "B"

Mildred Doppman, Lillian Prenger, Irene Pearrell, Madeline Keiner, Lillian Gaither, Viola West, Mary Carr, Margaret Browne, Mabel Barrett, Frances Sollod, Augusta Fenton, Edna L. Smith, Alice Doyle.

Class "C"

Gertrude B. Cross, Margaret Bergman, E. A. Porter, Emma Sheehan, Hilda R. Back, Norine Kolb, Helen M. Jones, Beatrice Addison, Dorothy Thompson, Eva Dawson, Corina Helm, Virginia Walters, M. B. Galloway, Ella V. Mohr, Pauline Fieklein.

Class "D"

Mrs. Anna Lawler, Virginia Neighbors, Mollie Hamlan, Blanche M. Broderick, Mildred Krantz, Lee Adele McNally, Helen Kirkwood, Ulla Neilson, Evelyn Hoyer, Grace Theisz, Ruth Guyton, Cora Eshelman, Marjorie Taylor, Edith Cooper, Helen Tate, Louise Brannan.

Class "E"

Marie Kahmer, Sarah Kroder.

These employes represent the following departments: Car Service, Relief, Tariff, Valuation, Auditor Freight Claims, Freight Claim, Telegraph, Treasurer, Employment Bureau, Auditor Passenger Receipts, Federal Auditor, Freight Agent, Auditor Disbursements, General Freight, Auditor Merchandise Receipts, Auditor Revenue, Purchasing, Mail Traffic.

The course is called Home Hygiene and Care of the Sick and will be given in fifteen lessons, two each week, and each of one and one-half hours' duration. The class work will be under the direction of Mrs. Page Edmunds, Supervisor of Nursing of the American Red Cross, and wife of Dr. Page Edmunds, consulting and general surgeon for the Railroad.



Mrs. Page Edmunds, in charge of classes

Mrs. Edmunds is a graduate nurse of the University of Maryland Hospital and for a time was superintendent of the United States Naval Emergency Hospital at Annapolis.

As soon as Dr. Edmunds went overseas in army service, Mrs. Edmunds closed their home in the country and moved into Baltimore City, so that she could be in closer touch with Red Cross activities. Her work during the influenza epidemic was particularly notable and as a token of its appreciation for her devotion during this trying time some members of the Baltimore chapter of the Red Cross presented a handsome grandfather's clock to her.

Mrs. Edmunds has been at the forefront in the recent organizing of the State of Maryland for a possible return of the influenza or other similar epidemic. This organization includes perfected plans for the most efficient use of doctors and nurses, soup kitchens, hospitals and all other human and material resources

needed for such an emergency. The classes just organized among our women employes are a part of this plan.

These women employes have engaged in this study with the understanding that they will give their services and of their knowledge of nursing should emergency or epidemic become serious enough to make it advisable for the Railroad to call upon them.

This is one of the most interesting and commendable movements ever made on the Railroad. The difference between trained and untrained nursing in a serious epidemic is almost incalculable. And when these students have finished this training, the Railroad will have a strong reserve of expert assistants available for the benefit of all employes. On the other hand, the training is practical and will give to those who have taken it up a useful knowledge of the general principles of nursing, which will be of inestimable benefit to them. We wish all the classes and individuals great success in their work.

Lieutenant E. Kent Lawrence Promoted



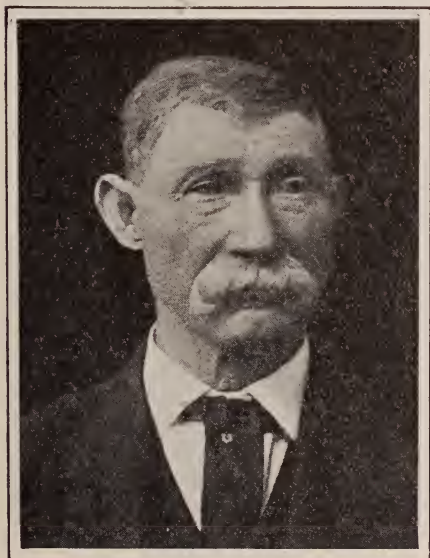
LIEUTENANT LAWRENCE'S friends on all parts of the Baltimore and Ohio will, no doubt, be glad to hear of his recent promotion to Chief Scale Inspector, reporting directly to G. W. Andrews, Assistant to General Superintendent, Maintenance of Way and Structures. Mr. Lawrence is a graduate of the Massachusetts Institute of Technology, and except for two or three years spent on engineering projects in Southern California, has been with the Baltimore and Ohio since 1911, when he entered the service as inspector of scales and weighing under the late L. D. Davis. He enlisted when war was declared and gained a lieutenancy, but returned to his old position in the Weighing Bureau soon after receiving his discharge. Mr. Lawrence is thoroughly conversant with all matters relating to the weighing of freight, and his loss to his former associates of the Weighing Bureau will be felt in a degree second only to that of his former chief. His experience, however, in the engineering features of his new position, coupled with his knowledge of the use for which scales are intended and his realization of the importance of weighing as the basis of revenue, should render him a still more valuable man to the Company.



Thomas Eagan—John A. Vaughan—Kephart D. Walker— Caleb H. Hackett

Thomas Eagan, Crossing Watchman

ON OCTOBER 1, Thomas Eagan, affectionately known among the people of Hagerstown and vicinity as "Uncle Tommy," was retired. He did not want to give up his post of duty but was prevailed upon to do so by his children and friends. "Uncle Tommy" was born in County Ros-



Thomas Eagan

common, Ireland, November 20, 1832, and emigrated to America in 1858. He lived for a time with relatives in the vicinity of Charlestown, Va., now Charles-Town, W. Va. In 1861 he entered the service of the Baltimore and Ohio Railroad as trackman on the Baltimore Division, that part of it now being included in the East End of the Cumberland Division. In 1864 he helped build the Washington County Railroad, now the Washington County Branch of the Baltimore and Ohio, completing the line into Hagerstown in November of that year.

After the railroad was built he accepted employment under agent Charles E. Ways at Hagerstown Station, where he remained for some years. His next employment was as passenger brakeman on trains running between Hagerstown and Washington and Baltimore, where he remained for six years. He returned to Hagerstown after leaving passenger train service and was a successful applicant for the position of watchman at Baltimore Street crossing, Hagerstown, which position he now leaves after thirty-five years' service. This crossing carries a great deal of traffic and "Uncle Tommy" in speaking of his service there said that he never had an accident of any kind. And in a reverent undertone he added, "Thank God."

Many persons stop and look at the little memorial park maintained by "Uncle Tommy" beside his watchbox. Here are erected memorials to John W. Garrett, Colonel Roosevelt,

Senator A. P. Gorman, Governor Hamilton, Chief Judge Alvey, Charles E. Ways and others. The following epitaphs illustrate the quaint affection and sentiment he has shown for departed friends and illustrious men:

**“To a faithful departed Friend,
Charles E. Ways,
A man well and highly esteemed by the
outside world,
Friend of John W. Garrett, President of
the Baltimore and Ohio Railroad.
Wish both a happy and peaceful rest.”**

**“A Brilliant Star, a friend to man,
Thomas Fitzgerald,
General Manager, Baltimore and Ohio,
Should not be forgotten.
Wish him peace with God.”**

Here he also felicitates by crosses and substantial posts the illustrious living: President Wilson, General Pershing, the boys of the Army and Navy and the officials of the Baltimore and Ohio Railroad. He says he has had the good fortune to know former president John W. Garrett, President Willard, Mr. Galloway, Mr. Thompson, and various other railroad officials.

When asked how he had found the Company as an employer he replied: “No one could desire better treatment than I have had from the Baltimore and Ohio Railroad. In my fifty-eight years of service I have had no occasion to complain.”

“Uncle Tommy” has expressed his intention of keeping in touch with the Railroad and with the people with whom he has been so long associated: that he will come to Hagerstown once in a while to meet old friends and to see familiar places.

Mr. Eagan became a citizen of the United States in 1866 and says he has been proud of that honor, and especially so since the Great War, because of the noble and self-sacrificing part which our country took in that great conflict.

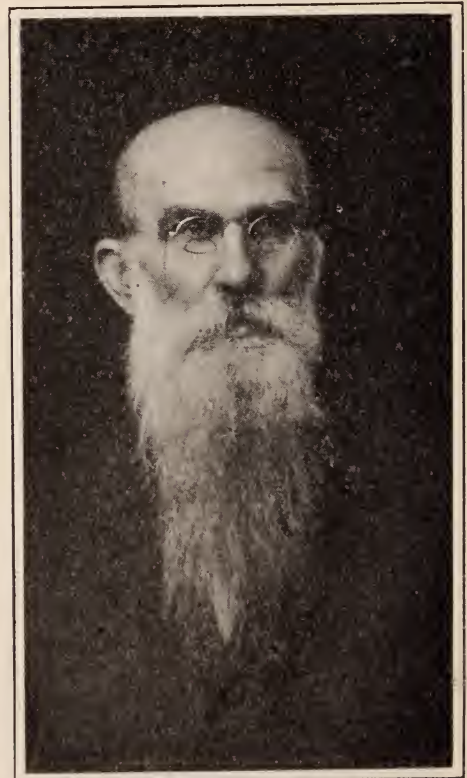
Mr. Eagan's wife died about thirty years ago and since that time he has lived in his watchbox at Baltimore Street crossing, Hagerstown. He has three children, Joseph, a printer in Philadelphia and Misses Ella and Mary, the former in Washington and the latter near Charles-Town. He will make his future home with Miss Mary Eagan, his daughter, several miles from Charles-Town, W. Va. He also has two brothers and a sister in Ireland.

John A. Vaughan—Blacksmith

By J. W. Root

Superintendent, Ohio River Division

JOHAN A. VAUGHAN was born April 21, 1854, in Wood County, W. Va. At the age of seventeen he went to work for the Baltimore and Ohio Railroad as trackman at Kanawha, W. Va., on the Monongah Division, continuing in that capacity until August 31, 1871. On May 1, 1873, he reentered the service as blacksmith helper at Parkersburg, working until March 29, 1877, when he again left, only to return January 1, 1880. From then he was employed continuously as blacksmith until August 15, 1896, when he was furloughed. He went to Chillicothe, Ohio, worked one month as blacksmith for the Railroad and was badly burned while placing a piece of iron in the fire. He returned to Parkersburg on December 7, 1898, and again entered the service in 1899, continuing in that capacity until he was pensioned in June, 1919.



John A. Vaughan
Pensioned June, 1919

Mr. Vaughan is a devout worshipper at the First Baptist Church of Parkersburg, having been a member of that organization since 1871. He has one son, the only living member of his immediate family, having lost his wife three years ago. He was a member of a family of ten children, and his five brothers and four sisters are still living.

His work during his long years of service has been very commendable. He took special interest in flue welding and splicing, and is an expert in that line. He is one of the old school of railroaders. He put forth the best he had in the Company's interest and has always endeavored to keep this interest first and foremost in his mind. His character is irreproachable and his service record entirely clear of any discipline whatever.

Kephart D. Walker

CAPTAIN" KEPHART D. WALKER, well-known railroader and Mason of West Virginia, died at his home in that State on September 11. The Sunday preceding he and his wife had celebrated their sixtieth wedding anniversary, and despite his ripe old age of eighty-two, he preserved to the last a remarkable clearness of mind. A few minutes before his death he called to a daughter who had just left the room in which he was sitting. She returned and as he smiled in recognition he closed his eyes and fell asleep in death.

Probably no veteran of the Baltimore and Ohio was more widely known than he, and his career has often been the subject of interesting newspaper accounts. His death was widely commented on in West Virginia, the following being in part taken from the appreciative article which appeared in the *Fairmont Times*.

When a lad of fourteen years of age "Captain" Walker entered the employ of the Baltimore and Ohio Railroad Company, and was stationed as telegraph operator in Washington, Pa. He continued in the service of the Railroad until a few years ago, when ill health compelled him to retire. He had served in almost every capacity for the Company, as telegraph operator, stationmaster, fireman, brakeman, engineer and passenger conductor. For many years he was conductor on a passenger train between Fairmont and Morgantown and when the run was extended to Pittsburgh, was

transferred. While living in Belington his run was between Grafton and Belington. His native wit, kindly disposition and efficient service and his memory for faces and ability to make friends, resulted in his being personally acquainted with almost every man, woman and child on his run.

Many are the stories of the wit of "Captain" Walker, and the amusing incidents told of his manner of handling situations which arose on his train in the old days, when a passenger conductor was called upon to meet all sorts of situations, to act as a prize fighter, a nurse maid, a mediator between the public and the railroad, to run the engine, if necessary, and to make his own schedule. These would fill a book. He was ever courteous to his passengers and always caring for their welfare. His efficiency was never questioned and if it was possible to get a train through on schedule, "Captain" Walker could be relied upon to perform the feat.

He was a noted gardener and florist and his roses were the pride of Fairmont. An ardent book lover, his library was filled with choice volumes, especially those dealing with the history of Masonry, in which subject he was an authority. He was honored with the thirty-third degree in the Order and held practically every office which the Masons of West Virginia could bestow upon him. His funeral was in charge of his lodge brethren and was attended by all the chaste dignity, beauty and solemnity which his illustrious career with the order demanded.

Caleb H. Hackett

CALEB H. HACKETT, born October 18, 1845, at Marriottsville, Md., died suddenly near Morgans, September 22, 1919, and was buried September 24, 1919, with Masonic rites in Loudon Park Cemetery, Baltimore, Md. He is survived by his widow and daughter, Miss Viola Hackett, and his brother, William T. Hackett, who is eighty-two years of age and living a retired life at Westernport, Md. Mr. Hackett had several other brothers who were enginemen of Civil War fame in the Baltimore and Ohio service.

About 1860, when fifteen years of age, Mr. Hackett started to learn telegraphy under C. A. Woodward, who was the first telegrapher at Marriottsville, this being the end of the double track. At that time the Baltimore and



The late Caleb H. Hackett

Ohio had but one track between Plane No. 1 and Marriottsville, a distance of thirteen miles. Office work did not appeal to young Hackett, and shortly after Mr. Woodward was relieved by S. Mass, he gave up the idea of learning telegraphy, and on October 1, 1863, entered the Railroad service in the Maintenance of Way Department.

He was engaged in the rebuilding of the road and telegraph which were destroyed by the Confederate Army at various points, especially between Harper's Ferry and Martinsburg, where the track was torn up, ties burned, rails heated and twisted around trees. He barely escaped capture at Quineys Switch, a few miles west of Harper's Ferry, while engaged in rebuilding the road and telegraph lines.

His skill in telegraph work was noticed, and he was transferred to the Telegraph Department under H. V. Riley, general foreman, a brother of J. J. G. Riley, superintendent of telegraph of the Railroad. Later general foreman Riley was succeeded by Thomas Cannon, and Mr. Hackett was transferred to the office of the Superintendent of Telegraph as expert wireman, in which position he remained until his death, completing fifty-six years of service with the Baltimore and Ohio.

In this position Mr. Hackett rendered most valuable service in connection with the intricate

wiring of offices, installation of duplex and quadruplex circuits and cable work. He was a man who could be relied upon to perform his work in the most efficient manner, and he was unusually well fitted for this work for he devoted his life to electrical wire work and thoroughly understood the principles governing the operation of instruments used in telegraph and telephone service.

In the performance of his duties, inspecting lines, etc., it was necessary for Mr. Hackett to cover parts of the road on foot, and it is said by his coworkers that during his years of service he thus covered the entire system.

Mr. Hackett was a quiet Christian gentleman, whose daily life was a living eulogy, and he will be greatly missed by his numerous friends and associates.

New Express Packing Rules Effective December 10

NEW express packing rules, similar to those required for freight movement on the railroads, will go into effect on December 10, and express shippers are requested to prepare themselves for the new standards. The new packing requirements, which were recently approved by the United States Railroad Administration, were formulated to provide additional safeguards for merchandise sent by express. Heretofore, shippers have been using all sorts of containers for express packages, but the new rules are expected to make the regulations uniform and thus provide business concerns with an even more reliable and speedy service.

Preparations are being made at local offices of the American Railway Express Company, which is the agent of the government in handling the express business of the entire country, to put the new rules into effect on December 10, and to require a strict adherence to them thereafter. The express officials expect that in this way shippers will be induced to pay greater attention to their packing methods and to turn their business over to the carrier substantially packed and clearly marked, so that, with reasonable care on the part of expressmen, all traffic can be handled rapidly and with fewer chances of loss or damage in transit.

(Continued on page 48)



Office of Auditor Coal and Coke Receipts Honors Returned Service Men

By John Limpert

THE red-letter social affair given thus far by our office was the entertainment and dance in honor of our returned soldiers, Messrs. Carter, Hartwig, Schuster and White, held on the night of September 13, at Automobile Club Hall, Baltimore. According to reports received from numerous sources, the entertainment was one of the best of its kind, the most gratifying feature being that, with one exception, the talent was selected exclusively from the office.

It would be difficult to pick out any one number on the program and pronounce it as being the best, because from the very opening chorus, sung by the entire assembly, which went with a snap, to the grand finale, each number was a complete success and merited the generous applause that was given.

In addition to the entertainment and dance which were so thoroughly enjoyed, a more permanent token of our high regard for our service boys was displayed when L. A. Lambert, our popular department head, presented to each of them, in the name of their fellow workers, a beautiful ring with their regimental colors in enamel and gold. We know these will be greatly prized by the boys, for, as Mr. Lambert said, they will ever remind them of the good will and esteem of their fellow clerks when all memory of the entertainment and dance have faded with the passing years.

A telegram from J. J. Ekin, federal auditor, who was called to Cincinnati on business, was read. In it he expressed his regrets at being

unable to attend and wished the affair every success. Among the specially invited guests present were: F. A. Deverell, assistant federal auditor; W. D. Owens, assistant comptroller; J. P. O'Malley, auditor of revenue; C. G. Glessner, freight claim agent, and N. F. Davis, assistant auditor merchandise receipts.

After the entertainment, the floor was cleared, and dancing was in order until twelve o'clock. Old and young seemed to be affected by the fever, and all the steps from the days of 'sixty to the very latest were in evidence. During intermission, cream and cake were served, while fruit punch was on tap during the entire proceedings.

Each and every member of the various committees deserves credit for the whole-hearted support given, without which the remarkable results attained would not have been possible. Those who deserve special mention for their untiring efforts are, H. I. Bunn, W. B. Dudderar, W. H. Pund, G. E. Pritchard and L. N. Williams.

Enclosed within a handsome cover of conventional eagle and stars and stripes design was the following program:

Roll of Honor

SERGEANT H. C. CARTER		FOREIGN SERVICE RECORD
ENLISTED	UNIT	11 mo., 9 days
March 30, 1916	4th Md. Inf.	
	Discharged June 6, 1919	
SERGEANT W. J. HARTWIG		FOREIGN SERVICE RECORD
ENLISTED	UNIT	12 mo., 16 days
July 26, 1917	Bakery Co. 330	
	Discharged July 2, 1919	

SERGEANT G. F. SCHUSTER		FOREIGN
ENLISTED	UNIT	SERVICE RECORD
April 25, 1918	Co. 74, 66th R. T. C.	12 mo., 7 days
Discharged July 15, 1919		
SERGEANT W. D. WHITE		
ENLISTED	UNIT	FOREIGN
May 29, 1917	Battery D, 110th Field Art.	SERVICE RECORD
Discharged June 2, 1919		

Entertainment Program

1. First Verse of the National Anthem . BY EVERYBODY
 2. Home Again . . . Miss E. M. RITTER AND CHORUS
 3. Keep The Home Fires Burning . . . MALE CHORUS
Director, J. LIMPERT
- | | |
|---|---|
| <p><i>First Tenors</i>
L. N. WILLIAMS
F. H. EBERLY
J. P. MILLER</p> <p><i>Second Tenors</i>
M. L. DELL
O. R. LUTZ</p> | <p><i>First Bass</i>
L. C. EARP
W. H. PUND
E. F. WHIGLE</p> <p><i>Second Bass</i>
L. J. DOWNEY
J. F. HEINE
A. T. W. MOORE</p> |
|---|---|
4. Sketch—Six Cups of Chocolate . Coach, H. I. BUNN
- | | |
|---|--|
| <p>MISS ADELINE LINDOW
MARION LEE
DOROTHY GREEN
HESTER BEACON
BEATRIX VON KORTLAND
JEANNETTE DURAND</p> | <p>MISS E. E. KILKENNY
I. M. DONOVAN
L. H. JOHNSON
E. I. RAY
A. V. OWINGS
L. C. STARKE</p> |
|---|--|
- (Furniture used in this scene loaned by Brager's Dep't Store)
5. Cornet Solo . . . MR. W. J. HENRY
Werner's Parting Song
 6. Vocal Solo . . . MISS E. M. RITTER
"Loves Garden of Roses"
 7. Violin Solo . . . MR. J. LIMPERT
"Meditation," from Thais
 8. Recitation . . . MISS L. C. STARKE
"Michael Strogoph"
 9. Presentation Address . . . MR. L. A. LAMBERT
 10. Finale—"Till We Meet Again"

MISS MARIE LIMPERT, *Accompanist*
Intermission at 10.30 p. m., during which refreshments will be served

Committees

MR. J. LIMPERT	<i>General Chairman</i>
G. E. PRITCHARD	<i>Treasurer</i>

Gifts

MR. W. B. DUDDERAR	MR. F. B. MILNOR
A. B. SEIDENSTRICKER	J. P. WILLIAMS
C. C. RETTBERG	O. R. LUTZ

Entertainment and Dance

MR. L. N. WILLIAMS	MISS L. C. STARKE
C. H. POOLE	E. M. RITTER
H. I. BUNN	E. S. BRANNAN
M. L. DELL	E. F. HEIDERICH

Refreshments

MISS A. B. OTT	MISS R. DAHNE
M. A. AUTH	MR. W. A. PUND
M. H. WALTER	C. P. SPEDDEN

The chairman and various committees take this opportunity of thanking all those who in any manner helped make this affair a success

Sidelights on the Night's Doings

Vernon Castle had lead in his feet alongside of "Gene" Daly. The way that boy skimmed around made them all sit up and take notice.

Then again we lamped the renowned Mr. Dichter, of the Traveling Auditor's office. "Die" must have thought he had hold of a pump handle, the way he was working a certain young lady's arm. We were in great fear he would pull it out by the roots.

Even the "Chief" was observed to be very much in demand whenever a waltz was being played, and, by the way, considering his bulk, he moved around pretty freely, as it were.

My, doesn't he glide along gracefully! Yep, that's "Big Burns." Couldn't be anybody else, from that description.



This was the reception given the service men of the Office of Auditor Coal and Coke Receipts



Just a corner of the crowd at the Chicago Division Veterans' Outing

Now, aint that tough. Here I am handing out cakes to everybody and don't save a single one for myself. It's a poor cook, Alice, what don't look out for herself.

And such a beautiful bouquet! Cabbage, carrots, golden-rod, and things.

Come on, "French." Have another block of cream, it won't do you any good.

With Ott and Heiderich at the door it would, indeed, have required a person of iron nerve, not to say muscle, to attempt to run the blockade.

First Annual Picnic of Chicago Division Veterans

By O. V. Kincaide

ON August 30, the Veteran Employees' Association, Chicago Division, held their initial annual picnic at Jones' Landing, Lake Wawasee, and, from the numerous favorable reports received by Secretary E. E. Smith, it certainly must have been a humming success. Whenever this association starts anything it is bound to be good, for the reason that the committees and members are as one.

The accompanying picture shows a few of the "Vets" and their families who remained at the landing after luncheon while the others were enjoying a swim, boating, fishing, etc. One of the absentees, the efficient file clerk in the Superintendent's office (who, by the way, is some photographer), advised confidentially before leaving that he had a pressing engagement with a near friend, a fellow employe in the Superintendent's office who had a cottage at the lake, to take a picture of the family and go

"casting." After being gone for a couple of hours he returned carrying a big gunny sack and you can imagine the excitement when he stated that it contained two large fish. The crowd became anxious and wanted to see them, but our friend could not be induced to bring them forth. While at the station awaiting the train to bring them home, one of the canny women secured the bag and found the supposed fish to be a couple of the white leghorn variety. No suspicions are now attached to the incident because the file clerk said he did catch these "flying fish," using an airplane, and that so far as he is concerned, in the future the H. C. L. will be reduced.

All members hope to meet again next year and enjoy another rousing, sociable time.

Baltimore Veterans Entertain— Election of Officers at Next Meeting

By W. H. Shaw
Secretary

ON September 15, the Baltimore Division Veterans held a business and social meeting at the Jr. O. U. A. M. Hall, 100 North Paca Street. During the business meeting W. J. Dudley, superintendent Relief Department, gave a most interesting and detailed talk on sick benefits and the pension feature. After the business of the evening was completed, the meeting was turned over to the entertainment committee, under its chairman, J. D. Riley, who furnished the following pleasing program:

The "Unknown Orchestra," introduced as "friends of mine" by Mr. Riley, rendered

"Dear Old Pal of Mine" as the opening selection. They were followed by Miss Ruth Jefferson, who recited in negro dialect about the unworthiness of stealing *green* watermelons.

Then the Garden quartet, consisting of Messrs. Wortman, Welsh, Kaufman and Caskey, who had sung at the Brandywine picnic, gave a splendid exhibition of harmony "under a roof." Their first selection "Goodbye, My Coney Island Baby," was greeted with such thunderous applause that for an encore they gave "Pray for Sunshine." Then Mr. Wortman "soloed" "Asleep in the Deep." After this the quartet gave "Hail Jerusalem," "Bubbles," and other numbers. Here Mr. Riley announced that on September 25, there would be a good entertainment in Lehmann's Hall, and that, as an inducement to come, the Garden quartet would be on the program.

Miss Elna Sellman then sang "In the Heart of a Rose" so exquisitely that the audience vainly tried to obtain an encore.

Before the conclusion Mr. Riley announced that a medal would be given to the man and lady who brought in the largest number of members during the campaign now on. After a few additional selections by the quartet, the audience was invited downstairs, where ice cream, cake and cigars were enjoyed.

All members are urged to be present at the meeting of the association on November 3, at Jr. O. U. A. M. Hall, 100 North Paca Street, Baltimore, when officers for the ensuing year will be elected.

The Red Cross in Defiance, Ohio

By George F. Scheer
Division Passenger Agent



ALTHOUGH the work of the American women who have given their services during and since the war to all departments of the Red Cross activities has been so wonderful that it seems quite superfluous to pick out especially notable examples, we, in this section reached by the Baltimore and Ohio, feel that the work of the Red Cross canteen at Defiance, Ohio, has been unusually praiseworthy. Literally thousands of demobilized soldiers have been cheered on their way by the delicious food served by the Defiance canteen and the willing service given by its workers.

A fund was raised for the purpose of securing supplies to take care of the soldiers' needs, but

the public spirit of the citizens of Defiance and the surrounding locality was such as to make it unnecessary to touch this fund. Groceries, meats and food stuffs of every description were furnished in such quantity that there was plenty and to spare for the boys who came through this city.

Mrs. Louis Daoust was the executive officer of the Defiance chapter, and it was largely due to her splendid leadership that the Red Cross activities in Defiance made such a name for the place. We of the Baltimore and Ohio are especially grateful to her and her co-workers for their splendid cooperation given us during the trying demobilization period in taking care of the thousands of soldiers who used our trains in traveling through this section.

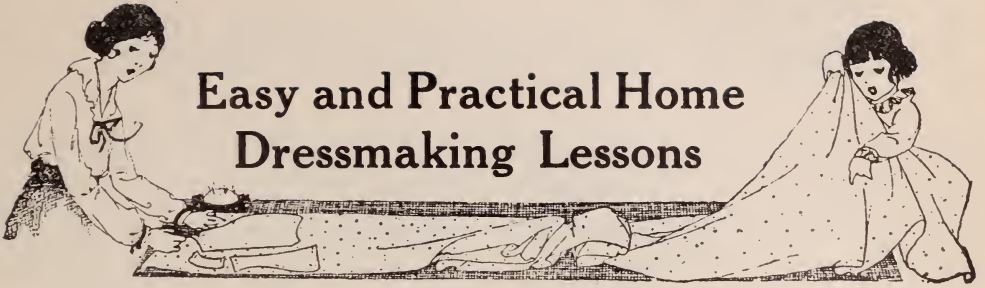
Many a boy will remember Defiance as probably being the only place reached on his long travels where a whole pie was supplied to cheer him on his journey. This was done for a large number of the men in khaki who stopped at our Defiance station.

New Express Packing Rules

(Continued from page 44)

The rules, recently promulgated, will not permit the use of paper wrapping for packages over twenty-five pounds, nor ordinary paper boxes, wrapped or unwrapped, when the weight of the package is over that limit. For shipments over twenty-five pounds, wooden containers, or containers of fibreboard, pulpboard or corrugated strawboard material are required. The cartons must be made of materials of specified "test strengths," similar to those required for the freight service, and the containers must bear the stamp of the manufacturers certifying that the material used is of the strength required for the weight of the shipment carried in it, as called for in the rules.

The express regulations, though modeled on those for freight movement, permit a wider latitude in the size of the carton used, and carry a certain number of exceptions. Shippers who wish to acquaint themselves with the new express regulations are requested to study Supplement No. 5 to Express Classification No. 26, in which these rules are embodied, and copies of which may be secured at any express office. It is calculated that the time remaining before December 10 will be sufficient to enable express shippers to adjust themselves to the new packing standards.

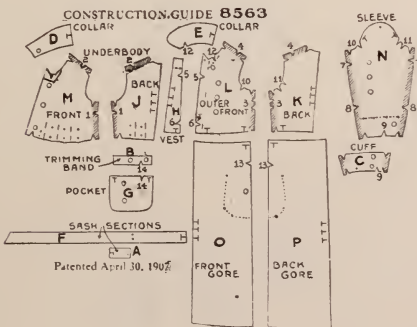


Easy and Practical Home Dressmaking Lessons

The Mode Expresses Itself in This Simple Frock of Dark Blue Voile Trimmed with Satin

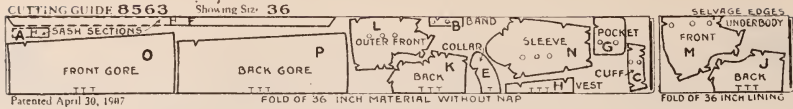
THE slim silhouette is the thing, for even though there are draperies aplenty, they assume such shapes as interpret slenderness. For general wear one need not hesitate to reproduce this one-piece frock in dark blue voile, with vest and collar of self-figured tan satin. The two-piece skirt is gathered and attached to the blouse under a string belt of its own material. It may or may not be trimmed with pockets. In medium size the dress requires $4\frac{1}{2}$ yards 36-inch material, with 1 yard 36-inch lining for the underbody and $\frac{1}{2}$ yard 40-inch satin for trimming.

The processes of cutting and construction are both very simple, as is proved by the guides. The front and back gores of the skirt having the triple "TTT" perforations laid along the lengthwise fold of material, makes the number of seams to be sewed less. The back of the waist and the vest are arranged in the same way. The outer front of the waist, sleeves, pockets and cuffs, have the large "O" perforations resting along a lengthwise thread. When cutting the lining, place the large "O" perforations of the front along a lengthwise thread and the triple "TTT" perforations of



the back along the lengthwise fold. Then, take the underbody and close underarm and shoulder seams. Hem the front and plait lower edges for stay.

Take the outer waist and close under-arm and shoulder seams as notched. Turn under



front edge of front on slot perforations and stitch 1 inch from folded edge. Gather waist at lower edge between "T" perforations. Gather lower edge of vest and slip under folded edge of right outer front with notches and edges underneath even. Close seam underneath invisibly; finish left side edge for closing.

Next, close the seam of sleeve, leaving seam free below large "O" perforation and finish for closing. Gather upper edge of sleeve between "T" perforations. Sew cuff to lower edge of sleeve as notched. Leave cuff free beyond the small "o" perforation and finish for closing. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam. Hold sleeve toward you when basting in the armhole.

Face collar and sew to neck-edge as notched, with center-backs even. Arrange outer waist on underbody and bring folded edge of outer front over the double small "oo" perforation in underbody front.

Join the skirt, leaving left side seam free for a placket. Gather upper edge and sew to lower edge of waist with center-fronts and center-backs even. Bring side seam in skirt to under-arm seam. Leave front gore free from center-front to left side edge, draw gathers to the required size, stitch tape underneath gathers for a stay and finish for closing.

Add pockets and belt, for finishing touches.

DRESS No. 8563. Sizes, 34 to 46 inches bust. Price, 25 cents. (Home Dressmaker's Corner.)

8523—LADIES' LONG-WAISTED DRESS (25 cents). Six sizes, 34 to 44 bust. Width at lower edge about 1½ yard. As illustrated in first large view, size 36 requires 4⅓ yards 36-inch material, 1⅞ yard 36-inch lining for gores. Second large view requires 4¼ yards 36-inch material. Closed at left side-front or at center-front. Open neck perforated for two styles of square neck, and for V-shaped outline. One square neck outline and the V-shaped neck are finished with collars; the collar shown with V-shaped neck in either of two styles. Long,



Dress 8523—25 cents



JACKET
8558
WITH SHIRT
8215



No. 12538. A filet medallion surrounded by cut-work embroidery is effective
● on household linens

one-piece sleeves, perforated for shorter length with turn-back cuffs. Attached two-piece skirt that may be made with or without the bands.

8215—LADIES' TWO-PIECE GATHERED SKIRT (20 cents). Eight sizes, 24 to 38 waist. Width at lower edge about 1½ yard. Size 26 requires 2¾ yards 44-inch material.

Timing New Linens to Meet Autumn Needs

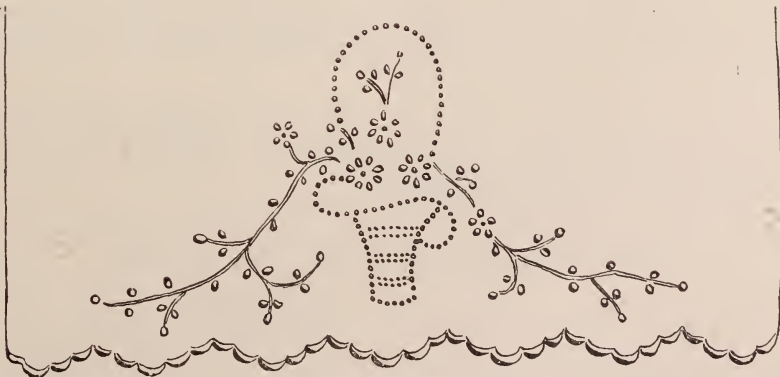
By Kathryn Mutterer



THE season and the fall replenishing of household linens are so closely timed that one scarcely can think of one without thought of the other. The towels shown here are timely for either purpose.

The flower basket design is charming in its simplicity and works up quickly. It is made of linen huckaback, but now that everything

genuine in the way of linen is so expensive, one is pardoned for using a cotton and linen mixture. On the other hand, it is always a safe investment to buy good material, for it lasts practically a life time, with careful handling. The pattern supplies sufficient design and scallops for two guest towels. Including scallops, the design measures 6½ inches high by 14 inches wide, and is developed in eyelet,



No. 12540. Basket design for towel and oddly scalloped edge

stem and buttonhole stitches. White cotton is preferable, although if the room in which the towel is to be used has a definite color scheme, it may be carried out in the embroidery. The design would also be effective on a scarf for the bureau or dressing table, if one wanted to make a set.

Filet crochet and cut-work are featured in the decoration of the second towel. In this case, also, the pattern supplies enough design with scalloped edge for a pair of guest towels, also working diagram of the filet medallion. The embroidery design measures $6\frac{1}{4}$ inches high by 15 inches wide, including scallops. Eyelet stitches are combined with the cut-work, also outline and solid satin stitch. Cut-work has a charm all its own and people are beginning to realize that it is not so difficult to do as the elaborate effect accomplished had led them to believe.

If the filet medallion and lace edge are not used, the space reserved for the medallion may be filled in with a good-looking $2\frac{1}{4}$ inch three-letter monogram and a scalloped edge.

EMBROIDERY No. 12540. Transfer, blue, price, 15 cents.

EMBROIDERY WITH FILET No. 12538. Transfer, blue, price, 15 cents.

Pictorial Review patterns on sale by local agents.

If You Were Boss

By Edgar A. Guest

If you were the boss and a fellow like you
Came in and requested a raise,
If he did his work in the way that you do
Would you speak of his toiling in praise?
Would the way that you tackle your work
every day,
Indifferent to profit or loss,
By another from you win an increase in pay
If you were the fellow that's boss?

If you were the chief and a vacancy came,
As vacancies frequently do,
Do you think that you'd hasten to fill up the same
With a youth that is very like you?
In his manner of working, think you that you'd
find
Any trait that would cause you to gloat,
Oh, if you were boss, are you sure you're the
kind
Of a fellow that you would promote?

If you owned the business this morning instead
Of working for people who do,
Do you think you would trouble or bother
your head
About a young fellow like you?
Take a look at yourself though it gives you a jar,
You may rally the next time you tire;
If you were the boss, would you say that you are
The kind of a fellow you'd hire?

Prepare for Winter

Before the next month has passed, winter will be upon us with its attendant hazards.

Make sure, NOW, that heating apparatus is in safe order. Have cracked stove bowls replaced, and provide proper ash pans, ash pit doors, etc. See that piping is free from cracks and holes through which sparks might fall. Have the chimney inspected and cleaned.

Clean out accumulations of rubbish and paper from behind radiators and during the heating season do not place inflammable material on or around the radiators. Despite the popular impression to the contrary, hot steam pipes DO cause fires.

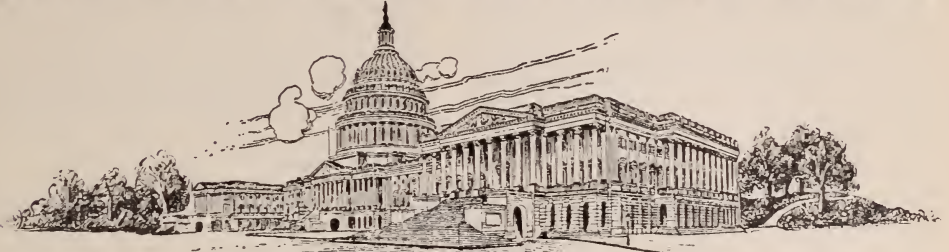
See that water barrels are filled to capacity and properly treated with salt to prevent freezing. If you have a fire extinguisher, see that it is not exposed to temperatures below the freezing point.

Oil stoves are prohibited by insurance regulations. Do not use them.

Help Us Prevent Fires—Be Careful

B. S. MACE,
Superintendent of Fire Prevention

United States Railroad Administration



Washington Information

Orderly Procedure Must Prevail—Director General Warns Altoona Strikers that Attempts at Coercion Injure Labor and Arouse Resentment of the Public

On October 8 the mechanics at No. 3 engine-house, Altoona, Pa., on the Pennsylvania Lines East, went on strike because of the appointment, as assistant foreman, of an employe from Hollidaysburg, adjacent to Altoona, claiming that this promotion should have been bulletined and given to the senior local man. They did not present their grievance in the manner authorized nor wait for adjudication.

B. M. Jewell, acting president of the Railway Employes' Department of the American Federation of Labor, immediately wired the presidents of the various organizations affected, asking them to advise the men that the strike was illegal and that they should return to work at once. This was done, but the men refused to return.

Committees representing the men then conferred with officials of the railroad and it was agreed that the men should return to work and take up their complaint in the regular manner. This information was conveyed to the men by their own representatives on these committees, but they refused to comply, and on October 10 a large percentage of the men in the other shops in Altoona and vicinity also quit work.

Later, after considering the matter dispassionately, all employes returned to work, on October 13.

In connection with the action of the men in quitting work in this instance, Director General Hines wrote Mr. Jewell as follows:

WASHINGTON, October 11, 1919.

My Dear Mr. Jewell:

I have learned with concern of the hasty and unauthorized strike which has taken place in the Altoona shops.

Until the contrary is clearly proved to me, I am going to believe that the rank and file of the men who have taken this action are going to give this matter their own individual consideration and exercise their own intelligent judgment in regard to it. I am, therefore, sending you this letter, thinking you may wish

to transmit it to the employes for their consideration.

I have had the opportunity of addressing and meeting the employes in the railroad shops in various parts of the country, and I am impressed with the belief that they are unusually intelligent and capable of thinking for themselves.

I believe any intelligent railroad employe who is independent enough to think for himself is going to decide that railroad labor cannot accomplish its entirely just and proper objects and desires except through orderly organizations, and he will also appreciate that railroads cannot be run except in an orderly manner.

Cannot Shut Up Shop Every Other Day

If a railroad shop is shut up every time there is a momentary disagreement between the local management and the local employes, before there is any chance to investigate the matter in an orderly manner, everybody might as well give up trying to run the railroads.

On the other hand, if, every time there is such a disagreement, the management must do what the employes demand, that will also be the end of railroad operation, because every thoughtless act of this sort will stimulate other thoughtless acts and the situation will get worse and worse and become impossible.

Must Adhere to Proper Methods

It is for these plain common-sense reasons that labor organizations provide a regular method of handling their grievances, and no labor movement can, in my opinion, ever succeed on any other basis. It is for the same reasons that the United States Railroad Administration has arranged, in cooperation with the railroad organizations, for the settlement of all these matters in a proper way and has taken the position from the outset, and must adhere to it until the end, that no grievance can be settled or considered while the employes are out on an unauthorized strike prior to the resort to the usual machinery.

Injuring the Cause of Labor

I hope, therefore, that every employe who is concerned in this matter will fully appreciate the fact that the supposed grievance on account of which the strike has taken place cannot possibly be considered at all until the strike terminates and the men return to work. I, therefore, would like for every employe concerned, who is willing to think for himself, to consider whether he promotes or injures his own interest and the interest of organized labor by continuing to participate in this unauthorized strike.

There are broader aspects of this matter which I believe the employes will think about, and which I wish to mention.

One is that these unauthorized strikes are doing a great deal to injure the cause of labor. They are creating the basis for the argument which is being urged more and more, that it is nonsense to recognize labor organizations or to try to deal with them, because the organizations will not obey their own rules, and therefore they make the orderly handling of business impossible.

I am not willing to accept this view. I believe these unauthorized strikes are due to temporary states of mind which will disappear and which will be succeeded by a due appreciation of the undoubted fact that labor organizations never can succeed and accomplish the important things which they ought to accomplish in behalf of labor until they obey their own rules. Nevertheless, every instance of this sort furnishes another argument to those who are opposed to organized labor, and every railroad employe who participates in a strike of this sort is making a weapon to be used by the enemies of labor organizations.

Alienating the Public

Another important aspect of this matter is that railroad employes, by reason of their organization, have a very important power and they have corresponding responsibility.

When they, without just cause, prevent the usual carrying on of the railroad business, they become responsible for an injury to the general public, including laboring men and their families and an injury which the general public is more and more prompt to resent.

At the present time the United States Railroad Administration is straining every nerve to serve the people of this country and the people of Europe by transporting the things which are needed to feed and clothe the people, provide them with fuel and with everything else they are accustomed to have. Every stoppage of work of this character is an unwarranted interference with carrying on this important work. It creates a burden from which in the long run the people in general have to suffer. It results in less supplies of every sort, and more cost for supplies of every sort.

The individual employe may feel that his own action in this matter is not enough to make any difference. But when he joins with a great many others, and when the joint action constitutes a serious interference with render-

ing the public transportation service upon which every man, woman and child in the country is dependent, and when he does this in advance of any effort to settle his grievance by reasonable and orderly processes, he does an injury to the public, and, as I stated above, an injury which the public is resenting more and more, and which therefore, is reacting injuriously more and more, upon organized labor, a result which I most sincerely regret.

If you think that this letter will be useful in prevailing upon these railroad employes to consider what their strike really means, that it cannot possibly help them, that it will not only be injurious to them individually but will hurt the cause of organized labor as well as constitute an injury to the general public, I shall be very glad for you to transmit the letter to them.

Sincerely yours,
WALKER D. HINES.

Our "On Time" Record

The Railroad Administration has begun the compilation of figures showing the percentage of passenger trains arriving on time in all parts of the United States.

The figures compiled during the month of August show that a high percentage arrived at their termini on time, the average for all regions being 83 per cent. Including trains leaving their initial termini late because of delay to connections, 87.3 per cent. made their run in schedule time or less.

The Allegheny Region, with a total of 80,261 passenger trains operated during the month, put 70,756 through on time, or 88.1 per cent.; 72,912 trains in this region, or 90.8 per cent., made their runs in schedule time or less.

The various unauthorized strikes of shopmen during the month militated against a still better showing.

In this compilation suburban trains are not included. This report covers the Class 1 roads under Federal control.

Trains which arrived on schedule time:

REGIONS	NUMBER OF ROADS	TRAINS OPERATED	NUMBER ON TIME	PER CENT.
Eastern	43	98,081	82,071	87.7
Allegheny	15	80,261	70,756	88.1
Pocahontas	3	3,970	2,949	74.3
Southern	33	49,683	42,224	85.0
Northwestern	15	25,960	19,939	76.8
Central Western	24	42,474	32,390	76.3
Southwestern	23	20,289	15,855	78.1
Average	156	320,718	266,184	83.0

Trains which arrived on schedule time, or which, if late, made their runs in schedule time or less:

REGIONS	NUMBER OF ROADS	TRAINS OPERATED	MAKING SCHEDULE TIME	PERCENT.
Eastern	43	98,081	85,989	87.7
Allegheny	15	80,261	73,912	90.8
Pocahontas	3	3,970	3,073	77.4
Southern	33	49,683	44,668	89.9
Central Western	24	42,474	35,272	83.0
Northwestern	15	25,960	21,064	81.1
Southwestern	23	20,289	16,992	83.8
Average	156	320,718	279,970	

Trains arriving at final terminal ten minutes late or less are considered on time.

When considering time of departure, delays at initial terminal chargeable to causes other than waiting for connections are considered as part of the running time. Delays at intermediate points waiting for connections are considered as part of the running time.

Handling Immense Traffic

The railroads of the country are now doing a heavier business for the present season of the year than was ever done in the history of the railroads in normal years, and practically as heavy business as in 1918, which exceeded all previous records. They have more cars in actual service than in 1917 or 1918. While the bad order car situation was greatly embarrassed by the extensive strikes among shopmen in August, the percentage of bad order cars is now rapidly improving.

While the freight business is practically as heavy as at this time last year, the Railroad Administration in performing that business is unavoidably deprived of many exceedingly important aids which it was able to utilize last year. One of these is the zoning of coal, which last year compelled consumers to take their coal from nearby mines. Another is that last year there was much heavier loading of many important commodities than it has been possible to secure this year, the result being that more cars have to be used for the same amount of traffic.

The fact that there is still a shortage in rail transportation is due to the fact that the business offered is far in excess of transportation facilities. This has always been true in times of heavy business in the autumn months, except last year, when the matter could be and was controlled with a view solely to war necessities.

At the same time railroad facilities have not expanded to the extent required in the public interest. Even prior to the war railroad facilities were not equal to the demands. During the war the addition of new facilities was greatly restricted by scarcity of material and labor. Since the war, it has been impossible to enter upon or carry out any extensive program for enlargement of railroad capacity because of the uncertainty as to the status of the railroads. The Railroad Administration was not provided with the money and therefore could not originate or carry out any such program. The railroad companies, in view of the uncertainty, were unwilling to provide the money.

The result is that the railroad facilities of the country are decidedly below what the traffic demands. Nevertheless, the maximum traffic is being handled, and this is being done with less shortage of transportation than manifested itself at times in the pre-war period.

Particular attention is being paid to furnishing equipment for the transportation of coal and grain. It was decided early in September that in order to meet the coal requirements of

the country it would be necessary to move a minimum of 11,000,000 tons of bituminous coal a week. For the week ended on September 27 approximately 11,575,000 tons were transported.

Conditions have developed which have made it necessary to handle the wheat situation in an emergency way. It has been impracticable to move additional wheat to points where the elevators are full, because to do so would cause large numbers of cars to be filled with grain which could not be disposed of at destination, and this would result in practically taking such cars out of service.

As to the situation in Texas, where the wheat conditions are particularly acute, because the crop is approximately 25,000,000 bushels larger than last year and there is a scarcity of storage facilities, arrangements are being made through the Grain Corporation for the sending of additional cargo vessels to Galveston. Particular efforts are being made to move wheat which is on the ground and thus exposed to the weather.

Keep Well This Winter

The Committee on Health and Medical Relief of the Division of Operation has compiled the following mandates for those who wish to enjoy good health during the winter months:

Ventilators in offices should be kept freely open, and, if there is heat in the building, the temperature of the quarters should not be permitted to go over sixty-eight degrees.

At the noon hour all windows in offices should be opened and the rooms cleared of all the clerical help possible during lunch time.

Avoid crowds and congregating in groups.

Elevators should not be crowded.

Everyone coughing and sneezing should do so in handkerchiefs.

Use individual drinking cups.

Keep the hands clean by frequent washing, as they are conveyors of disease germs.

Do not visit anyone suffering from influenza, pneumonia or epidemic colds.

Remember that the germs of flu and pneumonia are found in the discharges from the mouth and nose of not only those afflicted, but often in persons who seem to be healthy.

Avoid getting feet and clothing wet.

Protect others by observing these health rules just as you would have others protect you.

Fewer Women Employes

The number of women employed on the railroads under federal control on July 1, 1919, has decreased 17,415, or 17.4 per cent., as compared with January 1.

Because of the heavy character of the work, instructions are outstanding that women shall not be employed in depot parcel rooms, as section laborers or as truckers.

Following is a statement of the numbers engaged in various capacities:

SERVICE	JAN. 1	JULY 1	PER CENT. DEC'5E
Attendants.....	1,816	1,275	29.7
Bridge tenders.....	1	19	...
Car Department.....	1,525	931	38.9
Clerical.....	74,744	64,602	13.6
Cleaning.....	5,471	4,674	14.6
Elevator operators.....	100	96	4.0
Messenger service.....	754	562	25.5
Personal service.....	2,863	2,404	16.0
Roundhouse work.....	1,290	595	53.9
Shop work.....	2,854	1,085	61.9
Signal service.....	234	138	41.0
Station agents, etc.....	1,174	1,134	3.5
Supervisors of women employes.....	105	86	18.1
Yard work.....	37	26	29.8
Telegraph operators.....	2,587	1,768	31.7
Telephone operators.....	2,282	1,577	35.3
Train service.....	94	71	24.5
Warehouses and docks.....	722	408	43.4
Watchwomen.....	721	565	21.6
Other service.....	335	278	17.1
TOTAL.....	99,709	82,294	17.4

Wants Legislation Expedited

Dealing with the desirability of the early passage of legislation preliminary to the release of federal control of the railroads, so that definite knowledge rather than uncertainty may prevail, Director General Hines gave his views in a joint letter to Senator Cummins, chairman of the Senate Committee on Interstate Commerce, and Congressman Esch, chairman of the House Committee on Interstate and Foreign Commerce, on October 7. Following are excerpts therefrom:

"Pending the passage of railroad legislation uncertainty naturally exists. Such uncertainty makes it impossible for the government to plan or carry forward necessary additions and betterments and to acquire essential new equipment. And such uncertainty likewise makes it impossible for the railroad companies to make such preparations.

"In order to keep abreast of the growth of business in this country it is indispensable that the railroads should continue to spend large sums in the acquisition of new equipment, the enlargement and unification of terminals and the construction of additional and the enlargement of existing shops, enginehouses, turntables, etc., and in the carrying forward of normal programs for the revision of grades, construction of additional main tracks, longer and more numerous passing tracks, etc.

"In the year or two prior to the beginning of Federal control this work was largely arrested by the difficulties of securing materials and labor and by the difficulty of securing new capital. During the year 1918 this work was largely restricted to things which could be promptly done and which would have a relation to winning the war, and also restricted by the scarcity of materials. The result was that comprehensive programs for developing the railroads were largely interrupted. During the calendar year 1919 there has been unavoidably an almost complete stoppage of all these matters because of the prospect of early termination of federal control and the resulting indisposition on the part of Congress to make appropriations large

enough to provide for extensive improvement programs to be carried on with government funds under the direction of the Railroad Administration.

"Hence a vast amount of work now remains to be done which the intervention of the war has necessarily delayed and accumulated, and the result is that during the year 1920 very large capital expenditures ought to be made to make up for the interruptions inevitably due to the war and to prepare the railroads to serve adequately the increased traffic throughout the country. This is particularly true as to equipment, as it seems to be reasonably certain that in the fall of 1920 there will be need for materially more freight cars than will be available if the corporations are not able promptly to make plans for the additional equipment which the Government has been without provision to acquire.

"In order to make the necessary preparations for addition and betterments, including equipment, it is obvious that considerable time must be allowed for planning the improvements and for raising the money. Even the physical planning for the improvements cannot be successfully made until the legislation shall be determined upon, and the improvements cannot be entered upon without knowledge as to how the money can be raised to pay for them; and the raising of the money will of course be dependent upon the fact and character of the legislation. Even thirty days' delay in the ability to make plans means a probably much greater delay in carrying the plans into effect, and if legislation should be so delayed as to prevent the definite making of plans until well along in the spring the probability is that the plans could not be carried out at all in time to meet the railroad traffic requirements in the latter part of the summer and fall of 1920.

"What I have said above with regard to capital expenditures of course does not affect the situation as to maintenance work on the railroads. The Federal Control Act and the contracts which the government has made with the majority of the railroad corporations imposes an obligation to return the railroads to their owners in substantially the same condition as they were in when they were taken over, and the Railroad Administration is carrying on its maintenance work on this basis."

Increase Demurrage Charges

To study expedition of movement of freight cars both loaded and empty within terminals, in order to overcome avoidable delays and thus increase the efficiency of the freight car equipment of the country, special terminal committees have been arranged for at seventy of the principal terminals, each to be composed of local railroad representatives and a representative of the shippers.

The work on these committees is being pushed vigorously and every possible effort will be made to prevent delays to freight cars at terminals.

The Railroad Administration has received numerous complaints recently that refrigerator cars are being unduly detained at destinations and that cars loaded with lumber held for re-consignment are also being unduly held.

During the present emergency, in order to prevent undue detention of equipment, the following rules have been promulgated, after consultation with shippers:

On refrigerator cars which are not unloaded at the expiration of five days after the hour at which free time begins to run under the demurrage rules, a storage charge of \$10 per car will be assessed for each day or fractional part of a day thereafter that such car is held under load.

On cars loaded with lumber held for re-consignment a storage charge of \$10 per car will be assessed for each day or fractional part of a day that a car is held for re-consignment after forty-eight hours after the hour at which free time begins to run under the demurrage rules.

These charges will be assessed regardless of whether cars are held on railroad hold tracks or delivery tracks, including consignee's or other private sidings and will be in addition to any existing demurrage and storage charges.

August Financial Statement

The Operating Statistics Section of the Railroad Administration has completed figures covering the financial results of operation for the month of August for all Class I roads in federal operation. These comprise 231,964 miles of road, or ninety-seven per cent. of the total of 240,177 miles of road federally operated.

Condensed Income Account

	MONTH OF AUGUST		INCREASE OR DECREASE	
	1919	1918	AMOUNT	Pct.
Op. rev.	\$464,550,969	\$497,689,570	*\$33,138,601	*6.7
Op. exp.	353,416,001	354,682,438	*1,266,437	*0.4
Net op. rev.	111,134,968	143,007,132	*31,872,164	
Taxes, etc. ...	20,485,967	16,324,502	4,161,465	
Net op. inc. ...	90,649,001	126,672,630	*36,023,629	
Op. ratio	76.1	71.3	4.8	

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,352,976, so that the net profit to the government was \$16,296,025 for these properties. In this connection, however, it should be observed that the August expenses do not include the increases in wages recently granted the shopmen, which are retroactive to May 1, 1919. It is estimated that these increases will amount to approximately \$4,000,000 per month.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in August, 1918, include about \$19,000,000 back pay applicable to prior months, but they do not on the other hand reflect the increases to agents, telegraphers, trackmen, clerks, enginemen and trainmen, granted subsequent to August, 1918. which are included in the August, 1919, expenses,

The results for the eight months ended on August 31 were as follows:

Condensed Income Account

	EIGHT MOS. TO AUGUST 31		INCREASE OR DECREASE AMOUNT
	1919	1918	
Op. rev.	\$3,238,744,231	\$5,017,761,965	†\$220,982,266
Op. exp.	2,763,103,717	2,457,633,745	†\$305,469,972
Net op. rev.	475,640,514	560,128,220	*\$84,487,706
Taxes, etc.	151,326,023	144,976,921	6,349,102
Net op. inc.	324,314,491	415,151,299	*\$90,836,808
8-12 of annual rental	594,823,808	594,823,808	
Op. loss	279,509,317	179,672,509	*\$90,836,808
Op. ratio	85.3	81.4	* 3.9

*Indicates decrease.

†Indicates increase of 7.3 per cent.

‡Indicates increase of 12.4 per cent.

It must be remembered that the comparison between the eight-month periods is substantially affected by the fact that the rate increases, approximately twenty-five per cent., which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918.

Grain Movement

In connection with the handling of the grain crop, especially of the Western States, where the demands have been insistent for more cars into which to load wheat, Director-General Hines states:

"My associates and I have been and are giving most earnest consideration to the transportation of wheat, but it is important to have it clearly understood that the present inability to transport the wheat is due to causes which the Railroad Administration cannot control.

"On May 20 and again on May 29 the Railroad Administration issued notices to the public that, in view of an expected large crop of wheat and the necessity for utilizing all available railroad equipment to the fullest possible extent, the wheat crop would have to be handled under the permit system, under which wheat would not be accepted for transportation until there were facilities for unloading it at destination. The permit system, which is administered in connection with the United States Grain Corporation, was put into effect in accordance with the public notice on August 1, and since that time permits for the shipments of wheat have been issued only when there were facilities at destination for unloading it.

"The reason the Railroad Administration has not been supplying more cars for wheat is that the elevators are full at the proposed destinations and consequently the wheat could not be unloaded from the cars.

"It is absolutely necessary to avoid a situation where vast numbers of railroad cars would be filled with grain which could not be disposed of at destination, because this would result in practically taking the cars out of transportation service and using them for storage and depriving the public generally of cars which are badly

needed for business of every sort. The Railroad Administration is prepared as an emergency measure to provide ample freight cars to take care of all wheat that can be unloaded out of the cars at destination, giving preference to wheat on the ground. The situation thus becomes one of finding elevator capacity to take care of the wheat at destination.

"My associates and I are using every endeavor to improve this situation through cooperation with the United States Grain Corporation, and that corporation is following up the matter in a most active way. It must be appreciated, however, that there are worldwide limitations upon the extent to which grain can be immediately moved out of the elevators, on account of conditions in the foreign markets and conditions of ocean shipping, and it will be exceedingly difficult to overcome these limitations.

"Just as fast as elevator capacity can be provided at destination, the Railroad Administration proposes to give preference to the wheat movement and furnish the cars to move it, but it would make the situation worse and greatly injure transportation generally to tie up cars by loading them with wheat which could not be unloaded at destination."

Regarding Increased Rates

In a recent communication to T. De Witt Cuyler, chairman of the Association of Railway Executives, dealing with the desirability of increasing railroad rates, Director General Hines made clear his views on this matter, as follows:

"From time to time I have discussed with you and other representatives of the railroad executives the question of what, if any, increases should be made in railroad rates, and the manner in which such increases should be made.

"My view has been and is that this important matter must be handled in accordance with the two following considerations:

"First: The question of an increase in rates could not properly be considered on the exclusive basis of the unfavorable showing which the Railroad Administration was making in the early part of this year, because that showing was very largely due to an abnormally small freight business, so that the results of that period could not fairly be taken as a test for making increases in rates. Necessarily, therefore, it seemed to me that the formulation of any proposal for a general increase in rates would have to await a better opportunity for making an estimate as to what the earning capacity would be under normal conditions. I have been increasingly confirmed in this opinion by the various developments which have taken place.

"Second: It has seemed to me that the public would not be satisfied under existing conditions to have any general increase in rates put into effect without the concurrence of the

Interstate Commerce Commission. The public sentiment to this effect has been manifested in many ways throughout the year and has been emphasized by the recent passage by the two houses of congress of bills providing that there shall be an opportunity to review any rates proposed by the Railroad Administration before those rates shall go into effect. It follows, therefore, that time and opportunity must be provided for public consideration by the regular rate-making authority of any rate proposals now made.

"Since the foregoing controlling factors must be respected, it is evident that it would be impossible for the government to establish any general readjustment of rates prior to January 1, 1920. It is also evident that any new basis to be established for the future should naturally be considered not from the standpoint of unified operation of all the railroads but to a greater extent from the standpoint of the necessities of the separate railroads. A rate adjustment which might fully protect the government when operating all the railroads as a unit might wholly fail to protect equally or fairly the different railroads when separately operated.

"I therefore see no escape from the conclusions that, if the corporations desire to make progress at this time with this matter, they enter themselves upon a study of the problem to determine what tariffs they think ought to be proposed, with a view to filing tariffs accordingly with the appropriate public authority.

"I suggest, therefore, that you advise the railroad corporations that, if they desire to take this course, I shall be glad to place at their disposal all the information in the possession of the Railroad Administration bearing on the subject. Since most of the traffic experts who would ordinarily be relied upon by the railroad companies in a matter of this sort are now employed by the Railroad Administration, I shall be glad to provide that traffic experts so employed shall aid the railroad corporations in studying this problem and bringing it to a conclusion."

Hard Sledding for Thieves

That it does not pay to tamper with freight in warehouses or en route, or otherwise to purloin property belonging to or in the care of the Railroad Administration, is forcefully illustrated by figures compiled from the records of the Secret Service and Police Section.

During August 1,514 arrests were made for theft, 607 convictions being obtained, carrying with them total sentences of forty years in the penitentiary and one hundred and eleven years in jails and reformatories, besides nearly \$12,000 in fines. During the month \$149,000 worth of property was stolen, of which \$133,554 worth was recovered.

The following figures show the results of the activities of the Secret Service and Police

(Continued on page 60)

Baltimore and Ohio Boys Win Newark, Ohio, Baseball League Championship

By W. E. Laird

Chief Clerk to Superintendent

THE accompanying photographs are of the Newark Division Baltimore and Ohio baseball team, and of the Loving Cup now in their possession by reason of their having won the championship of the Newark City Twilight League. This consists of representative baseball organizations of six of the leading industrial concerns of Newark, all of which put up high class baseball during the season 1919. The record on which our team carried away the honors was thirteen games won and two lost.

Our team, supported by the Newark Division Welfare Association, was organized in 1918, during which season they met all challengers on the Western Lines with no record of defeat against them. This season the same organization (with the exception of Chaney and Linson added to the former line-up) entered the Newark City Twilight League and won the championship and with it the Loving Cup presented by Haynes Brothers, Newark jewelers.

The Baltimore and Ohio boys have certainly put up a great game of ball during the two seasons. During the last two or three games between the real contenders for the pennant, the attendance at White Athletic Field numbered between 3,500 and 4,000 people. Each member of the team contributed his full share to the fine showing made. Our employes and the other residents of Newark have been treated to professional class baseball through the entire summer without being charged a cent in the way of admission, thanks to the Newark Division Welfare Association, a thoroughly live-wire organization, which has entirely financed the team through the season.

The employes of the Newark Division favor very much the reorganization of a Baltimore and Ohio System League for the year 1920, and hope that this can be brought about. Everybody appreciates the fact that such an organization entails a considerable amount of expense to the Railroad and that during the war and the



Newark Division Championship Baseball Team

Left to right: Jones, short stop; Fitzpatrick, left field; Howey, captain; Ditter, right field; Nutter, center field; Dennison, 2d base; Linson, pitcher; Chaney, pitcher. Sitting: Beeney, catcher; Stanford, manager; Hendren, short stop; Martin 3d base. Won thirteen out of fifteen games played.



Championship Cup won by Newark Team

readjustment period immediately following, it was impracticable. But let us hope that next year conditions may be so favorable that the old rivalry between the division teams may be reestablished and the System Champions determined by an interesting series of games.

Hard Sledding for Thieves

(Continued from page 58)

Section in dealing with thefts for the eight months of 1919 up to September 1:	
Arrests for theft.....	12,486
Employees arrested.....	4,164
Others (not employees).....	8,312
Cases pending.....	4,472
Convictions.....	7,140
Penitentiary, total years.....	2,062
Jails and reformatories, total years.....	1,687
Dismissed, parolled or suspended.....	2,046
Fines imposed.....	\$122,526.08
Approximate value of property stolen.....	904,111.84
Approximate value of property recovered.....	779,095.66

New Equipment

Of the order for 100,000 cars placed by the Railroad Administration on May 1, 1918, 78,658 had been completed up to October 11, and all had been placed in service with the exception of 3,502, which were being lettered

and numbered. New cars at the average rate of 507 per day are being placed in service.

Of the 1,930 locomotives of various types ordered by the Railroad Administration, 1,784 had been completed up to October 10. The balance will be finished and put into service before the end of the year.

Harmony Desirable

With reference to the National Agreement between the shop crafts and the Railroad Administration which went into effect on October 20, Director General Hines on October 18 issued an open letter to all officers and employees asking that in view of the proper machinery having been developed for an amicable adjustment of possible misunderstandings, it is desired that any grievances which may arise should be handled without friction.

Following is the letter:

"TO OFFICERS AND EMPLOYEES:

"The National Agreement signed on September 20 between myself, representing the Government, and the chief executive of the shop crafts organizations included in the railway employees' department of the American Federation of Labor, will go into effect on October 20. This agreement is designed to cover all questions of wages, rules and working conditions affecting such employees. It is designed to promote justice, harmony and efficiency. It provides machinery for the settlement of all disputes.

"The success of this agreement depends in a large measure upon its application, and I earnestly urge both officers and employees to use their utmost endeavors to join in putting it in effect in a fair and impartial manner, calculated to promote justice to the Government and to the employees. It is highly important that misunderstandings be avoided, but, where such misunderstandings do arise, I direct attention to the existence under the agreement of adequate means of investigation and settlement.

"Because the fall months have been year after year marked by a shortage of transportation, and because such a shortage exists now, it is particularly important that repair and inspection forces, both officers and employees, join in giving the best that is in them to their work and that attention to that work shall not be impaired by disputes.

"It is also my earnest hope that both sides will use every possible endeavor to the end that differences may be settled locally between their respective local representatives."

Hindenburg—Beneficiary

Attorney General Palmer tells that a Colorado school teacher died during the war, bequeathing \$10,000 to von Hindenburg, which bequest the United States government carefully carried out, converting the money into shells and smokeless powder and passing them over the line. Fair enough.—From the Omaha Bee.



SAFETY ROLL OF HONOR

Baltimore Division

On the evening of August 20, while train No. 17 was passing Gaithersburg, Md., baggageman B. H. Miller noticed brake rigging down on baggage car 451 and called Germantown on the telephone, where No. 17 was stopped and brake rigging removed. Mr. Miller has been commended for his alertness and action.

On August 24, operator H. G. White, at Barnesville, Md., discovered brake rigging down under N. & W. car 78261 in train of extra west, engine 4096, and waved train crew to stop from rear. This was done and broken parts removed. This is another instance of cooperation by our employes on the Baltimore Division in the prevention of accidents.

Operator A. T. Nelms, at Marriottsville, Md., on August 27, while coming on duty, noticed the ties on westbound track were cut by something dragging. Mr. Nelms followed this up and found a piece of iron jammed in between the rails at crossover and removed it. He has been commended for removing cause for an accident to a following train.

While operator E. B. Cunningham was on duty at "F" Tower, Washington, D. C., September 16, he discovered brake rigging down on car in train of extra, engine 4583, en route for Potomac Yard via Washington Terminal. Train was stopped at "K" Tower, where it was found that the brake rigging was twisted. Necessary repairs were made and train proceeded to destination. Operator Cunningham has been commended.

BALTIMORE, MD., September 18, 1919.

J. H. BAUMGART, Crossing Watchman,
Cowenton, Md.

Dear Sir—It has been called to my attention that on September 2, about 3.30 p. m., you noticed defective truck of car in train of extra east engine 4157, while it was passing your crossing. You made every effort possible to notify the crew by signalling to them as the caboose passed, and, not being satisfied that they understood your signals, you took the extra precaution to have the agent at Loreley notified by telephone to stop this train. The train was stopped and the defective car was

set off. You also examined the track between Cowenton and Loreley to see if the defective truck had done any damage.

I want to commend you for your action and convey to you my appreciation of the effort you made on this occasion.

Very truly yours,

(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., September 18, 1919.

MRS. M. E. CORBIN, Agent,
Loreley, Md.

Dear Madam—It has been called to my attention that on September 2 you were instrumental in stopping train of extra east, engine 4157, which train had in it a car with a defective truck. I understand you were notified by telephone to make an effort to stop the train, and, without any hesitancy you procured a red flag and started down the track in the direction of this approaching train, and signalled it to stop.

I want to thank you for the effort that you made on this occasion, it being something out of your ordinary line of work.

Very truly yours,

(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., October 3, 1919.

J. L. MILLS, Foreman,
Derwood, Md.

Dear Sir—It has been called to my attention that on September 16, while you were working east of Derwood, you noticed a brake rigging down and dragging under a car in train of extra west 4540.

You attracted the attention of the crew and the train was stopped and the brake rigging removed.

Your action very likely prevented an accident and I wish to commend you for handling the matter in the way that you did. Suitable notation will be made on your service record.

Very truly yours,

(Signed) R. B. WHITE,
Superintendent.

Cumberland Division

On the evening of September 5, while extra east 4843 was passing Shenandoah Junction, J. B. Furtney, joint car inspector, noticed brake beam down under car in train. He notified the brakeman, who had train stopped and beam removed. Mr. Furtney observed a similar condition several years ago; his prompt action has been fully recognized and he has been commended for his watchfulness.

Pittsburgh Division

Road brakeman Jesse B. Livingston, while his train No. 1-85 passed the road crossing west of Thomas Station on W. & P. District, observed a brake beam lying in center of east-bound track, left his train, removed obstruction and again boarded his train. For his close observance and prompt action in this case, which prevented a possible accident, he is commended.

F. Stellavato, second trick operator on duty at Washington, Pa., observed brake rigging down on car in train No. 3-82 when passing his station, August 31. Mr. Stellavato succeeded in getting information to crew who removed obstruction before accident occurred. For this meritorious service he has been commended.

W. N. Click, third trick operator at Wylandville, Pa., hearing an unusual noise when train No. 80 passed his station, September 3, made an investigation and found badly broken rail just east of station. Mr. Click notified section men who made repairs at once. For his good judgment and prompt action, resulting in detecting and correcting this dangerous condition, and averting a probable accident, he is commended, his record being marked accordingly.

Monongah Division

While H. McLaughlin, section foreman, was working east of Shinnston, W. Va., on September 10, he noticed ten inches of flange off car after train had passed and immediately reported it. Cars in train No. 72 were examined and it was found that Baltimore and Ohio car 140352 had lost eighteen inches of flange. A notation has been placed on this foreman's record for the interest he displayed in protection of Company property.

On September 7, operator C. L. McKinney, while on duty at Wolf Summit, noticed door of refrigerator car coming open while passing in train No. 79, engine 2820. He promptly notified the operator at Salem, who stopped train. Both doors were found swinging open, and this might have caused serious accident if train had passed through tunnel. Meritorious notation was placed on this young man's record for the interest he displayed.

Wheeling Division

On August 10, conductor T. W. Johnson, while passing "HO" Tower, noticed a piece of wheel flange lying along the track. He got off his caboose and picked it up and, finding it still warm, thought that it might have been from one of the cars in his train. Upon making inspection, he found twenty inches of flange broken from the wheel of Baltimore and Ohio 222534, third car from engine. He immediately notified the yard office and car inspectors about it, thus averting what might have caused a derailment. For this quick action and close observance, he is commended.

On August 20, while brakeman W. Condron, braking on engine 2588 east, was standing just west of westbound siding, Maynard, Ohio, he noticed a broken flange on P. R. R. 201781 as his train pulled past him. Train was stopped and car set off in Agent's spur at Maynard. It is possible that had this car not been noticed and set out it would have caused a derailment. Mr. Condron has been commended by the superintendent.

New Castle Division

On August 14, Pittsburgh Division conductor F. S. Kee assisted in the clearing up of derailment of five cars in train of engine 4512 in New Castle Junction yard. Mr. Kee was not in charge of this train and had been called for Glenwood turn, but nevertheless rendered valuable assistance in getting tracks clear for traffic. For his actions in this particular case commendatory entry has been made on his record.

On September 14, J. H. Morrow, leverman for the Erie Railroad at Warren, Ohio, discovered broken wheel in train of Baltimore and Ohio extra west 4092-4003 passing through Warren. Prompt notification to the train dispatcher resulted in car being caught and set off before any damage occurred. This matter was brought to the attention of the proper officials of the Erie Railroad to the end that commendatory entry might be placed on his record. Letter has also been written direct to Mr. Morrow by superintendent Stevens.

Track foreman Leo Preto at Kent, Ohio, discovered broken flange in train of extra west, engine 4305. Dispatcher was notified and the car set off at "TF" Tower. Suitable entry will be placed on the record of Mr. Preto.

Thomas E. Lee, signal repairman helper at Sterling, Ohio, on September 29, discovered brake rigging down on two cars and broken flange on one car in train of extra 4077. This condition was reported to the crew and also to the operator at Sterling, and cars were cut out of train at that point. This action possibly prevented serious accident and suitable entry has been formulated and will be placed on the record of Mr. Lee.

Cleveland Division

On August 31, 4th 81, engine 4224, had a meet order with extra 4194 east, at Strasburg, 4th 81 to take siding. As 4th 81's train was pulling through siding, flagman J. W. Veitch, out on the job watching for defects, discovered Baltimore and Ohio 132831 with twenty-two inches of flange gone on front right wheel, rear truck. He immediately called this to the conductor's attention, and latter had car set off. Mr. Veitch was flagman for conductor Manson on extra 4194 east, and he has been commended.

On August 12, while J. A. Stapleton, brakeman, was standing at Dover, watching train No. 82, engine 4176, passing, he noticed C. & O. 60837 off center in this train. He immediately called it to the attention of the conductor, who had car set off. Mr. Stapleton has been commended.

On August 30, while extra 4225 east was passing GI Tower, operator Gray noticed a car in this train with a brake beam down. He immediately called it to the attention of the conductor, who had car set off. Mr. Gray has been commended.

South Chicago

On August 21, as westbound Stock Yards transfer, engineer P. McIntire, conductor Edward Fitzpatrick, was passing through the district at 79th Street and Western Avenue, a fire was discovered which threatened a number of dwellings, a school building and several tons of hay. By prompt action in cutting the crossing on the arrival of fire department, they were able to save the buildings and most of the hay. Conductor Fitzpatrick has been in the service twenty years and has a fine no-accident record.



Edward Fitzpatrick, Yard Conductor

Indiana Division

On September 19, operator Frank Vawter, at Delhi, noticed something dragging near the middle of train first No. 90, engine 2623, in charge of conductor George Childers, as it was passing that station. Mr. Vawter communicated this information by means of signal to conductor Childers, who found that piece of bottom connection was dragging. Mr. Vawter's name therefore appears on Honor Roll as a reward for his close inspection.

Illinois Division

On September 10, agent C. S. Mitchell, at Flora, shipped the storekeeper at Washington, Indiana, two kegs of old nails pulled from merchandise cars at his station. This not only saves that many nails but prevents a great deal of damage to freight from nails protruding and tearing sacks, etc. Mr. Mitchell is to be commended for his interest in making every saving possible. This is only one of his ways of saving money for the Company.

Recently conductor Hendricks, on local freight between Flora and Shawneetown, was unloading a barrel of sugar at Omaha, Illinois, when the head came out of the barrel and about twenty-five pounds of sugar was spilled on the platform. Mr. Hendricks had his brakemen working in one car unloading freight while he was unloading out of another car. In letting the barrel of sugar down the skids the head came out because it was defective, and Mr. Hendricks was not able to hold the barrel. He instructed the agent to find out from the consignee how much the sugar was worth and to give him the bill, which he paid. This amounted to \$2.31. Mr. Hendricks has been personally complimented by the superintendent for his action in the case, but replied that he did not think he should be complimented because it was simply a case of trying to work two cars at a time. Mr. Hendricks is one of the most conscientious men on the Springfield Sub-Division and this is a fair example of the interest he takes in preventing claims for damage and loss of freight. He is an employe old in the service, and displayed in this case the highest sense of responsibility that an employe can attain, a willingness to make good any loss or damage caused by mishandling of property. He is deserving of commendation from the highest official to whom these circumstances may properly be communicated.

While walking from Edgewood to Gilmore on the evening of September 14, H. M. Schoen, our agent at Gilmore, arrived at one of the bridges just in time to see Mr. Frank Heth, a farmer living nearby, put out a fire on the bridge. Mr. Schoen states that had Mr. Heth been half an hour later the bridge would probably have been destroyed. As it was, there was no great damage done. The prompt action on the part of Mr. Heth is highly appreciated by this Company and he has been written a letter by the superintendent thanking him for his action.

About 3.30 p. m., September 9, John A. Clow, pumper at Mill Shoals, Illinois, noticed Bridge 60 near Mill Shoals on fire and, through prompt action, succeeded in extinguishing the fire before structure was much damaged. Mr. Clow has been written a letter by the superintendent thanking him for his prompt action.

On September 12, while No. 79 was switching C. & E. I. connection at Altamont, Illinois, a fire started in the meadow on west side of track with the wind driving it in the direction of three large hay stacks about two hundred yards from the track. The fire was first noticed by flagman H. E. Boyd and he called it to the attention of conductor Bunnell and supervising agent Hooks, who were in the caboose. Messrs. Boyd, Bunnell and Hooks immediately started out with brooms and shovels and began fighting the fire. They were followed by the balance of the crew, brakemen Wyatt and Judy, engineer John Murray and fireman Brydon. All of these men are to be commended for the interest displayed in putting out this fire as it probably saved the Company a large claim.

Toledo Division

On August 29, as extra 4317 north was passing Cairo at 11.39 p. m., operator W. A. Snyder observed brake sticking under fifth car from caboose. He advised dispatcher on duty, who notified the crew. Train was stopped and car set out, thereby saving a possible serious accident. Mr. Snyder is commended.

On September 17, while extra 4558-4555 south was passing by Erie Junction, Lima, Ohio, at 2.38 p. m., operator E. E. Shaffer observed all wheels sliding under the fifteenth car from

caboose. He notified dispatcher, who advised the crew. Train was stopped and given attention. For this the operator is commended.

On July 27, when the overhead bridge over our tracks just north of Glendale was discovered on fire, brakeman Guy Fain, who lives at Glendale, immediately went to the burning bridge and took active interest in extinguishing the blaze. For his services rendered and the interest shown in the protection of Company's property, he is commended.

On September 30, as extra 4019 south was passing Deshler, operator W. J. Winn observed brake beam down under tenth car from engine. He notified the dispatcher, who advised the crew at Leipsic. Train was stopped and beam removed. For his close observance Mr. Winn is commended.

The following telegram, filed at Hamilton, Ohio, September 19, by conductor Kohli, is of exceptional interest, and the sender was complimented by superintendent R. B. Mann. Mr. Kohli is on the job and sees things. His prompt action in this case is commendable, as broken wires cause serious trouble and frequently delay trains and make overtime.

"HAMILTON, OHIO, September 19, 1919.

R. B. M.

Telegraph wire 3rd pin top arm field side telegraph pole 13-12 broken and is lying across wires underneath on second arm. Lineman notified and repaired same.

KOHLI."

This item was called to the attention of C. A. Plumly, superintendent of telegraph, who requested that proper notice be given in the EMPLOYEES MAGAZINE.



Freight Station at Hamilton, Ohio

Inbound house on the right, completed in 1890; Outbound house on the left, completed in 1903; with four tracks between buildings



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Office, General Manager

Correspondent, G. F. ZIMMERMAN

The accompanying photograph shows three of the force who were snapped while spending the Sunday at Riderwood recently. The picture was taken in front of the famous Bush Manor. Reading from left to right, seated, Miss Helen G. Guilford, Miss Irene Weigel,



Three of the General Manager's force are here

J. E. Rider, Jr., and Miss Florence Hammon; standing, George F. Zimmerman.

Regret very much to report that our assistant file clerk, Clarence Staines, has had the influenza. We hope he will soon recover.

Quite a bowling fever has hit our force and from the way Mr. Healy has been limping around the office, it seems as though he must have been trying to make too many strikes. Here's luck, "Charlie," for the next time.

Mr. Rider has kindly consented to challenge the employes in the Baltimore and Ohio Building, eating apples. We had quite a contest recently and, as was thought, he came through with the bunting. Any and all in the Building are requested to get in touch with Mr. Rider as soon as possible if they desire to enter the next contest.

When Mr. Andersen moved from his summer home at Chesaco to his winter home in Avalon, quite a treat was in store for those in the office. We were invited to attend the "Grand Opening" and had a wonderful time. It certainly was a good thing that Benjamin is an expert at driving his Chevrolet, or perhaps some of us, at least Mr. Rider, who started to climb over the side door when ascending the grade from Relay to Avalon, would not be able to tell about the party.

Law Department

Correspondent, G. W. HAULENBEEK

In the September MAGAZINE, on page sixty-five, under the heading "Among Ourselves," there appeared a picture of a family group that

I have looked at in admiration again and again. Mr. T. J. Murphy, his wife and nine children, form the assembly. I was so pleased and impressed with it that I went up to the seventh floor to tender my congratulations. Mr. Murphy, smiling and radiant, seemed pleased with my mission. He is assistant to the purchasing agent. The Purchasing Department is always full of business. Like the Law Department, it has no time to watch the clock, and so I made my visit one of brevity. If there is one bit of gumption that I do possess, it is to know when to terminate an interview or visit. Many a young man, and one not so young for that matter, loses his chance to secure a wife, by failing to heed the ticking of the clock. He doesn't know when to go. Every time I look at the picture of Mr. Murphy and his family group, I feel like congratulating him again.

In the interview with General W. W. Atterbury appearing in the September MAGAZINE, it is developed that the General entered the service of the Pennsylvania Railroad as an apprentice and worked his way up. I have taken considerable time to advise young men that that is the way to begin in the service of a great railroad corporation, but generally my advice falls upon stony ground and the yield is without result. The average young fellow of today is after a white shirt job or nothing.

David A. J. Peck, now nearly eighty-three years of age, was in his prime in 1881 when I came into the Law Department of the Baltimore and Ohio. He was our paymaster, and everybody liked him. His word was always as good as his bond and it is today. Major Peck is now on the retired list. Every now and then I run across him in our big building, and he infuses high class optimism into my system, just at a time when my limited supply is oozing out at the tips of my fingers, like the courage of Joseph Jefferson's Bob Acres.

There is a department in the Baltimore and Ohio Building that rarely gets a ray of light in the MAGAZINE. It is the mail room on the ground floor, under the charge of H. A. Kirtz. His force of well behaved young ladies and gentlemen are engaged in assorting and distributing the immense mail of the building, and I wonder that so few errors are made. I often refer to the young men who distribute the mail as "my boys," because I take an interest in them. My first bit of advice is never to smoke cigarettes. This is too much for them and I rarely see them again, but I keep pegging away at it with this staple advice and repeat it to those who succeed them. Our general baggage and milk agent, J. P. Dugan, located at Camden Station, began his career in our service as one of the mail boys. I have observed this gentleman for a number of years, and noted his progress. He was one of the very best of the mail boys, prompt, polite and attentive and advancement naturally followed.

"Is this Broad Street Station," said a lady to me as the passengers were filing out of our

No. 524 one Saturday recently. "No, madam," I replied, "this is our Baltimore and Ohio Philadelphia Station, 24th and Chestnut; quite superior to Broad Street Station," which goes to show that I praise the bridge that carries me over.

At any rate it cannot be said that our Central Building girls were very strong on summer furs during the past torrid season, which proves that they are sensible to a degree.

"There never was a time when there were such opportunities and calls for efficient, willing, dependable, masterful and genial men as now."

On the very eve of sending in my monthly contribution to the MAGAZINE, I am in receipt of a letter from my good friend Charles Radley Webber. It is dated at Trieste, Italy, September 3.

"I expect to leave here," he says, "on the eleventh. My boat has been held up twice. We shall probably stop at Palermo, Sicily, Naples and Gibraltar. I do hope I can get home by October 1. Oh, how glad I shall be to see you all."

These sentiments are fully shared by the entire Law Department force.

Relief Department

Correspondent, H. IRVING MARTIN

Emerson (not Harrington, but Ralph Waldo) said "all mankind loves a lover." It then logically follows, that if there be two lovers that mankind (and womankind) extend to the twain a double portion of friendliness and good wishes.



"Congratulations" from the Relief Department

That this is true is borne out by the amount of good will expressed to Paul H. DeHoff, secretary to the chief clerk of the Savings Feature, when said Paul, on September 29, at the Hamilton Presbyterian Church, took unto himself a bride.

Miss Mary J. Sandberg, daughter of Mr. and Mrs. Oscar G. Sandberg of 415 E. Lake Avenue, Govans, formerly of Knoxville, Tennessee, is the lady who agreed to take Paul for her mate. Our best wishes attend them. We hope that after they have enjoyed their wedding journey to Niagara Falls, Toronto, Montreal and Quebec, they will return to Baltimore, settle down, and, in the language of the story books, "live happily ever after."

Transportation Department

Correspondent, MARGARET TALBOTT STEVENS

"I am a part of all that I have met," says Tennyson, in that glorious poem "Ulysses." And so are we all a part of all that we have met—joys, sorrows, toils, good fortune, and vicissitudes; but most of all, our lives are built up or broken by the influence of the characters of the people about us. If we could look into the lives of those with whom we work and see our own words and deeds reflected therein, we should see strange pictures indeed. But what joy it would bring to our own hearts if, when seeking these pictures, we could discover a ray of happiness wherever our own lives have passed!

If our former friend and adviser, H. B. Voorhees, could look into the hearts of those with whom he has labored so faithfully during the past two years, a spirit of gladness could not but thrill his own soul with a satisfaction at having been a noble inspiration to the clerks of the Transportation Department—an inspiration, which, allied with a sense of duty and a spirit of human fellowship, makes us proud of having been able to call him our general superintendent of transportation.

In manifesting our esteem for Mr. Voorhees, we can best express our appreciation by a continuation of our support and loyalty to his worthy successor, W. G. Curren. To him we can pledge ourselves to fulfill our respective duties to the best of our abilities, and thus keep alive the fires of cooperation that we may further the success of the Railroad.

On our recent sick lists are Miss Ruby Durney, stenographer to Mr. Kraft, and George Loeblein, assistant file clerk. At this writing George has returned to us, after a serious operation, and is able to resume his duties. We hope for the speedy recovery of Miss Durney. May she soon return, bringing with her her famous smile.

A wedding of unusual interest to our office took place on October 5, when our good friend, R. Elmer Roberts, decided that he would take unto himself a bride, Miss Louise Starkey, of this city. The ceremony, which was performed

by Dr. La Mothe, of Ascension Episcopal Church, took place at the home of the bride, 932 N. Stricker Street, Baltimore. From here the happy couple left for an extensive honeymoon to St. Louis, Denver and Colorado Springs, Salt Lake City, and back to Chicago; thence to Cleveland and Niagara.

Many of us have had the pleasure of meeting the bride, and, knowing Mr. Roberts as well as we do, we can extend to them our sincere wishes for all imaginable happiness and every success. And, as fairy tales end, "may they live happy and die in a pot of taffy."

Telegraph Department

Correspondent, MISS DELLA M. HAIN

We have issued a new telephone directory covering private branch exchange stations in the Baltimore District. It will be noted that an alphabetical list of offices starts on page three, while an alphabetical list of names starts on page seventeen. This arrangement will enable you to find any one, whether you know his name or his title. Note the instructions in the front of the directory and do not use the telephone except when necessary. In this connection, everybody everywhere will invariably call by number, as this will expedite the handling of the large volume of business. Instructions covering personal calls were recently issued by federal manager Galloway. Watch this important matter carefully, for we all want to reduce our telephone expenses.

Mr. Wilson, "Buzzer" man, moved to the country less than a year ago. He grows turnips, potatoes, onions and the like on his "farm," and incidentally has acquired some of the habits of the trustworthy beast of burden, the mule, as can be noted by the angle his "kicks" attain when any fellow-worker attempts to entertain him with a "feather."

A. Stevens took a vacation and we understand that he made a trip from Fremont, Ohio, to Chicago, via automobile, and killed three "chickens" on the way. We may be able to learn more of this fatal accident on Mr. Stevens' return, and if we do, we'll advise.

Our efficient correspondent recently took quite an extended western trip. Upon her return there was a persistent rumor of her marriage, which she denies. Sorry, Della.

We are glad to learn that Joseph Hartman, who was employed in this department as messenger and also office boy, is now working for our neighbor, F. Blanchard, Jr., stationery storekeeper, although we'll "fess up" that we were sorry to lose such a good boy—full of pep "an' everything."

C. H. Hackett, aged seventy-four, who has been employed by the Baltimore and Ohio Railroad since the age of eighteen, died suddenly on September 22, while on the way from his home near Woodbine, Md., to take the train and report for duty. He was buried with

Masonic rites in Loudon Park Cemetery, September 24. Mr Hackett was a man of fine character, and was very widely known along the line of road. All of us miss him and we sympathize with his wife and daughter in their bereavement.

J. W. Bishop, orator, recently staged a race—not a horse race either—yet the entire office force is speculating on the winner. The crown of his head saw a razor recently, and it is the belief of all his acquaintances that no Indian, however blood-thirsty, could have made a cleaner job with a scalp-knife. But, speaking of the race, the growth on his upper lip and that on the top of his head is a close match. Do you wonder the interest of this goodly body of Americans as to the winner?

Miss Frankie Offutt has all her evenings "taken" now. "He" has returned to the city.

Miss Mary Tansill occasionally arrives on the scene all "dressed up." We understand her "sweetie" from Fairmont is in Baltimore on these occasions.

Miss Ethel Binau, efficient manager of our private branch exchange, announces the close approach of several wedding ceremonies among the force of operators. You will be possibly be informed of the chief participants of the nuptials in the next issue of the MAGAZINE.

Benjamin Franklin Thompson has a novel way of carrying car checks. He calls it "Safety First" (Baltimore and Ohio motto). Any person desirous of learning the fad should consult Mr. Thompson.

A mild feud has recently broken out between the factions of the Tolson and Davies desks. We want them to "kiss and make up" and then, when the League of Nations is established, we know there will be no more such trouble.

Car Service Department

Correspondent, GRACE PLACEDÉ BERGHOFF

Just as the city awakened from under the gray dawn, two disciples of Sir Isaac Walton, our Messrs. E. R. Gaither and Roy Brown, were seen on their way to Sue's Creek, naturally enough, to indulge in the gentle art piscatorial.

The fish which these gentlemen are supposed to have basketed would astonish the gods. "David and Jonathan" are very similar in their taste, but the contrast in their physical construction is so pronounced they found it difficult to carry their catch. One is as lean as Cassius while the other resembles "Jack" Falstaff. Here, the Wells Fargo Express was asked to deliver their catch to their many, many friends so they would be treated to fresh fish for breakfast.

May the mantle of the distinguished Englishman continue to remain with them—at least, as long as the Ananias Club is in existence.

Mrs. C. E. Sweitzer (formerly Miss Elizabeth Diehl of our Mileage Department) spent several

weeks in Baltimore. During her stay here she was given a kitchen shower by her old colleagues. It is needless to say the evening was a jolly one.

Cupid has again visited the Car Service Department, his chosen ones being the Misses Martha Penske, Ethel Gephart and Nellie Schaeffer; also Miss Irene Wherley and Harold I. Walker, the latter two having been associated clerks for several years.

We are glad to announce that Miss Lillian Shubburd, who underwent an operation for appendicitis at University Hospital, is convalescing. During her illness her room was made cheerful with rare flowers.

Miss Eva Callis, one of our most untiring stenographers, has left for a rest in the far off mountains. We have already missed her and look forward to her return, when we hope she will have increased her avoirdupois greatly.

Engineering Department

Correspondent, OSWALD EDEN

H. A. Lane, chief engineer, spent his vacation at Eaglesmere, Pa. He had a great time motor-ing through Maryland and Pennsylvania.

"Nap" Freedburger, Luke Westerman and "Hip" Kehler have left the Chief Draftsman's office for positions out of town with the Valuation Department.

"Jits" Fleagle hopes to get his crops harvested before the first blizzard.

Beal Helm, our 29th Division M. P., has just heard from "the girl he left behind" in France. She sure does miss Beal.

Our Beau Brummel, "Jimmie" Sparks, now parts his hair in the middle. Probably ElkrIDGE femininity enjoys such caprice.

"Gus" Hauser's entire spare time for the past fourteen months has been spent hunting an abode (or adobe?). Makers of tents, leantos, houseboats, tree houses, bungalows, etc., are his best friends. We hope that he will not be compelled to live in a cave this winter, as caves and dog tents are hard on the wife and the three boys. His present embarrassment is somewhat simplified, as he has just sold his goat. What we want to know is, "Who has Gussie's goat?" He also informs us that his tomato crop this year is a failure—no tomatoes from one hundred and fifty plants. Some farmer, eh, what?

J. G. Eggen, who was recently transferred from the Auditor of Merchandise Receipts department to the office of Chief Engineer, left on September 27 to begin his collegiate course.

Some people get too many of the good things of life. At least so it seems with C. P. Phipps, a clerk in the Cost Engineer's office. Besides holding a good position, having a good wife,

etc., he now has a baby boy, born on September 14 and weighing nine and one-quarter pounds. Congratulations, Charles. May you live to have many more of them.

Roger H. Bell has been transferred from the District Engineer's office where he was a clerk, to the office of Chief Engineer. Roger is getting along nicely in his new position.

H. H. Schnick, who was secretary to assistant chief clerk Browne, in the Chief Engineer's office, left us on September 19, to accept a position as secretary to the civil engineer of the Baltimore Dry Docks and Shipbuilding Company.

W. J. DeVaux became a member of the Chief Engineer's force on September 24, filling vacancy caused by H. H. Schnick's leaving. A few days later George Dietrich entered the Cost Engineer's office as stenographer and clerk. Mr. Dietrich was with the Valuation Department before he was transferred.

Signs of a hard winter. "Colonel" Frye now wears his collar and keeps his sleeves down.

Our Real Estate agent, T. E. Hilleary, has purchased another home. We understand that this one has a "chicken" annex.

M. T. Chambers, secretary to the chief clerk, Chief Engineer's office, has been made secretary to chief engineer Lane, succeeding G. W. Gaither. Mr. Gaither has been transferred to the Cost Engineer's office as engineer and accountant.

Our old veteran, Colonel T. H. B. Browne, had several days' illness last month and we are glad to see him back with us once more. We understand that he bet on the Cincinnati Reds to win the world's series. Some hunch!

C. S. Lutz, clerk in the Cost Engineer's office, was recently transferred to the Accounting Department.

The accompanying picture is of a future member of the Engineering Department. The youngster's name is Roger H. Bell, Jr. His daddy is a clerk in the office of the Chief Engineer.



Roger H. Bell, Jr.



Four of a Kind—All Smiles

Our other picture is one of our former clerk, George E. Norris. In the group are George E. Norris, Miss Fern, "Eddy" Joyce and Miss Felton. The picture was taken in Pittsburgh, where George works. He went there as field cost clerk to his old boss, district engineer A. C. Clarke. From the picture it will be seen that George is studying other things besides "Cost."

Freight Claim Department

Correspondent, MISS E. T. MURRAY

The following letter is most interesting. We also express our pride in these boys who went to defend our country in time of need, and are proud of their being remembered in this way.

BALTIMORE, MD., September 10, 1919.

MR. GEORGE M. SHRIVER, Vice President,
Baltimore and Ohio Railroad Company.

I return papers left with me by Mr. Price, who, at the same time, left three books, "Baltimore and the Draft," for distribution to the employees of the Freight Claim Department who were drafted and had the longest record of service in the War.

After carefully examining our records along the above lines, we find the following three men were entitled to one each of the books, viz.: Roland L. Baldwin, one year, nine months and two days; Gascoigne E. Harris, one year, eight months and ten days; John Kratz, one year, seven months and two days.

At the time these books were distributed, it was explained to these men that they were a present from you, and they in turn expressed their appreciation of the honor conferred on them and stated that they would carefully place them away with the mementos gathered on the various battlefields to which it was their fortune to be called.

(Signed) E. H. BREWER,
Secretary to Freight Claim Agent.

We are pleased to have with us again A. L. Brown, formerly of the O. S. & D. Division, who was transferred to Braddock Warehouse in 1918. Mr. Brown enlisted in the service and, after serving some months, returned as stenographer to head clerk W. R. Heartt.

It seems that Little "Dan" Cupid's victories are endless in our office. Among his many victims in the past few months was W. T. Bradburn, assistant to head clerk O. H. Olson of O. S. & D. Division. His on August 12. This was a decided surprise to us all. The second victim was Miss Inga Johannesen, secretary to assistant to freight claim agent F. L. Schepler. Miss Johannesen and Mr. L. Hartman Jefferson of Sparrows Point, Md., were married August 23. Then followed the marriage of Miss Naomi Dean of the Voucher Writing Department and Mr. Joseph P. O'Connor, September 3, at St. Andrew's Catholic Church, Baltimore. Atlantic City and scenery along the Hudson attracted them on their honeymoon. Miss Christie Weston of the O. S. & D. Division and Mr. W. Bland of Baltimore, were married September 12. We extend to the several couples our heartiest congratulations. The office force presented them with beautiful silverware.

S. Clayton Keys came marching into the office one bright morning with a smile that just wouldn't come off. Finally someone found nerve enough to inquire and he could hardly tell it for laughing—the Stork had visited his home on September 26 and left a fine girl. Congratulations.

Some people seem to have an eye for Gas Gas Gas. George Goeller does, for he loves his little "flivver," despite the fact that it sometimes gets stubborn and George, getting the worst end of the bargain, has to do his chauffeuring with one hand.

We sincerely regret that our friend and fellow-worker, "Jack" Truitt, is still on the sick list at this writing. He has been away from his accustomed place for several months, and to say that we miss him would be putting it mildly. Here's hoping that we may soon receive good news of a turn for the better, and that before many months we may have him back with us again.

W. G. Fink, Statistical Division, is the proud father of a fine little boy, born about four weeks ago.

Our Cincinnati friend, B. C. Schmidt, went to see the world's series. Here's hoping he backed the proper games.

Purchasing Department

Correspondent, S. O'NEILL

H. P. McQuilkin, general storekeeper, entered the service April 1, 1905, as clerk in the Motive Power Department, Washington, Indiana. He was transferred to Stores Department and made storekeeper at Connellsville, October 1, 1910. On August 1, 1913, he was made storekeeper at Washington, Indiana, and on April 1, 1914, was promoted to district storekeeper, Southwestern District, which position he held until January 1, 1917, when he was promoted to chief clerk to general storekeeper. On April 30, 1918, he was promoted to chief clerk to purchasing agent; on

January 1, 1919, to assistant general storekeeper and on May 1, 1919, to general storekeeper, having jurisdiction over Lines East and West, Cumberland Valley, Cumberland and Pennsylvania, Morgantown and Kingwood, Western Maryland and Baltimore and Ohio Chicago Terminals.

"Mac," as he is called by his close associates, knows storekeeping from beginning to end. He is familiar with the smallest details of his job and a record such as his is worthy of notice because it shows that steady plugging means success.

Cecil Trinkaus, stenographer assigned to Voucher Desk, spent his vacation in Chicago.

"Tom" Ennis, secretary to assistant lumber agent, one of the boys who gave up his job for the good Cause and spent one year "over there," has returned. "Tom" is well liked and is a steady plunger.

C. J. Stoddard, head price clerk in Purchasing Agent's office, is something of a traveller. When the boys in the department want some advice as to what roads to go on, they see Mr. Clarence. Aside from this he is a champion pool player and has been in many contests of note.

The accompanying picture is of Steiner Cleveland Huber, son of D. S. Huber, tie clerk in Lumber Agent's office. The youngster is five months old and weighs thirty pounds—just a little too big for "Daddy Dan" to handle. But he certainly is proud of him, and if, when little Steiner grows up, he has as many friends as his "Dad," he will have little trouble getting through the world.



Steiner Cleveland Huber

Mrs. Eloise Ashton, assistant head mail clerk, is one of the busiest ladies in the Purchasing Agent's office. Part of her work is to see the various visitors and find out what they want to talk about. Her obliging ways make it a pleasure to come to the window of the Purchasing Department and hear the pleasant greeting: "Whom do you wish to see?"

J. M. Robinson, formerly assistant head auditor of the Camp Meade Auditing Department, is now employed on Special Tie work in the Lumber Agent's office. Aside from being a C. P. A., he is quite an "old salt," having circled the "Horn." He also has the distinction of being the youngest pilot to navigate the banana boat "Hesperis" through the Panama Canal. "Robbie" has been rather pensive for the past few weeks, and as this is rather unusual for him, some of his office friends think he has been stung by the matrimonial bee. Here's wishing all kinds of luck to him.

Miss Mary Vernon Peery of Bristol, Virginia, formerly secretary to the general storekeeper, resigned to become the bride of Mr. Henry Grady Greer, of Marion, Virginia, on September 10. Their home will be at Marion. Her friends in the service wish her great happiness.

Miss Minnie Cox, of Washington, Indiana, formerly stenographer in the office of the Division Storekeeper at that point, and for four months stenographer in the General Storekeeper's office, succeeds her. Miss Cox is quite a favorite with the office force, her pleasant disposition being a happy acquisition to our numbers.

C. R. Neighborgall, general lumber inspector, entered the service on March 1, 1905, as a tie inspector. On September 1, 1910, he was made a lumber inspector, and on December 1, 1916, he was promoted to his present position. "Charlie" is classed among the well liked people on the Road, especially with his subordinates. This is due to his congeniality and square business methods to all; and when it comes to lumber—well, he is THERE.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

On September 25 the Noon Chapel Services were resumed by the "Y." These weekly talks were so thoroughly enjoyed last year that we have been looking forward with keen interest to their resumption.

H. C. Carter went to the Pacific Coast to spend his honeymoon. Congratulations, Hugh; we hope you had a pleasant trip.

The public is hereby notified that the ice ball plant operated by James Landerkin, of this office, is closed for the winter months. James says there will be extensive improvements made and the old customers won't know the place next year. We suppose the "extensive improve-

ments" will be the securing of a new block of ice or possibly the sharpening of the blade in the shaver. At any rate, we all hope James has a busy and prosperous season when the robins again fly north.

Determined that W. H. Brauer shall not get ahead of him, William Henry begs to announce that another member has been added to his family, effective as of September 10. Good luck, "Will," may she live long and be a comfort to you in your old age.

Query

Was the young lady on the flying horse when she fell off?

Anyone who can answer this momentous query will please communicate with Miss E. M. R.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Miss Helen Patterson, of the Voucher Bureau, recently made a short trip to Anniston, Alabama, and from all appearances seems to have had a pleasant time.

Our esteemed Liberty Bond clerk, Katherine Miller, has been making a number of visits to New York. Come, "Kitty," let us in on it.

Harry M. Foster, who was with the Fourth Field Artillery, has been given his discharge and resumed the duties of his old position. We are all glad to see you back, Harry.

George McM. Shamer, who was injured while bathing at Bay Shore, and Theodore J. Younker, who had an injured foot, have both reported back to work.

"R. J. P." has prospects of "Flivverizing" if Commissioner Baughman says "O. K." Surely, we will have more to tell you later on.

Can George Schluderberg enlighten us as to the attraction on Cathedral Street?

From time to time fellow clerks have news of interest that would be good for the MAGAZINE and if they will give them to the correspondent, he will gladly send them in for publication. Would also like to have some interesting pictures.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

We regret to record the death of Miss Lula Rasch, on September 11, at Sabillasville, Md. The young lady was a victim of the epidemic of last fall, resulting in pneumonia. After convalescence she attempted to resume her duties in the Machine Room, but was compelled to seek the invigorating mountain air. Services were held at her home and at St. Andrew's Church, by Rev. Roach, with interment in Baltimore Cemetery. W. J. McDonough and Frank Kelly were among the pallbearers. A vocal solo, "Face to Face," was sung by Miss Gertrude I. Holbein.

J. Y. Boyle, veteran rate clerk, succumbed to a liver complaint on September 22, in his seventy-seventh year, after an illness of three months. Services were held at the home and in St. Martin's Church, being conducted by Rev. Bernard McNamara. Interment was in Loudon Park Cemetery. The pallbearers were fellow clerks of the Revision Department: J. J. Groeninger, George Bourne, Lawrence Kelly, A. J. Hupfer, Henry Dusch and Irving M. Hudgins. The deceased was a descendant of the Earl of Hadley, a life-long Republican and an ardent believer in civic progress, having been president of the 16th Ward Republican Club and the West Lafayette Improvement Association, in which associations the writer had the honor of being a fellow officer. Having known this man since my childhood, words fail to express my appreciation of his acquaintance, friendship and his endearing qualities.

We have memories of both of these who have left us and their families have our condolence.

Recent weddings in our circle are:

Miss Marie Kempel to Martin H. Stout, of the Interline Settlement Bureau, on August 30, at the parsonage of Snapp's Lutheran Church by the pastor, Rev. Snapp. The bridesmaid was Miss Hilda Ereik, of the Reweighing Desk. Mr. Clarence Kempel was best man.

Mrs. Florence Estelle Henley to Milford M. Parry, of the Local Settlement, on September 20 at the Christian Church, 25th and St. Paul Streets, by the pastor, Rev. Benjamin Melton.

Miss Charlotte Funck, of the Local Settlement Bureau, to Mr. Clarence Bowen on September 27, by the pastor of Starr Methodist Church, Walbrook.

Here are those that didn't tell us, but we're telling it just the same:

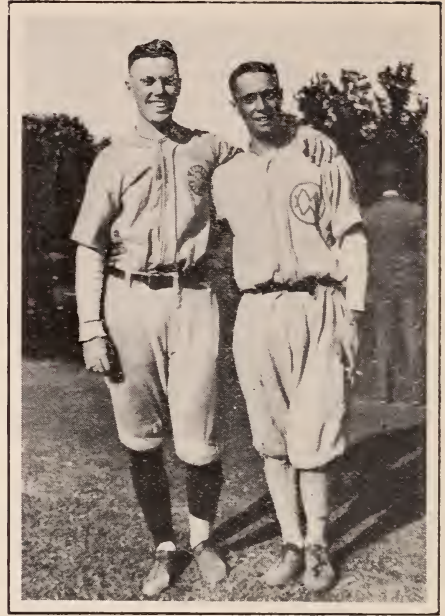
Miss Gladys Osborne, secretary to general chief clerk, to Mr. Leon R. Crowell, on June 28, in Philadelphia, by the Rev. W. B. Chalfont, D. D.

Miss Rose Miller, Comptometer Bureau, to Mr. William Braunstein, on August 16, in Washington, D. C. Miss Tredway gave vocal selections.

Here's hoping the most extravagant of the newlyweds' dreams for a bright future may come true.

Miss Sarah Levy went St. Louis-ward on her vacation. Some said she wouldn't come back, but she did, and the tell-tale sparkler was in evidence on her return. Mr. Harry D. Morganstern, late patriot of the A. E. F., is the lucky boy and a native of the above town. She displayed a wonderful paper cutter made of brass shells by a German prisoner of war in the camp at Revigny in France. A rose pattern design is beaten on one side of the blade, the name Revigny among the roses, and on the other is scrolled the young lady's name, which the young man of her choice brought to her from "Over There."

Messrs. Albers, Sapp and Nolte of this department are among those appointed assistant traveling auditors. Best wishes!



A. Beck, Manager, and E. Nickles, Catcher,
A. M. R. Office Ball Team

Guy Gaston, cartoonist, leaves us to take a course in art at one of the New York art schools.

Even Odd Fellows are good fellows and we had them by the thousands here in Baltimore recently. One of those high in our esteem is John J. Lamley, senior interline clerk, and he turned out in the big parade which took over two hours to pass any one given point.

The rivalry which has existed between the Baltimore and Ohio Central team and the Baltimore and Ohio Passenger Receipts team no longer exists, for on September 27 "Joe" Beck's Central team administered a severe drubbing to the Passenger Receipts team; this in spite of the fact that the latter had at least four players from the Alco Club. The game went seven innings and was then called to allow the Alco Players to play with the Alco Club on another diamond. The score was 15 to 8. The Central Club making seventeen hits, no errors and stealing five bases on Snyder, the crack catcher of the Alco Club.

The Auditor Merchandise Receipts Department has organized a bowling league, beginning its season on October 2, on the Victoria Alleys and meeting every Thursday evening. Anyone wishing to join may see Robert J. Drechsler (Interline Settlement Department).

A wedding of interest to our employes was that of Miss Clara Berger, stenographer to J. C. North, head clerk, Revision Bureau. The lucky young man was Mr. William S. Hunt; oh no, not one of our clerks, as happens in many cases; Clara's winning ways charmed someone outside of our ranks.

The ceremony was performed by Rev. Francis Ryan, in St. Mary Star of the Sea Church, on September 24. Among those from the office who attended the services were:

J. C. North, Mr. Rinehart, the Misses Edith Freburger, Ilda Foster, Margaret Gitchy, Margaret Cain, Mrs. Leon Crowell (Gladys Osborn), Dolores Connolly and Helen Berger, sister of the bride.

Miss Ethel McKewen, one of our clerks, sang "O Promise Me."

A breakfast was served in honor of the newlyweds at the bride's home, after which they left for a trip to Philadelphia and Atlantic City.

Congratulations, Mr. and Mrs. Hunt!

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPERT

This office picked up a scrub nine to play the Auditor Passenger Receipts' office crack baseball team on September 24, but after hearing what good material we had to select from, they immediately got cold feet and cancelled the game. We appreciate the fear that we aroused in our opponents' breast, but would have preferred "wading into the gory battle and winning our laurels by might."

The accompanying picture is of Miss Mildred F. Lippert, daughter of B. A. Lippert of this office. Mildred expects to celebrate her second birthday on November 11, 1919.



Miss Mildred F. Lippert



Mrs. S. Cohen, nee Reba H. Baron

The accompanying picture is of Mrs. S. Cohen, nee Miss Reba H. Baron, stenographer to the chief clerk of this office since October 17, 1913. The ceremony was performed on September 14, in Baltimore. The entire force was invited.

The bride and groom were given in marriage by their respective mothers.

Miss Mahr and Mr. Chichester were present at the ceremony and Miss Flinkman came too late, but made up for it by going to the bride's house, where dinner was served at five o'clock. The bride and groom headed the table, the bride wearing an evening gown of white net trimmed with silver. There was Jazz music, refreshments and fun galore.

At six o'clock the couple left for Norfolk, Va., where they spent their honeymoon, going from there to Davy, W. Va., where they will make their home, Mr. Cohen opening a drug store in that town.

The entire office force wishes Mr. and Mrs. Cohen all the possible luck that can be crowded into the future, and presented them with a lovely silver chocolate set to be an ever present reminder to the bride of the pleasant days spent in our midst.

Miss Mary Pearrell has been appointed stenographer to the chief clerk, vice Miss Reba Baron, resigned.

Miss Minnie Schlick has been appointed stenographer to the assistant chief clerk, vice Miss Pearrell.

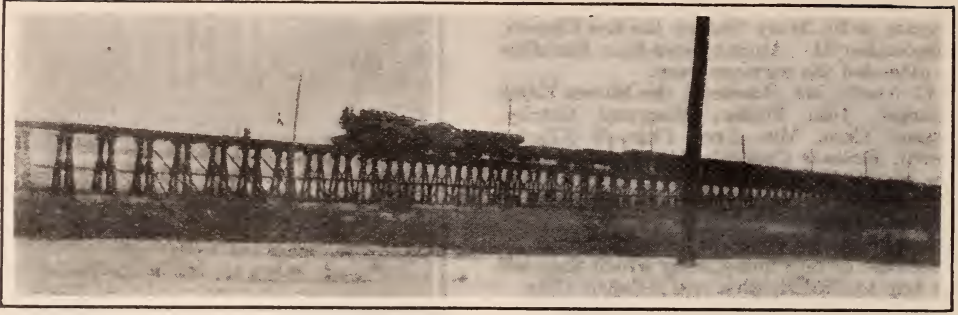
New York Terminals

Correspondent, JOHN J. DUFFY

Another Introduction

"The king is dead! Long live the king!"

Patrick Lucey has resigned from the correspondence because of inability to divert any



The Baltimore and Ohio near Bayway, N. J., nearing Port Richmond Draw

of his time from the compelling duties of his position as agent at St. George Transfer to less important though, possibly, more pleasant matters. "Duty before pleasure" should be incorporated in everybody's moral code.

John Duffy, his successor, is, by reason of his social affiliations and great popularity, particularly fitted to fill the vacancy. Lacking "Pat's poetic temperament John's prose may never be poetry and his poetry is apt to be prose, but as we do not look for literature in the MAGAZINE as much as we do for pointed and pertinent paragraphs, we think John, like a round peg in a round hole, is fit. (John is redheaded, too, and did anyone ever hear of either a Duffy or a redheaded fellow not making good? Combination guaranteed and adjusted to all positions—like the MAGAZINE watches.)

All interested wish him luck and a pleasant consciousness of being appreciated.

The picture on this page shows Agent Gorman and his staff at Pier 21, East River, reading from left to right, as follows: Frederick Scheimberg, timekeeper and waybill clerk; William

Luft, clerk; Frank Ferrara, waybill clerk; Irving Kopperman, stenographer and clerk; J. T. Gorman, freight agent; James P. Dunn, delivery clerk; James McGuirl, delivery clerk; Charles W. Hummer, delivery clerk.

Baltimore Terminal Division

Correspondent, THOMAS J. O'CONNELL

Agent's Office, Camden

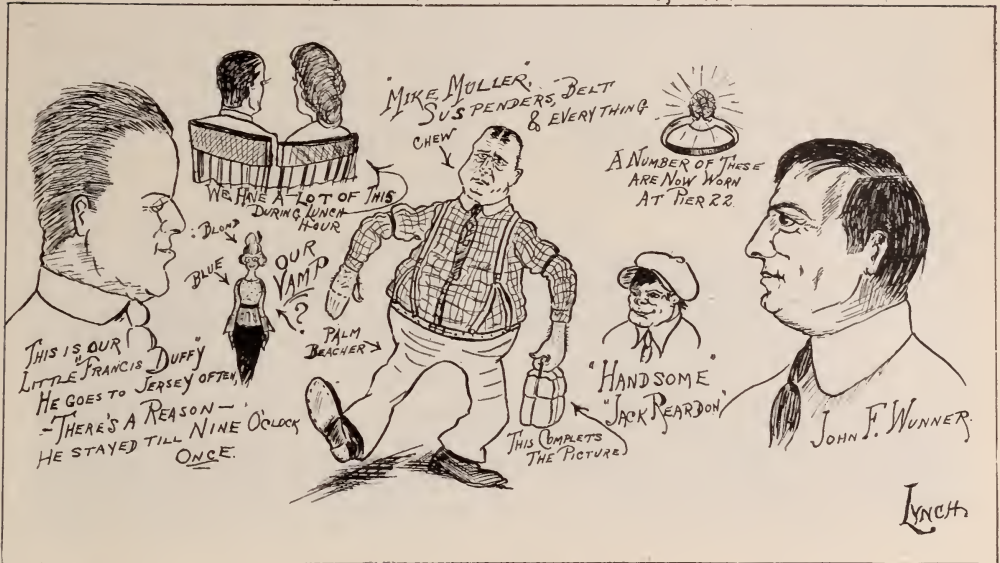
Correspondent, W. H. BULL

Our fellow clerk, C. E. Kirschman, of the Accounting Department, passed away on September 28, after a lingering illness. Mr. Kirschman entered the service of the Baltimore and Ohio on September 28, 1897, and his passing away on the twenty-second anniversary date, makes his loss keenly felt. Our deepest sympathy is extended to his family in their bereavement.



Agent J. T. Gorman and staff, Pier 21, East River

WHO'S WHO AT PIER 22, N.Y.



Miss Marie Fratantuono, of the Cashier's Department, has resigned to accept a position with the National Catholic War Council, Washington, D. C. Miss Fratantuono has been with us for several years and her services will be missed. Her friends wish her much success in her new position.

J. R. Lamb and Miss Beulah M. Watkins, daughter of weighmaster S. J. Watkins at Locust Point, were married on Thursday, September 11. Their honeymoon was spent visiting Boston, Portland, Maine, Canada, Niagara Falls and Cleveland. We congratulate Mr. Lamb, and wish him good luck.

While the disastrous fire was in progress at the Western Maryland Coal Pier on September 5, many of the men employed at Riverside rushed to the Y. M. C. A. to find out where the conflagration was. Among them was William ("Pat") Sullivan, who ran up to the desk and breathlessly said that he had come to save his suitcase, left at the "Y." The humor of this can best be appreciated by his fellow workers who have seen the article in question—it is so dilapidated that it takes not a little rope and careful tying to keep the pieces together. Guess "Pat" believes in the *safety* of the least important things. Carry on.



"Brotherly Love"

A C. R. R. of N.J. engine and Pennsylvania caboose, used for Baltimore and Ohio trains near South Elizabeth, N. J



Office force, Pier 5, Locust Point

Left to right: Joseph Gilbert, foreman; W. E. Scott, tallyman; Joseph E. Clonan, delivery clerk; James Walker, delivery clerk; J. Emmel, representative, Atlantic Transport Co.; Dr. Sigmund, tallyman, Atlantic Transport Co.

Locust Point

Correspondent, A. M. MILES

The boys here want to know when Mr. Dudley is going to get rid of his straw hat. The bell tolled on September 15.

From whom does clerk Beeler receive all the invitations to dinners in Washington?

Why is Mr. Monaghan taking his vacation at an hour and a half each day?

John T. Pringer, clerk, who lately returned from overseas after serving eighteen months with the colors, went on a vacation to Canada and the St. Lawrence River, where he expected to do a great deal of fishing and hunting. We expect him to bring back a fair one, for he is always talking about a person in Canada he is longing to see.

Our old friend Captain George Brower, claim agent, says he is very sorry that he was unable to get his baseball team in condition to play the City Champions, but to watch out for next season, when his team will meet all comers. Send all challenges to Captain George Brower, Claim Agent, Locust Point, Baltimore.

The employes at Pier 8, Locust Point, did themselves proud and the object of their salutation much honor in the following formal resolution sent to one of the most popular and respected of their number:

PIER 8, LOCUST POINT TERMINAL.

BALTIMORE, MD., September 17, 1919.

LOUIS B. DEGOEY:

Permit us to congratulate you upon the sixty-fifth anniversary of your birth. It is

indeed a pleasure to be associated with a man of your sturdy and upright manhood and many sterling qualities. This world does not contain a surplus of "Louis DeGoeys."

Together we all wish you many happy returns of the day, and many years of usefulness among us, with the hope that God may grant that you will live to a ripe old age to enjoy in retrospect that tranquility of mind that is only given to those of mature years well-spent and well-lived by the motto: "Do unto others as you would have them do unto you."

These are the sentiments of your fellow employes at this terminal, both managerial and classified, as signed below.

Most cordially yours, etc.

Mount Clare Welfare, Athletic and Pleasure Association

Correspondent, L. A. MOGART

A meeting of the association was held September 13 and it was decided to hold an entertainment and dance, with refreshments, in October. This, of course, like all other dances held in the past, will be a success, and in the next issue of the MAGAZINE we will give a detailed account of it.

A Bowling League has been organized consisting of eight teams. The season started September 16 and will end sometime in April. It has been decided that the association donate ten dollars for prizes to each of the teams remaining in the league on the first of January, 1920. As the by-laws of the league call for each team competing for prizes to bowl at least seventy-five per cent. of the games, this will

enable them to ascertain by January just how many teams will be in the race at the close of the season.

The matter of buying a home for the association is being discussed and the following committee has been appointed to find a suitable place: J. Scharnagle, chairman; W. E. Carroll, C. N. Southcomb, L. A. Mogart, H. T. Beck and H. Heckwolf. Any member of the association who has any suggestions to make can give them to anyone on the committee.

The picture of the association taken at Benkert's Park by our popular photographer, L. C. Piper, brakeman in the Mt. Clare Yard, can be secured from him at a cost of \$1.25 each. Every member on this picture should have one to remind him of the event and it is hoped that everyone will purchase at least one.

It is with pleasure that we announce the marriage of R. T. E. Bowler, supervisor of Shop Machinery and Tools and also a member of the Welfare Association, and Miss Margaret Moreland, of Washington, on September 16. On their honeymoon they visited Montreal, Quebec, Niagara Falls, Boston and New York. The association extends to them congratulations and felicitations.

We expect to find a "vacant chair" in the drawing room soon. Although we have no

definite information, a certain young lady looks suspicious, especially about the left hand.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

Assistant Correspondents

- J. A. CHAMBERS.....Machinist, Shops, Brunswick
- H. A. DIETZ.....Shop Clerk, Shops, East Side, Philadelphia
- C. W. HAMILTON.....Clerk, Freight Office, Wilmington
(Joint Philadelphia & Reading and Baltimore & Ohio)
- V. J. HUEGLE.....Cash Clerk, Pier 22, Philadelphia
- J. E. MCFARLAND.....Freight Conductor, East End,
East Side, Philadelphia
- J. R. MULLIGAN.....Clerk to Trainmaster, Camden Station
- N. E. REESE.....Passenger Conductor, West End,
Camden Station
- H. H. RAYMOND.....Conductor, East Side Yard, Philadelphia
- Miss ETHEL M. STICKLEY...Clerk, Transfer Shed, Brunswick
- R. E. SIGAFOOSE.....Shop Clerk, Shops, Brunswick
- W. J. WILDE.....Chief Clerk, Terminal Trainmaster,
Philadelphia
- E. H. ZIEGLER.....Special Representative, Freight
Office, Hagerstown
(Now under Western Maryland jurisdiction)

J. J. Swartzback, assistant superintendent, is back at his desk after a few weeks' vacation.

The following letter was received by R. B. White, superintendent, from J. L. Wilkes, superintendent at Washington Terminal, under date of September 18:



"B" Yard Engine Crew at Mt. Clare



A happy group from Pier 22, Philadelphia

"On behalf of terminal manager Warrington and myself, please accept our sincere appreciation for your hearty and satisfactory co-operation in making the handling of the First Division (First Army Division commanded by General Pershing) at Washington a complete success. The War Department advises that they have absolutely no criticism to offer, neither inbound nor outbound, so far as the railroads are concerned. Please convey our appreciation to those under you in your own departments who helped to make our work a success."

We might also add that the Baltimore Division handled the First Division from Philadelphia to Washington with a performance of one hundred per cent. on its Blue Line trains, besides the usual run of freight.

H. N. Constantine, Jr., of the Division Accountant's office, is spending some of his spare hours down on the Magohy River with his hook and line. Harry says he has quit giggering.

During the wee small hours of the morning of September 24 (at a time when all good people were asleep or ought to have been), Russell L. Gatchell, P. P.-1 clerk, Superintendent's office, Camden Station, had an adventure which would put many a "Devil Dog" to shame; neither did he receive a "Croix de Guerre" or a "Distinguished Service Cross." The story runs something like this:

Russell is the son of the agent at Cowenton, and inasmuch as his naps during the day time are so frequent, he does not sleep very soundly at night. An expert or experienced cracksman of the post-yegg type was in need of some spare change and proceeded to noiselessly break open the door of the baggage room with a tree stump or a length of track rail. Anyhow, Russell yawned and he and his father took in the situation and also the burglar, who later was brought to Baltimore by the Company's patrolmen.

Correspondent R. E. Sigafosse, shop clerk, Brunswick, writes:

C. N. Morgan, stenographer in the General Foreman's office is on the sick list, and we hope for a speedy recovery.

All employes have been preparing for the "Accident Prevention Drive," October 18 to 31. Every effort is being put forth to have a creditable report during this campaign.

Some of our employes at Pier 22, Philadelphia, are shown in the accompanying photograph. They are, reading from left to right, Misses Frances Golcher, Nellie Carter, Anna Murtha, and Lena Bauroth.

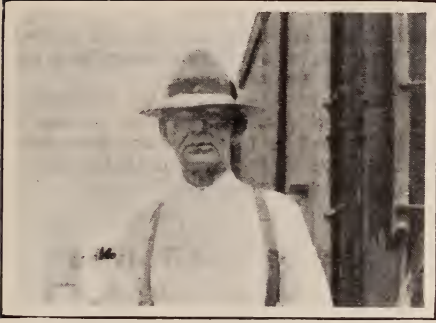
J. Clinton Smith, one of the oldest employes of the Shenandoah Division and a man whose connection with the Railroad reaches over nearly half a century, died September 21, at Winchester, Va.

About a year ago Mr. Smith was placed on the retired list and since that time he had passed his days quietly at home. No man in Winchester had a more intimate grasp of the railroad business in its local practical lines and application than did Mr. Smith. Beginning with the old Baltimore and Ohio shortly after the close of the Civil War as a telegraph operator, he later became chief train dispatcher of the Valley Division, which name was later changed to that of the Shenandoah Division, and served as such under superintendents Captain Thomas C. Prince and John E. Spurrier.

J. C. Smith was born July 24, 1854, entered Baltimore and Ohio service as telegraph operator June 9, 1869, and was the first operator at Mount Savage Junction, Connellsville Division. This was at a time when a telegraph operator had to have a general working knowledge of railroading in all of its practical phases. Mr. Spurrier, our oldest former superintendent and a telegrapher of Civil War days, attended the funeral as honorary pallbearer and was kind enough to furnish photo of Mr. Smith.



The late J. C. Smith, of Winchester, Va.



G. M. Beale, Car Foreman at Wilsmere, Del.

The accompanying picture is of G. M. Beale, car foreman at Wilsmere, Del. Mr. Beale is one of the oldest employes on the East End of the Baltimore Division, having rounded out thirty-one years' continuous service with the Company.

Miss Ethel M. Stickley, trace clerk, Brunswick Transfer, states:

On Sunday, September 21, a party of nine from the Transportation Department made a delightful trip to the Luray Caverns, Luray, Va. Anybody wishing to know how much the trip was enjoyed might ask "Bob" how he enjoyed the lunch.

Miss Mildred Fisher has returned from a short vacation to Chicago, Illinois and Norfolk, Va.

We are glad to hear that Homer Tederick, former clerk, Transfer Department, has received his discharge from the Army.

Russell Mills, tonnage clerk, spent a few days at Norfolk, Va.

During the Convention of the Independent Order of Odd Fellows held in Baltimore, among those heading the Honor Division in the parade, was our esteemed friend G. E. Cann, of the Superintendent's office. Those who saw Mr. Cann say he was right there in the matter of heading parades on his mount.

Miss Margaret M. Sullivan, former clerk, Superintendent's office, Camden Station, was a bride on October 1, at St. Benedict's Church, Baltimore. The employes in the office extend their good wishes.

The position vacated by Miss Sullivan is being filled by Miss Thelma Thomas. We dare say there may be "something" in the position.

A word to our correspondents:

Send in your contributions. While we may have to blue pencil some of them, your efforts are much appreciated. We have to depend on you for our information. Send it in. This applies not only to correspondents but to anyone who has something he would like to have appear in the MAGAZINE.

By referring to our Honor Roll, it will be noted how many are taking interest in the prevention of accidents. Let everyone be on the alert and boost our "Accident Prevention Drive" campaign, from October 18 to 31.

The Workings of a True Fraternity

Few business organizations display fraternal feeling equaling that of the railroad, and we do not find it necessary to visit any other railroad than our own for a demonstration of this truth.

Recently your correspondent journeyed through portions of our territory in Maryland and West Virginia and will sketch a few incidents illustrative of our true railroad fraternity.

On Train No. 2, eastbound from Keyser, W. Va., your correspondent had in his hand a copy of the September issue of the MAGAZINE. In charge was conductor Charles Welsh, who came along the aisle with kindly smiles and greetings, right and left. His attention was called to his picture, which appears on page twenty-two. He gave it a glance, smiled and remarked, "Oh yes, my picture and that is our MAGAZINE."

Upon the same train, on leaving Keyser, a dear little Miss of about eight summers was persuaded to take a seat between your correspondent and his wife. She was burdened with packages; traffic was heavy that day and it was very warm. She settled back quietly and was rather distant until she saw conductor Welsh's picture in the MAGAZINE. With that the ice was broken and the day won, for she was soon telling us that her father's work is also for the Baltimore and Ohio, he being a locomotive engineer running between Keyser and Grafton, L. J. Casey by name. Little Miss Casey was journeying to Cumberland to visit her grandmother and at once the railroader's fraternity had found us out and we were chatting away at such a rate as only those of our craft can.

At Keyser your correspondent's son was securing the photograph of a noble locomotive, and while so engaged attracted the attention of engineer Sundy of Martinsburg, W. Va., who was in charge. Upon learning that the picture was being taken by Baltimore and Ohio people, the fine fraternal feeling again appeared in his quick request that a copy of the photo be sent to him because of his pride in his big machine.

Worthy of especial note is the remark of our wideawake correspondent, H. B. Kight of Keyser. Meeting Mr. Kight just at the time of leaving a few rapid sentences were exchanged. He said, "I am pleased to have met you, and already feel well acquainted. It could not be otherwise when our MAGAZINE brings us all together in one large family."

Our railroad fraternity teems with such manifestations as these and it is good to have them come to the light. The effect is pleasant and uplifting to all of us who share them.

(Signed) CHARLES W. HAMILTON,
Correspondent,
Wilmington, Del.

September 24, 1919.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

Our New York Avenue Freight Yard and Station was again converted into a temporary Military Camp, the occasion this time being the Welcome Home Reception and Parade of the famous heroes of the First Division on their return from the battlefields of Europe, where they had earned eternal honor and glory, and the everlasting gratitude of the entire civilized world for their wonderful achievements in the cause of Liberty and Freedom. Their equipment, consisting of guns, tanks, tractors, army wagons, water wagons, machine guns, and all the rest of the paraphernalia that goes to make up the necessary furnishings of a twentieth century army, began to arrive on September 11, and from that day until the departure of the soldiers after the great parade on the seventeenth, this station was the Mecca of all the boys in town, and a great many of the grown up boys and girls who still "love the military." For several blocks around this neighborhood the army kitchens were stationed and the smell of the savory dishes being prepared for the soldiers as they arrived and were detained, created all kinds of appetites among the people living in the vicinity. It was a pleasant sight to see the sunburned khaki-clad boys, as they lined up in front of the kitchen, each with his tin cup and mess kit, waiting for his turn to be served. Eckington Place and the adjoining streets were certainly under military control for the time being.

And not only did we have the soldier boys with us, but every available inch of space was filled with the splendid horses and mules that composed a considerable part of the outfit. These animals were in the pink of condition, and gave evidence of the care and attention that they had received.

It was a glorious welcome that was given the boys, and the good old Baltimore and Ohio played a large part in the transportation end of the program.

As is usual in the fall season, a number of changes have taken place in the personnel of this station. Theodore W. English, cashier's stenographer, left the service to join the large force in the employ of Uncle Sam. He is succeeded by Miss Alma Simon, who, in turn, is succeeded as freight bill clerk by Miss Alvina Schonebaum. Julian C. White, for a number of years demurrage clerk, has also left the fold, and Thomas P. DeVaughan, formerly yard delivery clerk, is at present charging up demurrage against the "slow of heart" in unloading and loading their cars. W. R. Domdera, for a time platform delivery clerk, succeeds DeVaughan as yard delivery clerk. Our messenger boy, Albert Fletcher, has also gone out to flourish in other fields of usefulness, and Windsor Haga is carrying the notices of car arrivals to the anxious consignees. J. D. Lloyd, who was in the service for a while during the earlier part of this year, has returned as delivery clerk, succeeding H. G. Tritapoe, who is no longer in the service.

H. L. Ticer, another old employe, has also returned, and is acting as tallyman in place of J. B. Everson, who left us a short time ago to enter another line of business.

Our best wishes are extended to those who have received promotions, and to the newcomers, as well as to those who have left us, with the hope that they will all be successful in their new ventures.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

E. J. Twigg, Safety Committeeman, reports that the following members of the Brotherhood Railway Carmen of America were appointed to act as Safety and First Aid Committeemen, at a regular meeting held on July 31, by Maryland Lodge 656, at Cumberland:

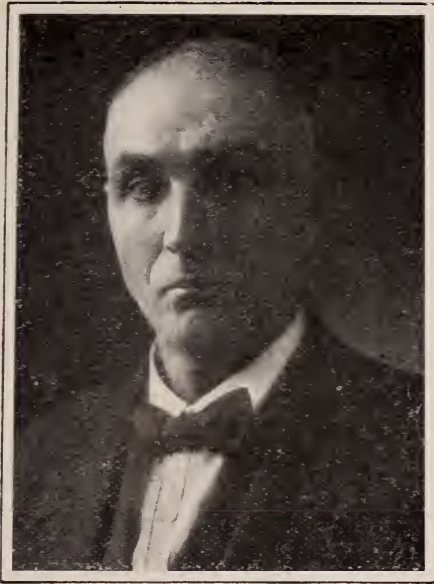
Passenger Station, J. W. Rowpauch, W. P. Hollen, W. J. Borgman; Westbound Yard, J. Campbell, Thomas Ruigler, J. Lookabaugh; No. 9 Repair Track, J. McGuire, Charles Winfield; Old Shop, S. T. Burk, G. Linberg, J. Beocky, G. V. Twigg; New Shop, R. O. Hinkle, L. Lebeck, J. Billinger; Eastbound Repair Track, T. L. Dugan, A. L. Perdw; Yard E, C. W. Robinson, E. F. Curtis, W. C. Shryock; Yard A, G. C. Reed, W. C. Light, A. J. Reckley.

These men are cooperating with the regular Divisional Safety Committee, reporting to them anything that they see needing attention. The first named at each place acts as chairman of his group.

T. C. Hopkins, who for a few months held the position of assistant storekeeper at Cumberland, left us on September 23 to become storekeeper at Cleveland. Mr. Hopkins is a jovial fellow and during his short stay at Cumberland made many friends. We all are sorry to see him go. Good luck, "Tom."

On September 22, the eastward main track at the Kelly-Springfield Tire Plant, just west of Cumberland, was abandoned, and traffic diverted to the new track which has been constructed along the north bank of the Potomac River. This track change affected approximately one mile and a quarter of track. The present westbound track will shortly be changed to this location also. The relocation of the main track at this point was made in order to provide more room for the tire plant buildings and at the same time resulted in eliminating the curves to some extent.

Robert W. Mellinger, pass clerk, Superintendent's office, recently saved a man from probable death on the railroad crossing at Baltimore Street, Cumberland. Mr. Mellinger grabbed him free of the track just as the locomotive reached the spot where he was standing. The engineer had blown the whistle and applied the brakes in an effort to stop, but would have run



T. W. Kaylor
Track foreman, Okcnoko, W. Va.



M. V. Keefer
Track foreman, Paw Paw, W. Va.

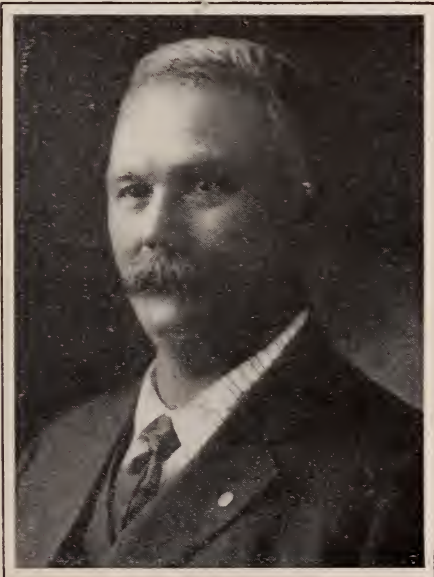
down the pedestrian had it not been for the timely action of Mr. Mellinger.

The pictures on this page are of supervisor A. O. Tederick at Martinsburg, track foremen G. H. Ambrose and M. V. Keefer, of Paw Paw, and T. W. Kaylor, of Okonoko, who were recently complimented on the good condition of their track on their respective sections.

Timber Preservation Plant

Correspondent, E. E. ALEXANDER

Supervisor and Mrs. Alexander entertained with cards, music and refreshments, Thursday evening, September 12, in honor of the return



G. H. Ambrose
Track foreman, Berkeley Springs, W. Va.



A. O. Tederick
Supervisor, Martinsburg, W. Va.

of Private J. C. Alexander, Motor Transport Corps, 84th Division, and the last of the Plant employes to be discharged from service. Those present included Messdames J. C. Alexander and C. L. Kittle; the Misses Mary Robinson, Fannie Twigg, Minnie Catlett, Mabel and Grace Veach; Messrs. R. J. Werner, W. J. Kesler, C. L. Grant, J. W. Carder, C. W. Short, C. L. Kittle, E. S. Crawford and J. J. Foley.

R. H. Corbin was appointed truck foreman, September 6, succeeding R. M. Wedge, granted leave of absence.

Lieutenant H. J. von Leer, Balloon Corps, recently returned from France, has been appointed treating inspector at Terre Haute, Ind., with the Indiana Zinc Creosoting Company.

Supervisor and Mrs. Alexander spent their vacation at Norfolk, Va., and New York City. While at Norfolk Mr. Alexander visited plants of the Atlantic and Norfolk Creosoting Companies, spending a portion of the day at each plant, observing methods of operation, etc.

Messrs. H. R. Condon, timber engineer, and E. L. Estes, lumber inspector, U. S. R. R. A., were visitors at the Plant recently.

A baseball team composed of our local boys went to Romney and "cleaned them up" to the tune of 3 to 0. They were so elated that they lost their line-up. Lieutenant Nodine's box-work was the feature of the game.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

A Ladies' Auxiliary to the Martinsburg Association, Baltimore and Ohio Veteran Employes, has been organized in our city. Mrs. Charles Shipley and Mrs. Charles Pennell, of Baltimore, came here to effect the organization. The following officers were elected and installed:

Past president, Mrs. John E. Oliver; president, Mrs. J. H. Copenhaver; vice-president, Mrs. W. A. Burkhart; financial secretary, Mrs. M. Furr; recording secretary, Mrs. H. Robertson; treasurer, Mrs. H. W. Fawver; corresponding secretary, Mrs. J. H. Peer; chaplain, Mrs. Mary McBee; sergeant-at-arms, Mrs. R. F. DeLancey; social committee, chairman, Mrs. Ella Schmidt, Mrs. Anna Burkhart, Jr., Mrs. Ella Gregory, Mrs. Margaret Zeiler; musician, Mrs. E. B. Robertson.

The newly formed organization promises to be a very live and active one, and will probably be heard from in the future.

The homes of two of our shopmen were plunged into gloom by a visit of the Grim Reaper. Mrs. Louisa Mills, aged mother of Alexander Mills, punch and shear helper, passed into the Great Beyond after a long illness, aged sixty-nine years. Mrs. Minnie L. Duke, wife of A. L. Duke, operator on rail bender, died at the City Hospital, this city, aged forty years. These bereaved employes have the profound sympathy of their fellow workmen.

J. C. Smith, of Winchester, retired train dispatcher, died at his home in the Virginia city. Dispatcher Smith has served the Baltimore and Ohio for forty-nine years, entering its employ when very young. He had been on the retired list for several years.

Patriek Sullivan, of Baltimore, aged fifty-three years, died recently at the home of E. D. Gardner, his brother-in-law, 330 Winchester Avenue, this city, of paralysis.

The deceased was a native of this city. He learned the machinist's trade in the local Baltimore and Ohio shops and after working for some time at Bluefield and Brunswick, he went to Baltimore, where he was promoted to the position of foreman in the Riverside shops, which position he held at the time of his death.

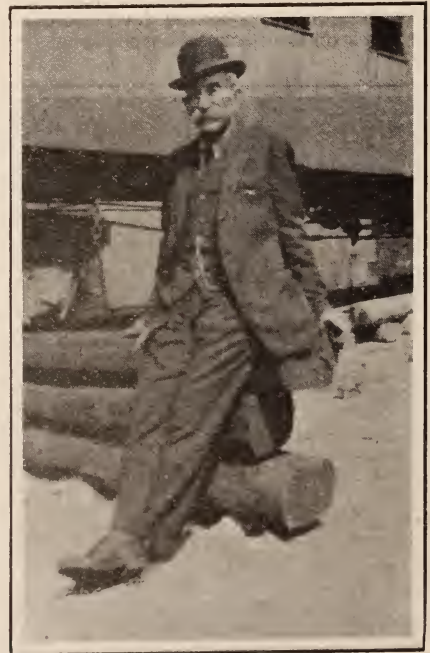
His widow and children have the sympathy of our employes.

Keyser

Correspondent, H. B. RIGHT, *Ticket Clerk*

General car foreman W. A. Bender, while spending his vacation with home folks at Lorain, was stricken with typhoid fever and is now in the St. Joseph Hospital there. He is reported as getting along nicely and we hope for his speedy recovery. Triple room foreman W. H. Ravenscroft recently visited him.

The accompanying picture is of S. B. Sponseller, carpenter foreman, with a service record of forty years. This picture was taken after a hard day's work which, his smile shows, has not robbed him of his customary good humor.



Carpenter S. B. Sponseller



Force in office of Assistant Superintendent,
Keyser, W. Va.

This picture shows the force in our assistant superintendent's office. Reading from left to right they are: Frank Gilmore, clerk to trainmaster; Miss Sara Ludwig, clerk to road foreman; "Jimmie" Walsh, stenographer to assistant superintendent; Miss Marie Garner, file clerk, and Peter Ervin, chief clerk.

Raymond Tompkins, special correspondent of the *Baltimore Sun*, who followed our boys on the battlefields of France, undergoing their dangers and privations, and living with them that he might get stories to send to us over here, paid Keyser a visit the last of September to meet our railroad boys and get from them the human side of railroad life for a series of stories in the *Sun*. He was welcomed with open arms and was shown about the yards and shops, experienced a trip down the seventeen-mile grade on an engine and went back to Baltimore to write of his experiences. We read them as they were published, and liked them. Tompkins made lots of friends while here and we want him to know that the latch string always hangs on the outside.

We regret to report that brakeman N. A. Nethkin, who was injured at Tunnelton while in the performance of his duties, and who was brought to the Hoffman Hospital here, had to have his leg amputated. He is now getting along well.

We missed "Grandpa" Hodges from the telegraph office for a few days. He was taking a little vacation—busy in his orchard, picking apples.

Monongah Division beat us to it and "copped" the pennant for having made the best showing in the "No-Accident Campaign." We congratulate, but want to warn them that if they are not very careful we will get that pennant yet. With the Cumberland Division there is always a "No-Accident Campaign" on. It behooves all of us always to do our best to try to avert accidents of any kind.

Operator Ralph T. McKenzie, who had been working at West Keyser Tower for some

months, died at his home in Keyser on October 5, from typhoid fever. Mr. McKenzie was twenty-eight years old, and entered the service of the Company as operator December 31, 1909. He was a young man with brilliant prospects, honest and ambitious. Along with his work he was preparing himself for the ministry and had intended taking special studies at the "Prep" this year. He had many friends in Keyser who deeply sympathize with the bereft wife.

Conductor J. P. Burns was mentioned for his fine courtesy in the September 4 edition of the *Doddridge County Republican*. He was handling No. 4 and had a large number of cash fares from passengers who had been off on an outing and his able work under the unusual conditions was favorably mentioned by many.

Connellsville Division

J. J. RYLAND, *Office of Superintendent*, Connellsville, Pa.

S. M. DeHUFF, *Manager of Telegraph Office*, Connellsville, Pa.

J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.

And they say Ray Shaw wasn't popular. Theodore Roosevelt, in his palmist days, never landslided any more than did our popular Connellsville ticket agent in the recent primaries.

Let us hope that the chief dispatcher and Hoover were among the first to congratulate ticket agent Shaw and accountant clerk Brady.

One of the division correspondents strolled into the *MAGAZINE's* inner sanctum at Mt. Royal recently. Regretted to find the Editor absent, but had no fault whatever to find with the office force in charge. Work there must be a pleasure, Mr. Ed.

S. M. DeH.: You said it, boy!—Ed.

August 17 witnessed the quiet wedding of Miss Addie Mensel and W. C. Michael, station lineman, Connellsville, after which the happy pair proceeded to burn up gasoline and wear out good tires on an auto honeymoon jaunt that carried them to Buffalo, Niagara and sundry parts of Canada. Our best wishes, "Bill," that's all we can say.

J. W. Turner, popular Connellsville Division engineman, is a busy mortal these days. When not coupling up his engine to a string of "varnished cars," he's bent on hooking up aspiring pugilists. One thing we must say for William is that he is very considerate of his fighters and invariably stages his scraps in the vicinity of an undertaker's establishment. It may be that there is a mutual understanding between said popular engineman and the business man.



Eleanore Rose Brennan

The accompanying picture is of Eleanore Rose Brennan, twenty months old, granddaughter of T. J. Brennan, chief of the fire department at the shops at Connellsville. He has been an employe of the road for thirty-six years and is highly regarded by his superiors. His granddaughter is a magnificent specimen of childhood, and on a recent visit to her grandfather she made a deep impression on those who met her. Her parents, Mr. and Mrs. T. H. Brennan, live in Chicago, but Eleanore seems to like Connellsville and her grandparents' home much better than her own.

September 22 was another sad day for us. T. E. Miller, for years master mechanic at Connellsville, but recently returned to his old love, the throttle, was fatally injured, and his fireman, Charles Glenn, instantly killed, when No. 8 derailed near Houston, Pa. "Tom," as he was best known by all, was equally as popular as the other "Tom" (Thomas Burton), who met a tragic death less than a month ago. The loss of two such enginemen cannot but be a severe shock to both the Company and the many friends of the deceased.

And again doth our hustling signal supervisor, T. W. Scott, bask in the limelight. After serving as Captain in the "Devil Dogs" overseas, it was only fitting that he should be a delegate to the convention of the American Legion of Pennsylvania held in Harrisburg, Pa., October 2, 3, and 4, where he was honored by being one of the 166 delegates elected to attend the National Convention to be held at Minneapolis commencing November 11, where he will help to represent the 340,000 service men and women of Pennsylvania. Mr. Scott also bears

the honor of being sponsor for the new national holiday to be known as Armistice Day and which, it is hoped, will be observed on November 11 of each year. Mr. Scott served seven months in France and was recently honored with the Croix du Guerre by the French Ambassador.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributer*
Office of General Superintendent

J. L. Suesserott, who for some time has been assistant on Engineer Corps at Pittsburgh, Pa., has been transferred to Baltimore, where he is now performing his usual efficient service in the Cost Engineer's office. We hate to lose "Lou's" smile and fellowship, but we realize meritorious service commands recognition, and we extend our best wishes for his success in his new field.

Recently sad events have come into the lives of two of our employes, Miss Lucey, of the General Superintendent's office, mourning the loss of a sister, and Mr. Mathews, secretary to superintendent, the loss of his father. To both of them we extend our heartfelt sympathy in their hours of sadness.

M. W. Fitzpatrick, one of our Pittsburgh and Wheeling dispatchers, is strutting around these days with a smile that won't come off. Our old friend, the stork, paid a visit to his family recently and left a fine baby girl. Mother and babe report getting along fine. Congratulations and best wishes, "Mike," old top.

M. H. Bennett is now holding down the day trick at the Glenwood Scales.

Pretty attractive picture of Miss Iva May Wagner on this page, isn't it? She is a stenographer in the Car Accountant's office, but that doesn't make her smile. She must have been thinking of "Jack."



Miss Iva May Wagner
Office Car Accountant Pittsburgh -

In our last issue mention was made of the activities of our old friend "Dan" Cupid in our midst; since that time he seems to have made the Pittsburgh Division his headquarters, as it were, claiming a few more victims.

Miss Mary Steenson, one of our several popular and efficient "Hello" girls succumbed recently. Mary and her "beau" both like to travel somewhat, and so, one day in the early part of September, they took a little journey to our neighboring State of West Virginia, to a place called Wheeling. While there, after wandering around promiscuously, they decided to "take in" a Fair. After taking a peep at the cows and chickens, and partaking of peanuts, popcorn, etc., they decided it would be real nice to "doublehead" back to Pittsburgh. Arrangements were made accordingly, the necessary authorities were hunted up, the knot tied and two hearts that beat as one returned to home and friends as Mr. and Mrs. Henry Spears. We always knew that Mary, with her winsome smile and congenial nature, wouldn't remain long in this old world without a life partner, and we extend to the newlyweds our best wishes and most hearty congratulations for a happy and blissful future. When the good news became known the girls of the Telephone Exchange, with whom Mary had worked while pursuing her duties as an operator, held a miscellaneous shower at the home of her parents on Hazelwood Avenue. There she received many beautiful presents, together with the best wishes of all present.

While on the subject of matrimony we wish to extend our best wishes and most hearty congratulations to Mr. and Mrs. Frederick Kerby, who were recently married, and to extend to them also our thanks for the most excellent smokes which were received by the members of the office force in the G. S. and Superintendent's office. They were good ones, "Fred," and we thought of you as we enjoyed them.

Another victim of Cupid's rampage is L. C. Redman, who let it be known after his return from a two weeks' vacation, that bachelor days were his no more. "Red," as he is known among his fellow employes, performed the stunt while away enjoying the sights of New York, Boston and other coast cities, the better half being, we understand, one of Connellsville's select. Mr. and Mrs. Redman expect to be at home to their friends in the near future, and we extend to them our congratulations and best wishes.

There is still another wounded victim who has not yet succumbed, working in the capacity of yard clerk at Glenwood, whose name we refrain from publishing in this issue. But we hope to expose him in our next.

The delightful weather of late September has been a source of enjoyment to some of the employes of the terminal agent's force at Pittsburgh who have been away on vacation. Among those are W. F. Deneke, terminal agent, who is traveling through the northwest and down the Pacific Coast; George Hopper, chief clerk at Allegheny; W. E. Swank, in charge at Junction



The late F. V. Byrne

Transfer; Miss Emily Publow, Miss Grayce Forney, and Mr. and Mrs. C. C. Kimes, the last two enjoying their honeymoon through Canada and eastern points.

Frank V. Bryne, whose picture appears on this page, was born in Wales, February 14, 1858, and came to this country when about fourteen years of age, taking up his residence in Philadelphia. He followed the trade of machinist until he entered the service of our Claim Department, September 1, 1893. He was made division claim agent at Pittsburgh in 1902, since which time he has been stationed at that point. In August, 1918, he suffered a stroke which affected his speech for a time, but recovered and again took up his regular duties. On March 1, 1919, he was made assistant to the general claim agent, with headquarters at Pittsburgh, but on August 3, suffered a second stroke and passed away September 16. The funeral was held on the nineteenth and there were present C. W. Egan, general claim agent, C. C. Peery, assistant general claim agent, and A. R. Claytor, division claim agent, Lines West, all of whom entered the service on the same day as Mr. Bryne. All division claim agents from Lines East, as well as Messrs. Craw and Spurrier of Lines West, were also in attendance at the funeral.

By his genial disposition and quiet manner Mr. Bryne endeared himself to all who knew him. He leaves his widow, Mrs. Sadie Bryne, to whom the sympathies of the Claim Department were publicly expressed by Mr. Egan, in a tribute paid at the services at the house, as well as in Mr. Egan's expression of his personal loss in the death of his long time friend and co-worker.

Glenwood Shops

Correspondent, FRANK RUSH, *Shop Clerk*

It was with regret that we learned of the death of Howard Biggy, machinist at Glenwood.



A group at Glenwood Shop (see note

“Pat” was well known about the shops and his family has our sympathy.

From left to right in the accompanying picture are: M. R. Perry, chief, M. C. B. Bureau; W. M. Clements, chief clerk to Mr. Gill; C. P. Kalbaugh, shop clerk, Glenwood; A. J. Wiese, district master car builder; W. E. Moehler, chief clerk to district superintendent maintenance of equipment, Pittsburgh; F. A. Richardson, safety appliance inspector.

Our employes at Glenwood have organized bowling teams, both duck and ten pins, and would like to hear from other shops on the System in regard to games. Write C. P. Kalbaugh, shop clerk, Glenwood.

J. E. Rush, our material man, spent his vacation in Chicago watching the world's series games. With him were H. J. Meehan, “Marty” O'Toole, John Kocheran and E. M. Dunn.

Our friend, A. W. Dean, has been promoted to gang leader on second shift in Glenwood car yard.

We were sorry to hear of the death of Mrs. Folger, mother of machinists Ray and “Jack.”

“Mike” McAtee has been appointed chief clerk to storekeeper at Glenwood. Glad to see “Mike” get the chance.

Monongah Division

Correspondent

E. S. JENKINS, *Secretary to Division Engineer*
Grafton, W. Va.

The accompanying picture is of the float which was displayed by the Brotherhood of

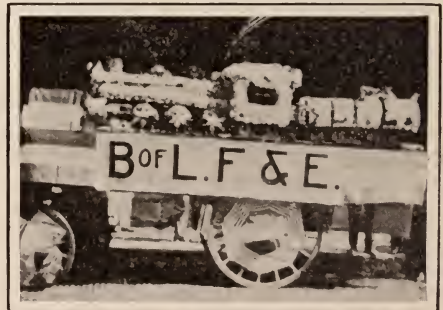
Locomotive Firemen and Engineers at the Labor Day parade in Grafton. It was a very effective grouping of flowers and greatly admired by spectators.

Charleston Division

Correspondent, C. W. Dixon, *Car Distributer*

H. L. Denton, general superintendent of police, and J. P. Dugan, general baggage agent, both with headquarters at Baltimore, Md., paid the Charleston Division a visit on October 2, 3 and 4.

C. E. Stanley, captain of police, has moved his office from Gassaway to Weston, effective September 20.



Beautiful Labor Day Parade float of Brotherhood at Grafton, W. Va.

W. H. Shide, chief clerk to superintendent, is back at his desk again, after spending his vacation in "dear old Baltimore."

We are all in the dumps and need something to cheer us up. First we lost out in the "No-Accident Campaign," though we finished fourth. That was bad enough, but then on top of that John Nodes, the efficient, affable and well liked secretary to the superintendent, left our midst. We were all sorry to see him go, but as he has left the railroad service to take an engineering course in Ohio State University, at Columbus, we feel that we were the losers, and not John. We might possibly have been able to have withstood these two blows, but on top of that we got a worse one when the girl with the sweetest disposition in Gassaway left us. It is not necessary to mention any names here.

Somebody asked Roy Sergeant, of the Division Accountant's office, the other day what was the height of his ambition, and he replied, "She comes just about to my shoulder."

Accompanying is a picture of the Y. M. C. A. at Gassaway. Doesn't it look cool and cosy and inviting: It will be even better than that one of these days, as they are to start soon serving meals. An up-to-date range was received the other day for use in the kitchen; and we are all hoping that some one will start the ball rolling for a "big blowout" when the dining room is opened.

Trainmaster J. D. Nicholas has returned from his vacation, and says he had a fine time.

We have several new faces with us now, because of losing some of the members of our old office force at Gassaway, on account of opening of schools and colleges, and for other reasons. Among them are: Misses Agnes Spradling, Sylvia Miller, Alice Rice and Inez Young.

We have with us M. A. Walus, chief clerk to division accountant. This position was vacant by reason of transfer of former division accountant Barnes, and promotion of W. E. Severn from chief clerk to division accountant in Mr. Barnes' place.

W. E. Borneman, formerly a stenographer in Division Engineer's office, has accepted a position in Division Accountant's office. There were no young ladies in the former and they are numerous in the latter. Possibly that accounts for it.

The sympathy of the entire force has gone out to Miss Beatrice McDermott, who, during the latter part of September, lost her father through illness.

We also have with us R. Brooke, as division engineer, succeeding former division engineer Pattison, transferred to the Monongah Division. Since he has been here we have not gotten very well acquainted with him. He has been too busy. But we are sure we will like him all right.



Beautiful Y. M. C. A. Building at Gassaway, W. Va.

Transportation timekeeper C. A. Roof is another one of the force who enjoyed his vacation during September. At least he said he enjoyed it. But as he went to New York, we doubt it, for we cannot see how any one used to the hurry and bustle of Gassaway could enjoy themselves in "little old New York."

Right at the present time excitement and enthusiasm is at white heat on the Charleston Division in connection with the new three months "No-Accident Campaign." The committees that have been appointed promise to keep everybody livened up, and assure us that we will win this time, even though we were unfortunate in the last campaign. When this article is published we will still have over a month of the allotted time before us, and we hope that all who read this, who are of the Charleston Division, will continue to help out in the contest by keeping all "het up" until the bell rings.

Wheeling Division

Correspondents

A. N. GANTZER, *Office of Car Distributer*

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.

J. F. ALREED, *Agent*, Folsom, W. Va.

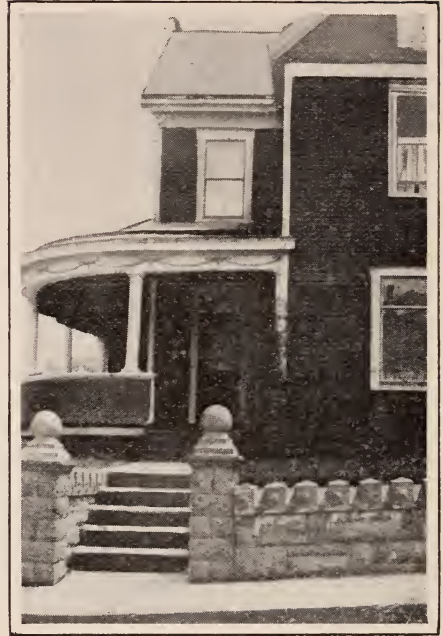
JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

Howard Meyers, the midget messenger, passenger station, Wheeling, has been promoted to Car Record clerk, Superintendent's office.

The accompanying photographs are of the house of engineer W. S. Brookover, Clarksburg, W. Va., and of his daughter, Miss Elizabeth Brookover, standing on the front steps of engine 4110.



Miss Elizabeth Brookover, on "Daddy's" engine



House of Engineer W. S. Brookover, at Clarksburg, W. Va.

C. E. McGann, former assistant master mechanic at Philadelphia, has been appointed master mechanic at Benwood, vice J. A. Anderson, promoted to assistant master mechanic at Glenwood.

Bernard L. Helfer has accepted position of West End desk clerk at Holloway, Ohio. His many friends in the Superintendent's office wish him success in his new work.

Our old friend, C. J. Strauss, recently employed in the office of Superintendent of Motive Power, has accepted a position in Trainmaster's office.

A wedding of much interest was solemnized recently when Miss Rosella Doyle became the bride of A. J. Kettlewell, at her home in McMechen. Mr. Charles Dailey and Miss Carrie Doyle were the only attendants. Rev. Byler of the First Church of God performed the ceremony. Mrs. Kettlewell is the daughter of Mr. and Mrs. J. E. Doyle, and was formerly employed as file clerk in the Master Mechanic's office, while Mr. Kettlewell holds the position of assistant car foreman. After a brief honeymoon the couple will make their residence in their newly furnished home on Marshall Street, McMechen, W. Va. Mr. and Mrs. Kettlewell have the best wishes of all.

J. R. Fonner, of Wheeling, has accepted a position as stenographer to car foreman Garber.

Born Sunday, September 21, to Mr. and Mrs. O. L. Kinsey, a boy. "Daddy" Kinsey is the popular shop clerk at Benwood. Mother and

baby are getting along well. The boys of the office force enjoyed some good smokes, while the girls received chocolates. Hearty Congratulations, Oran.

John Cusack, general clerk, and J. R. Fonner, stenographer, reviewed the Pershing Parade at Washington, and from the looks of the snapshots, they were also reviewing the feminine soldiers of Washington. One of the old veterans of the Benwood Shop was conspicuous on Pennsylvania Avenue near a five and ten cent store in Washington. After considerable discussion he was found to be our lively old friend "Hickory" Haberfield, air brake foreman.

One of our machinists at Benwood Shop, J. F. O'Connell, was away from his work for three days and, when taken upon the carpet for being absent without permission, it developed that he had taken unto himself a wife. He was excused and wished success.

Night roundhouse foreman S. E. Crow at Benwood spent two weeks on vacation. It is rumored that Crow is a hen-pecked married man and is required to mend old shoes, plow the garden, cut the grass and do other incidentals connected with married life. Congratulations, old boy.

Our congenial car foreman, Sir Nicholas Hoffman, has returned from Chicago, where he spent a delightful ten days. "Nick" swears by all that is true and holy that Chicago is much larger than Brooklyn Junction and that he never saw so many busy people in all his born days.

A certain foreman at Bridgeport, Ohio, recently had the time of his life at the fair on the Island. It is reported that he rode seven times in one evening on the "Over the Falls." Go to it, "Brownny."

General foreman H. J. Burkley spent a few days in the vicinity of Glenwood and Newark Shops and also paid a visit to an old friend of his, L. F. Finegan at Mt. Clare. Burkley reports business as brisk and came back to Benwood with a determination to increase the output of Benwood Shops after what he had seen at the other shops.

M. P. Connors, who is at Terra Alta for his health, paid the shops a visit recently. He was formerly employed as roundhouse clerk.

Our officials and employes extend their heartfelt sympathy to Mrs. R. P. Prettyman and family in the loss of their dearly beloved husband and father, who met his death at the Benwood Shops while in the performance of his duties. Mr. Prettyman was an old employe of the Baltimore and Ohio and was well liked by all his fellows. His death will be greatly felt by his close associates on the division.

Francis Sigler, chief clerk at Holloway, underwent a slight operation on his throat, and is now recovering nicely.

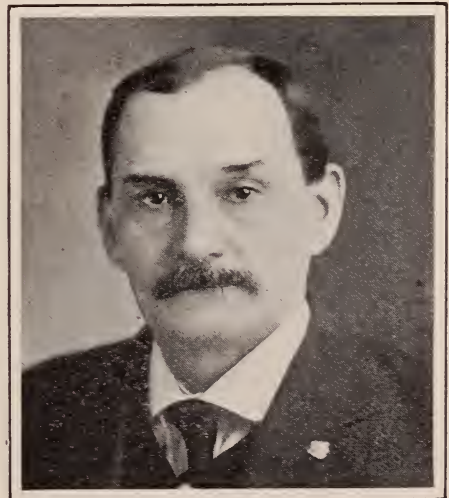
Western Lines

Cincinnati Terminals

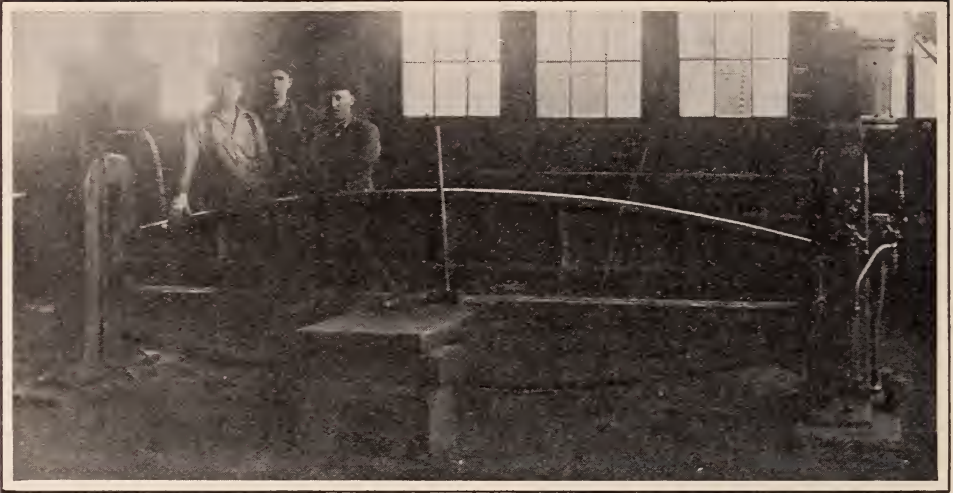
Correspondent, JOSEPH BEEL, *Chief Clerk to Supervisor of Terminals*

To hear "Joe" O'Donnell and his right hand bower, "Bill" Maloney, talk of the wonders and riches of the world would make Aladdin with his wonderful lamp feel like a piker. The leasing of both banks of Lake Michigan on which to hold their lawn fete to entertain their friends; the erection of an office building in Boston through which it requires the services of a guide one week to conduct a tourist, and the mere gift of twenty-five Pierce Arrows to their acquaintances are mere bagatelles. Their elaborate expenditure is in permitting their friends to use "Joe's" Handley-Page to run over from Cincinnati to New York to spend the day. They recently spent a week-end at Newport News taking salt baths, using "Bill's" lavishly outfitted twelve-room yacht, the Landsdale, to make the trip. How do they get that way? Let us in on the secret. Probably it can be attributed to the imported Tokio cigarettes they sniff.

Adam Doerr, whose picture appears here, entered our service in 1890, and has been with us ever since. Adam, as he is known among all the boys, has had charge of the records at Smith Street for many years. Many a record that has been misplaced, and given up as lost, he has located. He is always on the job and ever willing to lend a helping hand, and the proud father of five children, one boy and four girls. His only son answered the call of Uncle Sam, volunteered and served about eighteen months overseas. Adam is a good scout and a booster for the Baltimore and Ohio.



Adam Doerr



A New Clamp designed by Paul Haaf, Air Brake Foreman (see note)

The accompanying reproduction is of the flue sheet clamp in use at Ivorydale. This clamp has been equipped to operate by air out of reclaimed material and has proved a great success in forming door holes and flue sheets. It formerly was of a screw type.

Reading from left to right: Carter Walker, boilermaker; William Pelzer, boilermaker, who operates the clamps, and Paul Haaf, air brake foreman, the designer of the clamp.



George Shoemaker

The poetry duel between Storrs and Stock Yards still continues and from the offerings of both participants it is hard to say at this date who will be declared the "champion." The following masterpiece is contributed by Stock Yards in reply to Storrs' alibi which appeared in the September number.

To Our Beloved Wiehe, "Storrs' Bard"

"Business waxed too hot," indeed?
For why "Business," pray?
'Tis not the working hours we need
To have our little say.

Oh, oil that burneth late at night,
Tell Wiehe of the task,
To shed thy brilliant rays of light,
That we in rhyme may bask.

No working hours do we desire,
Wherein to weave a spell,
Or vent our playful lightsome ire,
On one we love so well.

So, hush that business talk, Old Top,
Come on, let's have a rhyme
In answer to this little "pop"
Which comes from

"TRULY THINE."

The accompanying is a striking likeness of George Shoemaker, one of the most popular bachelors in our Terminals. Mr. Shoemaker entered the service as chief clerk to the depot-master at Toledo, Ohio, in 1905, and is now in the Accounting Department of the Toledo District, Cincinnati.

Earl Yelton recently returned from overseas after about eight months of service and is now holding down the position of chief correction clerk at Smith Street. Earl responded to the first call for volunteers, enlisted as a private and came home with the title of Second Lieutenant of Camp Hospital Corps, No. 8. Earl did more than help down the Kaiser. Cupid got busy and he succeeded in capturing an American nurse from the State of Michigan. After a very pleasant honeymoon trip, Earl and his bride settled down in their cozy home in Newport, Ky. Congratulations.

Misses Leafy Wiltsee, Florence Darling and Kathryn Weber of the Superintendent's office, and Miss Helen Farmer of the Local Freight office, recently took a trip to Detroit. They were there but one day, but as yet no one has been able to discover a place they did not visit. "Such is woman."

What is the matter with the terminal girls? They just lost another chance—this time in the person of Louis Groene, our electrical supervisor. Cupid was bound to get "Lou" and not being successful in piercing the heart of any of our girls, was forced to look elsewhere for a target for his dart. The best the girls were able to do was to furnish the bridesmaid, Miss Clara Schulte, of the Superintendent's office. Just to show that our girls have the proper spirit they wish to extend to both Mr. and Mrs. "Lou" their heartiest congratulations and best wishes.

J. L. Flanagan, chief clerk at Elmwood, his wife and little daughter, recently returned from a vacation spent at Detroit, Toronto and Chicago. While at Chicago "Jim" rooted just a little too enthusiastically while seated in the bleachers and he now carries a little souve-



Employees at Eighth Street, Cincinnati Terminals

nir. Nevertheless "Jim" continued his rooting and almost succeeded in converting his offender.

The accompanying picture will introduce to our readers some of our force at Eight street, viz.: J. Fisher, crossing watchman; C. J. Cleary, trainmaster; A. R. Montjar, chief clerk; Frederick Ulrich, crew dispatcher; and J. D. Carner, switchtender.

The accompanying picture was taken at the Sixth Street Freight House. On the front row, from left to right, are: Frank Purden, tallyman; William Kelley, foreman's clerk; Bernard Heheman, foreman; Forest Williams, tallyman; Charles Crusham, tallyman; Anthony Distler, tallyman; Edward Vettel, tallyman; Charles Geissler, tallyman. In the back row, from left to right, are: Charles Burns, tallyman; Louis Cramer, receiving clerk; Henry Vettel, tallyman; W. J. Moran, assistant foreman; L. M. Burke, receiving clerk; Edward Wilken, receiving clerk.



Employees at Sixth Street Freight House



Charles J. Fledderman, Jr.

Fireman Charles Fledderman here introduces Charles, Jr., to our employes. Charles, Jr., favors his mother, we believe (our opinion after we glimpsed "dad"). Mr. Fledderman is firing for "Red" Norton, whose greatest worry is his hair. "Red" would appreciate advice concerning the best beauty parlor in Cincinnati. He "just has to prevent the loss of additional curly locks."

Frank Goehle, chief yard clerk at Brighton, had a two weeks' vacation. He spent one week making an automobile trip but did not get very far, as he was three days repairing the tires and engine. Frank quite agrees with the saying, "Some one is always taking the joy out of living."

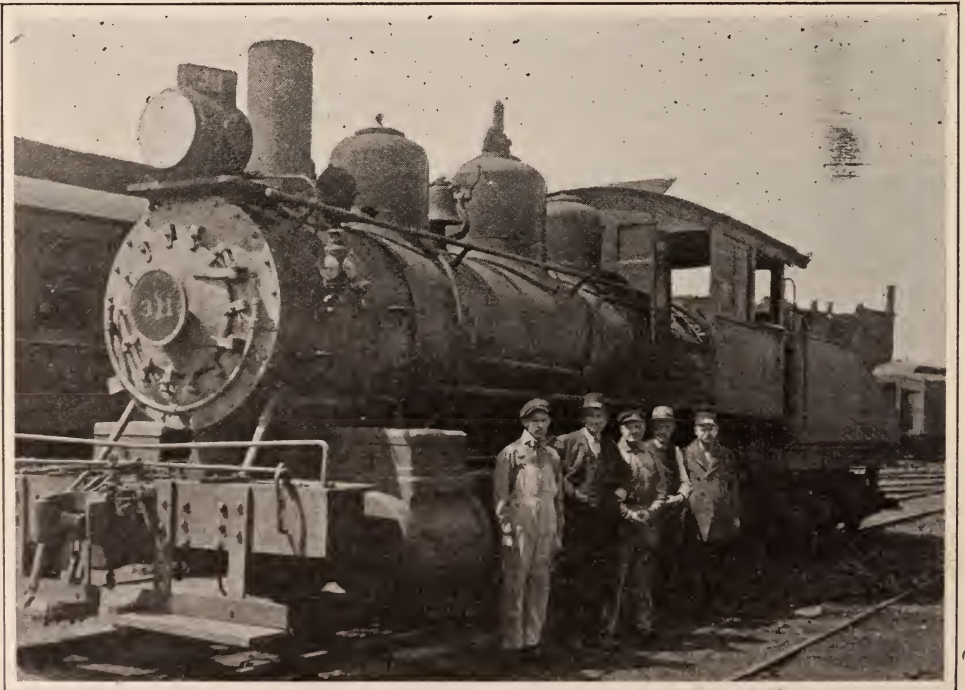
Walter Kohlmier, former correction clerk at the Smith Street office, resigned to take service with the Gordon Rubber Tire Co. Walter has the best wishes of all the boys for one continuous round of success.

Employes at Stock Yards generally agree with John Ruskin, who wrote: "Make sure that however good you may be, you have faults; that however dull you may be you can find out what they are; and that howeverslight they may be, you had better make some patient effort to get rid of them."

Ross Kane, one of our yard clerks, has just returned from a little trip, part of which was spent at Mammoth Cave, and the remainder fishing in the Kentucky River.

J. S. Vonderwische, adjustment clerk at Smith Street, accepted the position of cashier and accountant at Norwood. Best wishes.

The accompanying picture is of engine 311 and crew, from left to right, viz.: "Tom" Goff, switchman; Edward Gibson, conductor; W. D. Lawrence, engineer; J. Dickhorner, switchman; C. E. Steinwert, fireman.



Engine 311 and Crew



Employees of Stock Yards' Yard Office

The accompanying picture will introduce some employees of our Stock Yards' yard office. Reading from left to right are A. S. Hillard, chief clerk to general foreman; F. L. Hall, general foreman; E. L. Welch, yard clerk; T. M. Maloney, yardmaster; J. J. Mitchell, yardmaster's chief clerk; George Ernst, yard clerk; Elmer Pabst, yard clerk.

The world's series is over—the whitewashed posts have faded and things in general around Stock Yards roundhouse have resumed a normal work-a-day appearance. The anticipation of a Thanksgiving feed is about the only thing that could disturb the business atmosphere which prevails at this time. It is rumored that many world's series bets will go to pay for the luxury of a turkey with cranberry sauce on many a Stock Yard's mechanic's table on Thanksgiving Day.

Who is the busiest man in the Cincinnati Terminals? That is a hard question to answer, but if appearances have anything to do with it, the prize will be given to C. P. Burrus, supervising agent. Who has ever seen Mr. Burrus when his pockets were not filled with memos of some sort? As to his desk, the Superintendent's force will vouch that you will never see a more busy looking one in the Terminals.

J. P. Fallon, assistant trainmaster, is now rapidly recovering from injuries to his eye, sustained when struck by an engine at Queen City Ave.

Employees at Stock Yards received word from George G. Brooks, who has been called to

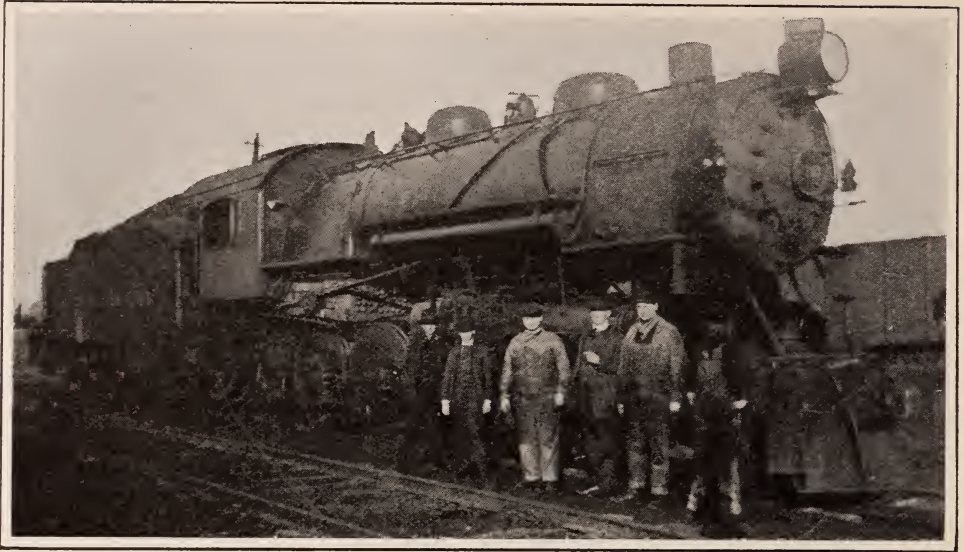
Somerset, Ky., because of the serious illness of his wife, that he is uncertain as to the date of his return to take up his duties as "slip foreman." Best wishes for Mrs. Brooks's speedy recovery are extended George by his fellow workmen.

Robert Jennings, car distributor in the Superintendent's office, just came back from his vacation. He certainly was busy commuting between Cincinnati and Chicago, rooting for the Reds.

This picture was taken at Cincinnati Junction, and features, from left to right, Phillip Meagher, "Lou" Volk, Bertrand Baumgartner and "Joe" Powers.



Snapped at Cincinnati Junction



Engine 2761—fresh from the Roundhouse (see note)

This picture is of engine 2761 as she appeared at Stock Yards just after coming out of the roundhouse, also featuring, from left to right, Frederick ("Slim") Whelan, T. M. Maloney, A. Cayton, J. W. Cleary, R. Reuhlma and John Doe.

Three of the busiest men around Cincinnati are Frederick Ulrich, Allen Montjar and Walter Scot, better known as "Scottie," who have been putting in all their leisure moments counting their receipts from the world's series. While they did not participate in the gate receipts, they were well repaid by the Reds winning a large number of games. After losing two dollars, which he put on the White Sox, "Joe" O'Donnell shut up like a clam and you couldn't get him to bet even a postage stamp.

Don't want to mention any names, but it is rumored about the Terminals that some one at Elmwood, while on his vacation, bought the Stattler Hotel at Detroit for \$20.00.

The last of Stock Yards' vacationists to resume work this month after a strenuous time in Chicago during the world's series were A. F. Woellner, E. P. Fitzgibbons, F. Felix and G. C. ("Tuck") Thayer.

New Castle Division

A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
 P. W. ADAMS, *Telegraph Operator*
 O. C. BEDELL, *Telegraph Operator*

Harry B. Humbert, son of master carpenter A. T. Humbert, has enlisted in the Naval Serv-

ice and has been assigned as a member of Company 22, 16th Regiment, located at Camp Luce, Great Lakes, Illinois. A recent letter from Harry makes much of the good "eats," clean camp conditions, drilling and sleeping in the hammock stunts. Harry will undoubtedly make good, as he has a very pleasant disposition, makes friends easily and is a willing worker.

On September 20 a special drive was made to clean up the division with the intention of breaking all records of cars moved. Superintendent Stevens laid careful plans and, with the splendid cooperation of the division employes, a record of cars moved that was very gratifying was made. A total of 3,495 loads and 1,236 empties were moved, a grand total for the division of 4,731 cars. This is in excess of the greatest number of cars moved for any previous day for which records are in existence. This wonderful movement resulted in a corresponding increase in car miles amounting to 41.2 miles for the day. With such spirit now prevailing among the New Castle Division employes it is doubtful if this record will be allowed to stand for any length of time.

The New Castle Junction Shop baseball team has closed its season with a record that would be hard to beat. Playing seventeen games, only three were lost and two of these were played with the New Castle Italian Athletic Association team, a professional team. The record of games won by the shop team and the fact that they had defeated every team of prominence in this territory resulted in a demand that they meet the Italian Athletic Association team for the championship of Lawrence County. The first game was lost by

the shop by a score of 3 to 1, although they out-hit the Italians. The second game was lost, score 4 to 0, principally because of failure of shop boys to hit pitcher Haid, a National League pitcher, imported for this series. The record of the shop team reflects great credit on the individual members of this team. A. C. Harris served as manager and John A. Jackson as secretary-treasurer.

The local Y. M. C. A. has set up a handball court at New Castle Junction for the use of office and shop employes and steps are now being taken towards the formation of a team for entering the local volley ball league. The bowling teams from shop and yard are already at work and the basketball teams are also practicing in preparation for the opening of the league season. All these teams will no doubt be entered in the city league controlled by the Y. M. C. A.

Captain M. P. Earle, in charge of the police force on the New Castle Division, has originated a new scheme for handling train riders captured by his patrolmen. Very frequently the men so caught are well supplied with funds and the captain has been giving them the choice of buying a ticket to their destination or facing the local court. During the month of September seven men purchased tickets in this manner and the revenue derived amounted to \$58.19.

The accompanying picture is of the foremen and freight handlers of the Youngstown freight station, under agent James Aiken. This gang, with foreman "Joe" Chill, is striving to set a high mark in freight handling and also has a keen interest in Freight Claim Prevention work. First row, reading from right to left, are: G.

Moody, assistant foreman; J. O. Chill, foreman; William Chill, rate clerk.

George W. Miles, car distributor, but recently returned from Army service in France, has deprived the New Castle Junction yard of a perfectly good record clerk. Mrs. Miles, formerly Miss Hilda Ruoff, has been employed as record clerk in Terminal Trainmaster's office at New Castle Junction for some time, while George has had charge of the car distribution on the division. Both of them are well known and have a host of friends on the New Castle Division, who join in wishing them the best of luck.

Supervisor Thornton now has a private office of his own, located next to the restaurant at New Castle Junction. The moving of this office has served to relieve the congestion in the division offices and "Pat" is in better shape to handle the numerous trackmen who come to visit him.

P. Landis has been appointed supervisor at Youngstown, in place of Mr. Thornton, transferred to New Castle Junction, these changes being made necessary because of the resignation of supervisor John Farrell.

Our Railroad Team from Youngstown, Ohio, Terminal, captured the city championship in the A. M. V. F. League by a victory over the Orioles, score 7 to 2. The Baltimore and Ohio boys came from behind in the eighth inning when W. Chill, of the freight office, knocked out a homer with two on bases. We congratulate our employes at that point on having made such a splendid showing and hope that they will hold their laurels during succeeding years.



Freight Office Talley-men at Upton, Ohio

The following record will interest our readers:

*B. & O. R. R.	1	Church Hill.....	0
* " " "	8	St. Edward's.....	13
* " " "	3	Erie R. R.....	2
* " " "	13	Risco Bessemer Works .	7
* " " "	5	Erie R. R.....	4
* " " "	1	New Castle B. & O.....	7
* " " "	12	Logan A. C.....	3
* " " "	9	New Castle B. & O.....	0
* " " "	8	J. H. Fitch.....	5
* " " "	20	Walnut A. C.....	1
* " " "	3	Edenburg A. C.....	9
* " " "	8	Auto Sklers.....	3
* " " "	9	Imperials.....	†0
* " " "	9	Knights of Columbus... 1	
* " " "	8	General Fire Proof.... 1	
* " " "	8	Yough.-Pitts. Steel.... 0	
* " " "	4	B. H. S. Co.....	9
* " " "	8	St. Edward's.....	2
* " " "	4	New Castle B. & O.....	9
† " " "	3	Orioles.....	2
† " " "	8	Orioles.....	11
† " " "	7	Orioles.....	2

Won.....16
Lost..... 6

Runs Scored by Baltimore and Ohio..... 159
Runs Scored by Opponents..... 91

BATTING AVERAGES	GP	AB	R	H	Pct.
Myland.....	8	32	13	18	562
McCullough.....	12	44	9	19	432
W. Chill.....	15	51	15	22	431
J. Chill.....	10	28	9	12	429
Flynn.....	10	25	5	9	360
Rochford.....	11	37	14	13	351
Morgan.....	7	23	5	8	348
Sherry.....	12	41	11	14	341
Conti.....	12	39	8	12	308
Bates.....	4	13	2	4	308
Pendergrast.....	12	44	12	11	250
Boggins.....	9	31	6	6	193
Feigert.....	2	5	1	3	600

*League games. †Championship games.. †Forfeit.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

Divisional Safety Committee

PERMANENT MEMBERS

S. U. HOOPER.....Chairman, Superintendent
T. J. DALY.....Trainmaster
W. STRECK.....Trainmaster
D. HUBBARD.....Division Engineer
F. E. COOPER.....Master Mechanic
R. A. VERNON.....Road Foreman



Baltimore and Ohio New Castle Division Baseball Team, City League Champions, New Castle

Top row: F. Moran, business manager; C. Rochford, infielder; P. Morgan, infielder; W. Boggins, infielder; F. Sherry, outfielder; manager, A. Bates, infielder; J. Flynn, outfielder; H. Hubner, catcher; C. Feigert, pitcher; W. Smith, treasurer. Bottom row: J. Murphy, outfielder; captain, W. Chill, infielder; C. Myland, pitcher and catcher; H. Pendegrast, outfielder; P. McCullough, pitcher; D. Conti, outfielder; J. O. Chill, catcher; mascot.



C. A. Burdge, General Foreman
Cleveland Roundhouse

Ralph E. Shaw has accepted a position in the office of the Division Engineer.

Howard Fleming, man hour clerk in the Division Accountant's office, is the proud father of a baby girl. Congratulations, Howard.

Herbert ("Heavy") Rine, has been promoted to chief clerk to division engineer.

Cleveland Division

Correspondents

H. KLINE, *Secretar to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

Above picture is of general foreman C. A. Burdge, Cleveland shops, who has been with the Company for the past twenty years. He by no means is bald, but they say he wore his hat to hide his red hair. The smile on his face is nothing unusual, but the best smile he has is when there is before him a dinner of frog legs or clam chowder.

This picture is of the one-time Akron-Holloway crew, noted for the good work it has done on this run. This picture was taken while the train was standing in Akron yard. From left to right are: W. S. Bilingsley, engineer; P. S. Sullivan, brakeman; W. J. Galbraith, flagman; E. Merrick, conductor.



Akron Holloway Crew

- DR. M. H. KOEHLER..... Medical Examiner
- F. R. CASTOR..... Captain Police
- A. R. CLAYTOR..... Division Claim Agent
- E. W. DORSEY..... Signal Supervisor
- C. G. SUTTON..... Storekeeper
- E. C. ZINSMEISTER..... Master Carpenter
- C. G. MILLER..... Supervisor Shop Schedules
- MISS ROSE MCGINN'S..... Secretary to Storekeeper
- H. L. BALL..... Secretary, Chief Clerk to Trainmaster
- W. J. HEAD..... Safety Agent

ROTATING MEMBERS

- M. C. HACKEY..... Night Yardmaster
- D. MORIARTY..... Operator
- W. A. STUMP..... Signal Repairman
- NEAL MCVICKER..... Carpenter
- H. L. BONE..... Freight Engineer
- D. E. RAINEY..... Freight Fireman
- J. SUTTON..... Freight Conductor
- R. C. ZEHNER..... Freight Brakeman
- C. W. GEORGE..... Car Repairman
- E. C. DOUDNA..... Freight Agent
- T. WILSON..... Mason Foreman
- J. O. MITCHELL..... Passenger Engineer
- E. A. WEISER..... Passenger Fireman
- A. I. WOODWARD..... Passenger Conductor
- C. E. RIAN..... Passenger Brakeman
- L. W. KEMP..... Yard Brakeman
- EMMET PARSON..... Car Department

Cupid played a silent game in the office of the Division Accountant during the past year, and surprised all of the employes in the office by announcing the marriage of A. E. Roll and Miss Dorothy M. Connor, whose wedding was an event of December, 1918. W. H. Dowden also stole a march on his friends and fell in line with the benedicts last April.

Mr. and Mrs. Roll recently had their honeymoon, and Mr. and Mrs. Dowden also spent a delayed honeymoon a few weeks ago, at Atlantic City. "Better late than never, boys," and we extend our heartiest congratulations.

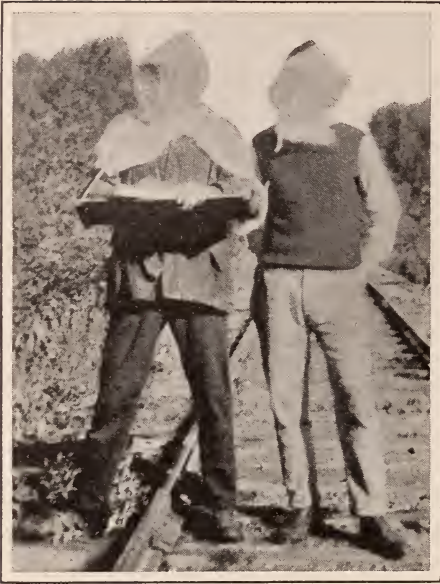
"Doc" Savey, C. T. timekeeper, has resolved to quit smoking.

"He took his pipe to the river's brink;
He tossed it in, then watched it sink.
And many lonesome hours he's spent,
Trying to forget its scent.
No matter how he may endeavor
Its memory shall live forever."

H. C. Wilson, M. P. timekeeper, enjoyed a vacation in St. Louis.

F. C. Cole, labor distribution clerk, returned recently from a delightful trip through the east.

F. L. Varner spent his vacation in Cleveland.



Fighting Mosquitos on Survey Valuation Work

Neither gas masks nor "flu" masks are seen in the accompanying picture. What then? Ask of the "boys" from the Valuation Department, accompanying I. C. C. Roadway Party No. 2. In a certain territory, a long stretch of land was encountered, covered with weeds as high as "Bob" Digges' head, and from which arose in large numbers, *something*—what? "Oh, boy," said one "Mickey," "see the hummin' birds." "Hummin' birds, nothin'," answered one more experienced, "them's mosquitos." As SAFETY is the slogan of all faithful employes, masks were provided for protection from these all too friendly little insects. And so, no wonder that our dignified (?) assistant pilot engineer Hannum went floundering very unexpectedly one night into a bog which rendered necessary at least three baths before he could truthfully say "What a grand and glorious feeling."

T. C. Hopkins, assistant storekeeper at Cumberland, has been appointed local storekeeper at Cleveland. Mr. Hopkins succeeds L. F. Ryan, who resigned recently. We wish Mr. Hopkins success in his new position.

The Stores Department on the Cleveland Division lost one of its most attractive stenographers when Miss Agnes Cross, office of local storekeeper, Cleveland, became a bride, Tuesday, September 23. J. Hanzlik has been appointed to fill this position.

Lorain

J. Melllyar, former paymaster at Lorain, has resigned and is now manager of the Lorain Coal & Coke Company. Mr. Melllyar has

many friends in Lorain who wish him much success in his new venture.

C. E. Pierce, agent, is confined to his home because of illness. Former assistant agent, I. A. McDaniel, is filling Mr. Pierce's position temporarily.

R. Bender has been appointed night roundhouse foreman, vice W. N. Tarney, resigned.

F. Bonk, painter, has been passing the cigars around, with a big smile on his face, for a baby girl arrived at his home recently.

Alexander Milasky, local storekeeper at 17th Avenue, has just purchased a new Chalmers car. He is young and single, girls.

District master car builder Hitch and general car foreman Gonnerman attended the Chief Car Inspectors and Car Foreman's Association Convention at St. Louis, Mo., on September 23, 24 and 25. The new M. C. B. Rules were discussed.

W. Gardner, roundhouse foreman, has returned from a two weeks' vacation spent at Geneva, Ohio.

H. R. Atwood, formerly general locomotive foreman's clerk, has resigned to accept employment with a Detroit firm. Mr. Atwood made many friends while with us and we wish him success in his new venture.

At the primary election held at Lorain in August, our friend, engineman A. F. Kuhn, received one vote for nomination as Tax Assessor on the Democratic ticket. It is rumored that one of his loyal friends cast this vote for him. Frank says he will get even this fall and show some one up.

Massillon

"They all flop sooner or later." Conductor F. L. Bean has signed the life contract with Mrs. Elizabeth Kuhn. Their marriage took place in Cleveland, and they will reside in Kirkwood. Mr. Bean is getting a rather late start, but we hope he will finish strong.

W. E. Brugh, trainmaster's clerk, also took out a life contract with Miss Nora Lewis, on October 9. This fever seems contagious, so look out, you single fellows. Good luck to you, also, "Bill."

Operator "Dad" Landis, at CO Tower, has returned from his trip to the Rockies and advises that he had a fine time. He is looking well, so we must believe him.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*

This picture is of Francis Keating, formerly machinist at New Castle Junction. Mr. Keating is now employed as machinist at Lincoln Street Terminal. The picture was

taken in Wisconsin, where Mr. Keating and his wife were spending several months for her health. While at New Castle Mr. Keating was prominently connected with welfare work and was a prime mover in having the hospital car equipped and placed at that point.

F. K. Moses, master mechanic, has been confined to his home for several weeks, recovering from a serious stomach ailment. Mr. Moses feels that it is a severe enough punishment to be ill, without having to undergo a rigorous dieting on milk and toast.

Francis J. Moran, son of master mechanic Moran of Garrett, has accepted the position of clerk to chief electrician.

Miss Virginia Hall, of the Master Mechanic's office, has resigned from the service to prepare for a happy day as yet not announced. Further details later.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

The marriage of Beatrice Moffet Park and William C. Carr on September 20, is announced. Mrs. Carr is a daughter of operator George J. Park, on this division.



Francis Keating and his prize muskalonge



The late Mr. and Mrs. W. F. Tanner, their children and Mr. Tanner's mother

Announcement is made of the marriage, on August 16, of Miss Tess McKenney of Winnetka, and William Hogan, Jr., who is in the employ of the Baltimore and Ohio Chicago Terminal at this station and is a son of supervisor William Hogan. Mr. and Mrs. Hogan spent their honeymoon in the northwest and now reside in Winnetka, on the North Shore.

Mrs. Miller, wife of conductor George W. Miller, passed away at Prudence Hospital, Washington, D. C., on July 15. Mr. and Mrs. Miller were spending their vacation in Washington when she became seriously ill and failed to recover. There are five children surviving, all grown. Three of them and Mr. Miller were with her at the time of her death. We regret to add that Mr. Miller is now in the South Chicago hospital suffering from a broken wrist, the result of a fall, but at last reports was much improved.

Operator George J. Park has been transferred to Garrett, where he will take a position in Dispatcher's office. We congratulate Garrett on the accession of two such worthy residents as we know Mr. and Mrs. Park to be.

Personnel of Inventory Party, Chicago Division, Valuation Department, Chicago, Illinois

By H. P. Rolfe

Sunde, he is short and small
With hardly any hair at all.
Waite, he is a fiery lad
Often getting fighting mad.
John, he is a miner bold
Does his work just as he's told.

Chappie lost his looks in town,
His forehead hurts whene'er he frowns.
Uhlie, he's both tall and lean,
Yet certainly likes the gas machine.
The "Colonel" ends our little list,
For he is one will ne'er be missed.

South Chicago

Correspondent, **MRS. BERTHA A. PHELPS**
Wheelage Clerk

Among the employes who have recently been retired on pension is Joseph E. Welch, engineer in the South Chicago district, who entered the service in 1877 at Baltimore, where he was fireman and engineer until 1894, when he came to Chicago. He has since been in service in this city. Mr. Welch married Kate Beck, of Baltimore, who passed away in 1903 in that city. There are two children, a son and daughter, who reside in Chicago. Since his retirement Mr. Welch spends a part of his time in Philadelphia.

On September 20, Mr. and Mrs. W. B. Wilkerson celebrated their golden wedding anniversary, entertaining about fifty friends at their home at Wentworth Avenue and Marquette Road, Englewood.

Mr. Wilkerson has been in the Commissary Department of the Baltimore and Ohio for twenty years and has many friends among the

patrons and employes of the Road. Your correspondent visited their home and was shown the beautiful flowers by which their friends had remembered them and also a gold enameled fruit dish which was presented by members of the International Bible Students' Association of Englewood, of which they are active members. Mr. and Mrs. Wilkerson were married in Chicago and have lived in their present home, which is still in fine condition, for thirty years. A wholesome, busy life has been theirs, cheered by a true comradeship and marked devotion to each other, and we wish for them a continuance of this happiness for many years.

Ohio Division

Correspondent, **A. E. ERICH**, Chillicothe, Ohio

Miss Ligouria Eberle, time clerk in Division Accountant's office, decided she was tired of looking after time checks and embarked on the sea of matrimony. Miss Eberle has been in the employ of the Company for over two years, during which time she has made a host of friends, who all wish her a happy married life. Miss Eva Eberle, stenographer in Superintendent's office, was attendant.

We all extend to engineer H. Blackburn our sincerest sympathy in his deep sorrow in the



W. B. Wilkerson and wife, who celebrated their golden wedding anniversary on September 20



Joseph E. Welch
Retired Engineer, South Chicago

loss of his wife. Following an operation, performed on September 10, her condition grew steadily worse until she finally succumbed.

Harry C. Newberry, who recently returned to this country after serving in the Army of Occupation, has been appointed foreman of Section No. 21, at Chillicothe, Ohio.

Miss Edith Woodall, stenographer in Division Engineer's office, recently spent a couple of days in Washington, D. C. She gave no reason for this flying visit.

Miss Susie Masters spent September 28 at her home at Piketown, Ohio. We wonder whom she saw outside of her immediate family?

Carpenter forces are now rebuilding "GN" Tower, which was destroyed by fire on January 12, 1918.

The stork has been busy in the Division Accountant's office force. This ubiquitous bird left in the home of C. T. timekeeper J. E. Caldwell, a baby girl, and deposited in the home of shop accountant E. Somersset, a boy. Congratulations to both "Jim" and "Ed."

Trainmaster T. E. Banks, who was operated on at Grant Hospital, Columbus, Ohio, several weeks ago, is again able to be in his office. Glad to welcome him back again.

R. K. Hall, first trick operator at Washington Court House, Ohio, has returned after a year's service in France as wireless operator. He states "WH" looks good to him. Welcome back, "Dick."

Frank Brake, painter, is back on the job, after having been on the sick list for several weeks.

Quite a change has been made in the Car Department for the betterment of the tool room.

Washington Court House, Ohio, has been congested since August 1, and it became necessary to put an E-26 class engine and another crew on. Conductor Hart and engineer Buese are holding this turn while it is advertised.

Night roundhouse foreman T. G. Evans quietly put one over on his fellow workers when he and Miss Anna B. Frank, of Cincinnati, Ohio, embarked upon the sea of matrimony on September 25, while Mr. Evans was enjoying his vacation. May he and his bride sail the seas of life for many a day.

On September 27, Edward Fugate, machinist helper, without saying a word as to his intentions, slipped off to Greenfield, Ohio, where he took unto himself a wife. Congratulations.

C. L. Miller, electrician, also became a benedict during September, spending his honeymoon at New York City. Best wishes.

Romance in the Motive Department still continues: Miss Caroline Ottman, who has been stenographer to general foreman for the past two years, has handed in her resignation, and all indications point to the fact that she is intending to engage in the great old game of matrimony. The fortunate man is F. J. Schatchle, assistant erecting shop foreman. Miss Ottman is the daughter of William Ottman, painter foreman, and Mr. Schatchle is a nephew of erecting shop foreman J. B. Welsh. May their wedded life be full of happiness.

A. Scheer, machinist, E. Hutchinson, boiler-maker, and L. B. Stevenson, electric welder, have returned after serving in the Navy.

Sergeant James O'Leary is back on his old job as blacksmith, after service with Uncle Sam since August 26, 1918.



Sergeant James O'Leary, Blacksmith, Ohio Division

It was with regret that we heard of the death, on October 3, of Michael Welsh, blacksmith. Mr. Welsh has been in the service since 1886. We express our deep, sincere sympathy to his wife and daughter.

We are glad to announce that Frederick, Jr., the young son of Frederick Darding, general clerk, who had his skull fractured several weeks ago while riding a bicycle, is getting along very nicely and from all indications at present will recover.

We wish to congratulate Mr. and Mrs. Harry M. Mabley upon the arrival of a ten pound boy on October 7. Mr. Mabley is a boiler-maker helper.

Phillip Mack, Sr., seventy-nine years and eight months old, died at his home in Chillicothe, Ohio, after an illness of only three days. Mr. Mack was employed by the Baltimore and Ohio in 1869, and was in active service as a blacksmith until seven years ago, when he was retired on pension. He is the father of Phillip Mack, Jr., engineer.

The stork seems to have taken a liking to the Division Accountant's office, for in addition to the two previously announced "new arrivals" (a daughter to C. T. timekeeper C. E. Caldwell and a boy to shop accountant Edgar Somerset), this busy bird also deposited a baby girl in the home of division accountant C. E. Francis, and also left a girl for chief clerk to Mr. Francis, O. E. Sorgius. This makes three girls and one boy within two weeks. Everything is all smiles in the Accountant's office, but the rest are all wondering who will be next.

Miss Eva Kiester has accepted the position of stenographer to general foreman, vice Miss Caroline Ottman, resigned.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

We regret to announce the death of Newton C. Stuckey, agent at Loogootee, Ind., on September 6. Mr. Stuckey was born February 4, 1859, and was in service continuously from February 24, 1888, until about a month before his death, when illness made it necessary for him to be relieved. W. F. Love succeeded him in temporary charge of station.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

The report on the "No-Accident" Campaign, Western Lines, up to and including October 10, showed that our division ranked fifth among the eight contending divisions. This will be a disappointment to our employes, who have given the best they had to put us in the lead. Let us hope that the final result will show us in a higher ranking position.

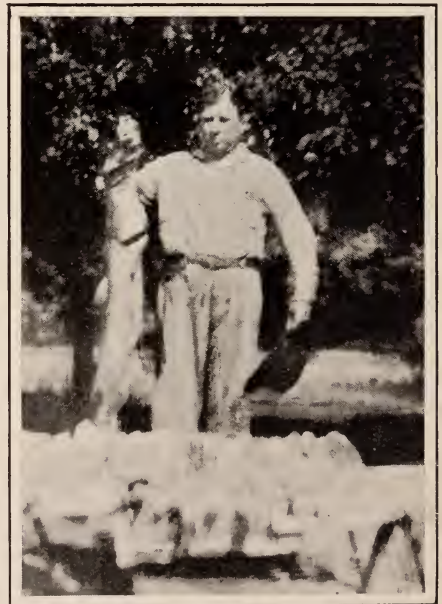
The "National Railroad Accident Prevention Drive," October 18 to October 30, will have elements in it that will stimulate us to even greater activity to make a good showing. In the first place it will be a test of all railroad men, a test to show what they can do for the good name of their calling as compared with all other industries in the country. Then it will be a challenge to us as part of the Western Lines of the Railroad in competition with all other administrative divisions under Federal control. We will also be interested in finding out how we compare with our friends and rivals on Eastern Lines. If these words reach our readers before the drive is over, may they be of some encouragement to us to hit the ball hard.

Mac:—Do you sing "Forever and Forever?"
Miss J.:—No; I stop for my meals.

Brakeman W. O. Hughes returned to Flora on September 28 after fourteen months in Europe. Mr. Hughes was in General Pershing's picked regiment and paraded in all cities where it went. He was one of the twelve men out of his company picked for this distinction.

T. J. McCarthy returned to work in the Superintendent's office on September 29 after two weeks' vacation, most of which was spent in St. Louis, Pana, Chicago and Terre Haute.

The accompanying photograph of conductor C. V. Mowry was taken on a recent fishing trip. This fish was caught in the Ambarraas River, about ten miles north of Claremont, Illinois, and seems to bear out Mr. Mowry's statement that he is "some" fisherman.



Conductor C. V. Mowry lands some big ones



Children of section foreman E. Clowers

The accompanying photograph is of the four children of section foreman E. Clowers at Ashland, Illinois, taken on his new motor car, a Mudge Wonder. Mr. Clowers says that he thinks this the best and neatest motor ever placed on a hand car. Note the happy expression on the children's faces. Who wouldn't smile when posing on daddy's new motor car.

WANTED—Young man with best of references wants job in florist's shop sounding the alarm every time a century plant bursts into bloom. Address S. H. N., Division Accountant's office, Flora, Illinois.

We are glad to see "Cressy" Russell back on the job as night chief dispatcher after having been off sick for about a month. Guess he couldn't stay away any longer.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*

Division Accountant's Office

C. N. Caldwell, our division accountant, returned the latter part of September from a much needed rest and vacation which he spent in eastern cities.

Lawrence Daley, clerk in the Division Accountant's office, returned from a vacation the latter part of September, which was spent sight-seeing in the east.

Eugene McKenna, clerk, has been making numerous trips to Louisville, Ky. We are not fully authorized to say so, but rumors are frequent that the matrimonial bee is buzzing.

J. W. Boulie, clerk, visits Cincinnati quite often. There seems to be an extra attraction in the city. What is it, "Joe?"

D. A. Fowler, of agent Hockett's office, was promoted to assistant to cashier, effective September 22.

W. F. Rusche, of agent Hockett's office, has been promoted to chief clerk. We are glad to see Mr. Rusche step forward and predict that he will make good. He is taking the place of an efficient gentleman, W. B. Briee, who has accepted service in another department.



"\$1,000 Saved!"

"Last night I came home with great news. Our savings account had passed the thousand dollar mark!"

"A few years ago I was making \$15 a week and it took every cent to keep us going. Then one day I realized why I wasn't being advanced—I couldn't do anything in particular. I decided right then to invest an hour after supper each night in my future, so I wrote to Scranton and arranged for a course of special training.

"Why, in a few months I had a whole new vision of my work! An opening came and I was promoted—with an increase. A little later another raise came—I could save \$25 a month. Then another—I could save \$50 each pay day. So it went.

"Today I am manager of my department. We have a thousand dollars saved—and there is a real future ahead!"

For 28 years the International Correspondence Schools have been helping men and women everywhere to win promotion, to earn more money, to have happy prosperous homes, to know the joy of getting ahead in business and in life.

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The Misses Margaret Cogan and Margaret O'Neil, of agent Hockett's office, Dayton, spent their vacation in the east, taking in New York, Niagara Falls and Washington, D. C.

A campfire supper was given at White Oak Camp, Hills and Dales, Thursday evening, October 2, when a bunch of the girls from the Agent's office had a steak fry. They all claim they are "some" cooks.

Miss Eva Reibold has accepted position as stenographer in trainmaster Brant's office, Dayton, succeeding Miss Grace Campbell, who resigned to enter commercial work.

William Runk, the efficient C. T. timekeeper, in Division Accountant's office, Dayton, returned after a pleasant vacation in Virginia.

Miss Reba Miller, comptometer operator in Agent's office, Dayton, spent her vacation in Washington, D. C.

W. Westlake has accepted position in Superintendent's office, Dayton, as file clerk.

Rossford Yard

"Johnny" Phares, general foreman at the roundhouse, began regular exercises in an attempt to reduce his weight. After having carried this out for one month, he reweighed and found that he had gained seven pounds, instead of losing weight.

The largest cargo of coal that has ever been handled in fresh water was loaded at our Toledo docks in September, when the steamer "Kerr" cleared for Gary with 294 carloads, or 15,940 tons.

On September 9, 193 cars of coal, 10,335 tons, were loaded into the steamer "Morgan" at our Toledo docks in four hours and eighteen minutes, an average of 44.5 cars or 2,400 tons per hour.

East Dayton Shops and Roundhouse

System seems to be the watchword with general foreman W. A. Gilmore. Any time that anything looks good and gets away from that old boy, look out!

The boys in general were much distressed when they learned that Mrs. McMillan, wife of our master mechanic, was operated on, and still more so when they learned that he had to undergo an operation. We were thankful in the extreme when the good news reached the shops that both operations were successful and the patients out of danger.

The writer makes no mistake when he says that the girls in the master mechanic's office are second to none when it comes to efficiency. Clara, Irene and Helen, your motto is courteous treatment and you have a smile for all.

Much activity has been shown recently by our various committees, Welfare, SAFETY and First Aid. Each member seems to be alive to the responsibilities that confront him and it is doubtful if any other shop can show such a spirit of friendship, good fellowship and loyalty as is found in East Dayton Shops today.

Frank Sehrt, our general roundhouse foreman, said to the writer, "Ed" when you are passing the bouquets throw a few at me; I like to see my name in print once in a while."

"Jack" Leahey, our non-stop engine inspector, has just finished building a beautiful new home and the boys are awaiting the house warming.

It is rumored that the pipefitters' gang on the first shift will soon undergo some serious changes for Cable, Lowry and Riley are troubled with the matrimonial bee. Wait until they show this to their girls. Good luck, old timers; go to it.

Our good old wholesouled "Bob" Doudican has been enjoying his yearly vacation. If he is off the job a week it seems like a year to all the boys. Wait until he sees this in the MAGAZINE, if you want a real laugh.

When it comes to putting headlights in shape, our own "Bill" Todd (oh, my soul) has the sun beaten five miles. "Bill" says they "must be just right, nothing else goes."

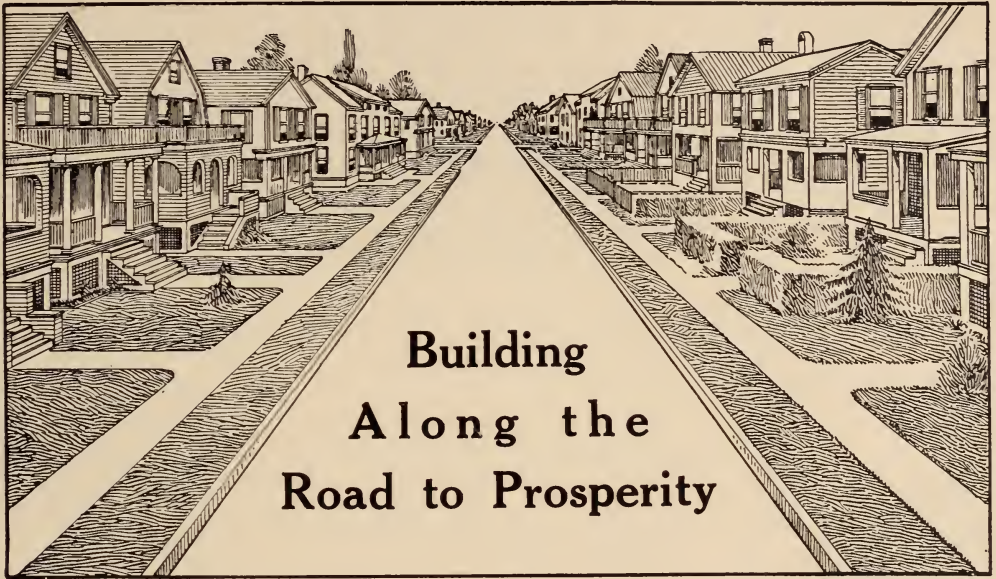
When it comes to putting up a new house, just hand it to "Andy" Bean. She's a beauty, "old top," I'll tell the world.

A busy little institution is our storeroom, in charge of T. E. Britt. Added to our official family are the Misses Jackson and Krauzeem, always on the job and full of business.

On a recent visit from one of our Baltimore officials he took occasion to compliment the clerical forces of the railroads in general, stating that they were the most conscientious, hardworking people to be found in any commercial enterprise in the country. A look through our Superintendent's office, Accountant's office, Agent's office and all offices surely proves this.

It is pleasant and inspiring to see our master mechanic, A. E. McMillan, and general foreman W. A. Gilmore going through the shops, always with a good word for all. We need a few more McMillans and Gilmores in this business, as men of this calibre make a railroad.

In answer to a query, will say that Roy Morris is not Slavish, Hungarian or Polish. He was born in Fi Fi, on the Zulu Islands, and his ancestors were the King of Diamonds and the Queen of Spades. Roy is the hustling master mechanic's clerk of our division.



Building Along the Road to Prosperity

Along "The Road to Prosperity" it is the first milestone that counts. It is the first few hundred dollars or the first payments on a home that get you started right in your travel along that road. Start now to make your future right.

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The passers-by will see your neat, well-kept home and realize that you have built alongside the "Road to Prosperity."

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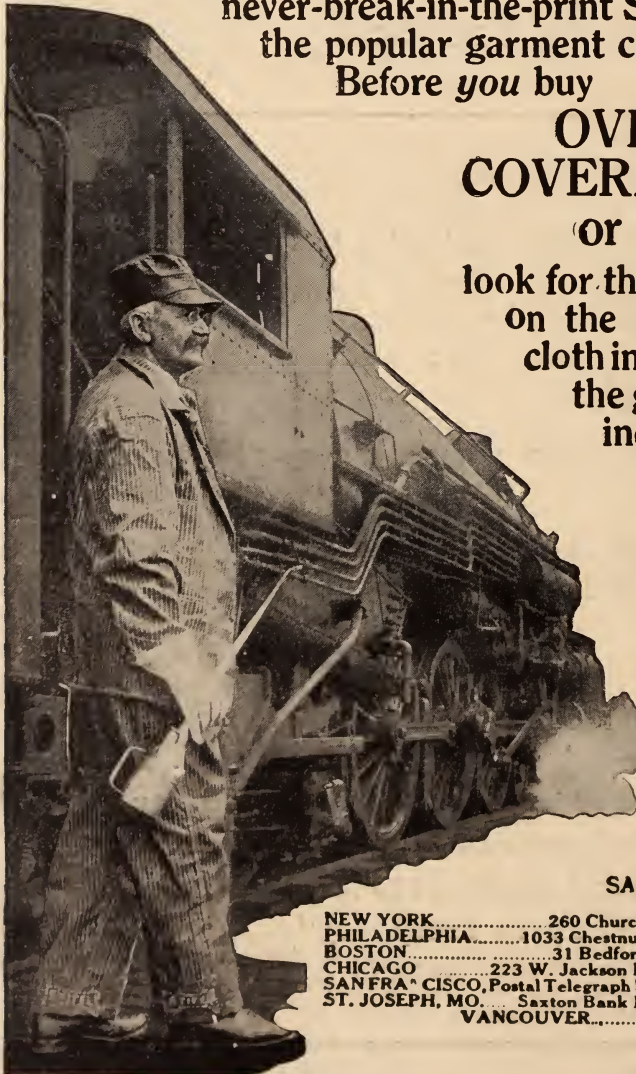
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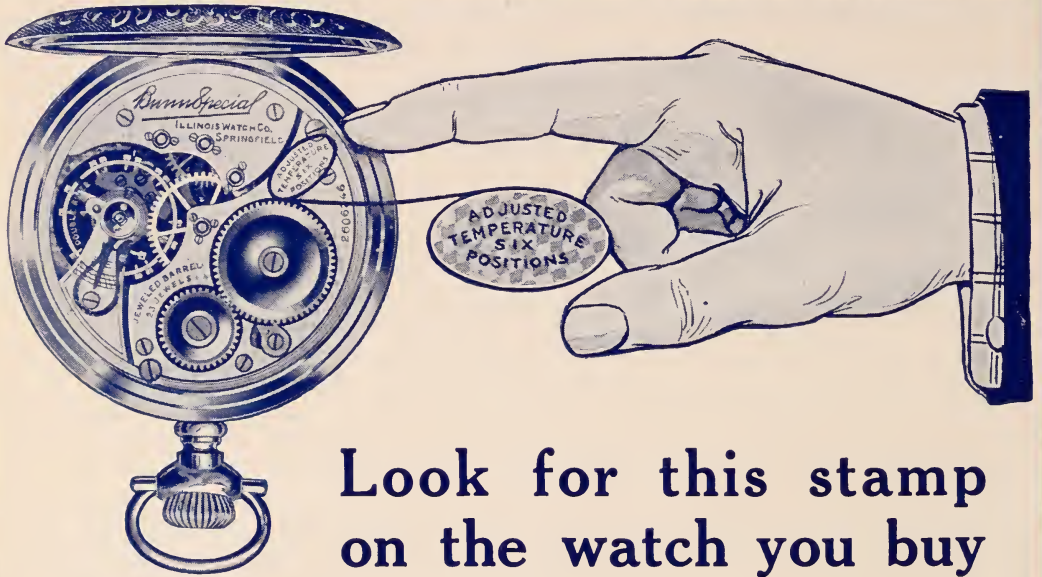
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December
1919



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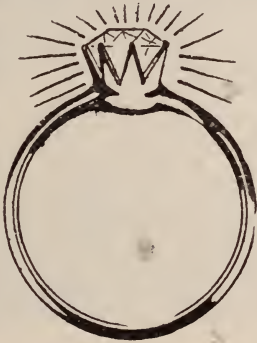
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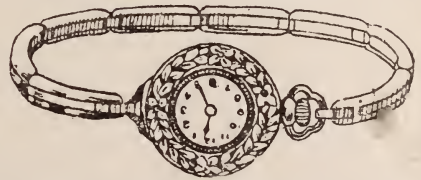


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You can have full confidence in buying Diamonds from George Walter. Everything I sell is fully protected by guarantee. Our variety is so large that we can please every taste and every purse.

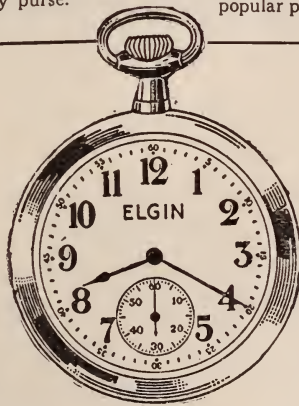
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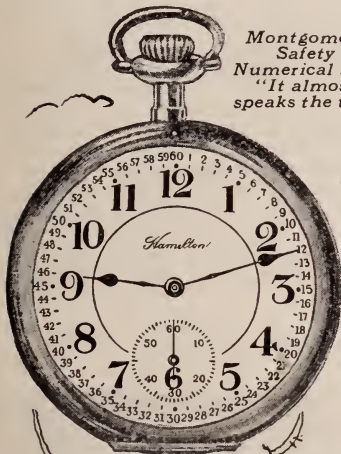
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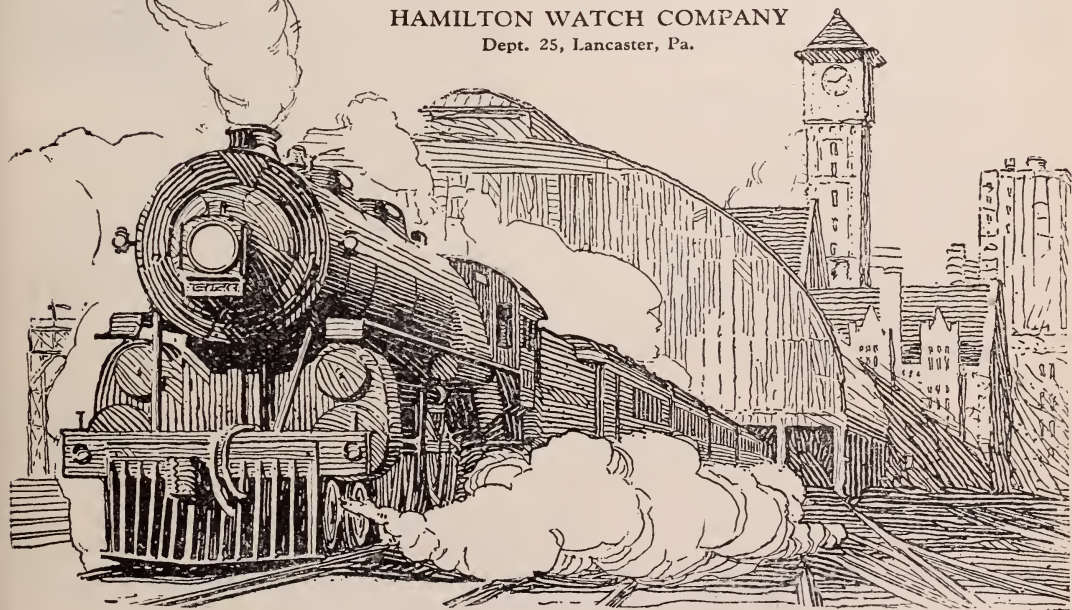
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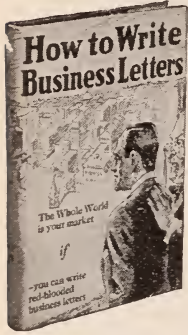
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Baltimore and Ohio Employes Magazine,
Mount Royal Station, Baltimore, Md.

Please send me, all charges prepaid, the book or books checked below, for which find payment enclosed.

- How to Write Business Letters.
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 How to Systematize Your Factory.
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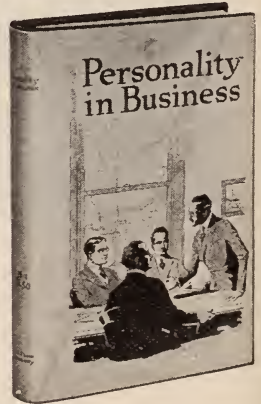
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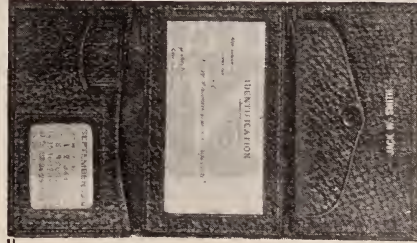
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(Par Value \$50)

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We call particular attention to the following salient features of this stock, as embodied in a letter from Mr. George T. Bishop, President, herewith:

Net earnings available for the preferred stock have averaged over 2 1/2 times the requirements since 1912, for the past four years they have been over 3 1/2 times the requirements, and for the past two years they have been about 5 1/2 times the requirements.

The management of the company is in the hands of experienced and progressive electric railway operators.

Dividends have been paid regularly on the preferred stock for the past eight years at the rate of 6%.

Excellent opportunities for continued growth in the future.

The Washington, Baltimore and Annapolis Electric Railroad Company operates an electric railway of standard railroad construction, extending from its own terminals in Baltimore, Md., to Washington, D. C., and Annapolis, Md. The total single track operated aggregates an equivalent of 117.37 miles, of which all but 1.37 miles in the streets of Annapolis and 2.82 miles in the city of Baltimore are on private right-of-way. The franchises on the total of 41.9 miles of trackage in Baltimore and Annapolis run until 1956.

The company also owns 158 cars of various sorts, as well as two terminals and a freight station in Baltimore. It also owns the Annapolis Public Utilities Company, which supplies all the electric and gas energy consumed in the city of Annapolis; it has a contract with the United States Government for furnishing electric energy for the new Government Radio Station at Greenbury, near Annapolis, which is the largest radio plant in the world.

The company also owns complete and modern machine shops and a car barn at Naval Academy Junction, as well as its own sub-station at Bennings, adjoining the power plant of the Potomac Power Company, from which it takes its power direct and distributes it on its own lines.

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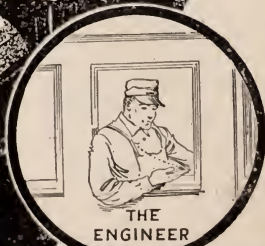
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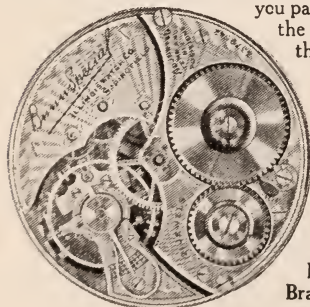
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11 Months To Pay

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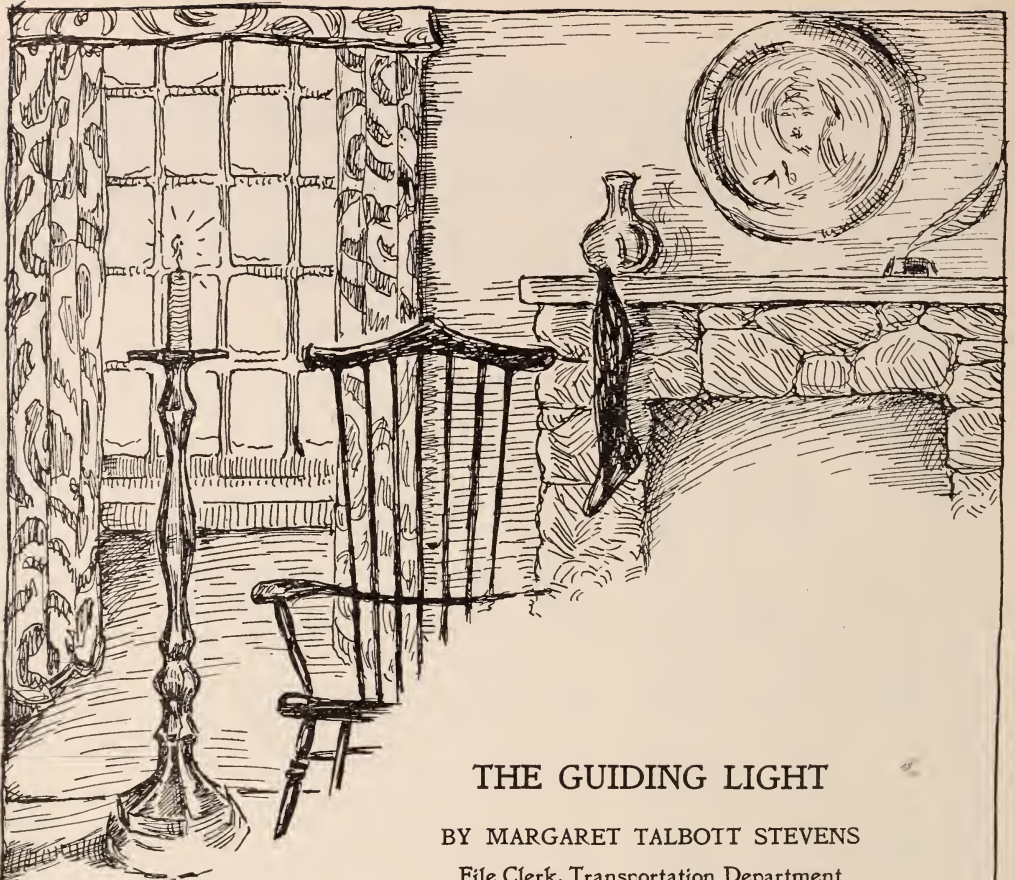
Volume 7 Baltimore, December, 1919 Number 8

Contents

Cover Design.....	Herbert D. Stitt	
Contents Page Decoration.....	John Newman	7
The Guiding Light—A Poem.....	Margaret Talbot Stevens	8
Record Showing in National Railroad Accident Pre- vention Drive.....		9
Equated Tonnage and Its Relation to Fuel Consump- tion, with Introduction by E. E. Ramey.....	R. N. Begien	13
Toledo Division Wins "No-Accident Campaign," Western Lines.....		15
"No-Accident Campaign," Western Lines, Report.....		16
Beautiful Memorial Volume Presented to Mr. Arthur W. Thompson.....		17
Pictorial.....		20
"No-Accident Campaign," Eastern Lines, Report.....		22
The Ringling Brothers of Circus Fame Started Business with a "Pin Show".....		25
Current Events as Seen by the Cartoonists.....		28
Federal Managers Galloway and Begien are Making Special Effort to Reduce Automobile Accidents at Grade Crossings.....		30
W. W. Woodward Wins First Place, "No-Accident Campaign" Prize Contest, Western Lines.....		31
Practical Suggestions for Employes Handling Trains W. W. Woodward.....		33
Our Own Hall of Fame.....		35
Railroad Sustains Great Loss in Death of Morgan King Barnum.....		39
Social.....		43
Martinsburg Mourns Its Departed Railroad Leader W. L. Stephens.....		49
Retrospection—A Poem.....	E. B. Rittenhouse	52
Holiday Greetings From Our Federal Managers.....		53
The Mission of The Messiah—A Poem.....	Louis M. Grice	54
The Doughboy Santa Claus.....	Margaret Talbot Stevens	55
Holiday Greetings from Many Persons and Many Places..		59
Christmas Bells—A Poem.....	M. J. Conroy	68
Washington Information.....		69
Woman's Department.....		76
Safety Roll of Honor.....		79
Among Ourselves.....		82

Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only





THE GUIDING LIGHT

BY MARGARET TALBOTT STEVENS

File Clerk, Transportation Department

When I see the Christmas candles in the windows gleaming bright
Or glistening on the fir trees in the homes on Christmas night;
When the stars are twinkling, twinkling, as they shine down on the earth,
Giving beauty to the darkness with their rays of joy and mirth;
Then I lose myself in wonder, while my cares, whate'er they be,
Are forgotten in the message that the candles bring to me.

Though a million stars watch o'er us all as we in safety sleep,
And a million lamps now guide the ships across the stormy deep,
Yet, the little Christmas candle tells a story old and true
Of the light that guides the footsteps of the Christ-Child home to you.
For a star-light rich and glorious on that first glad Christmas morn
Bade the Wise Men follow onward to where the Christ was born.

But the light that gleams most wondrously is not the light of stars,
Nor the light that shines to guide the ships across the rocky bars;
Not the light with'n the windows or upon the Christmas tree,
But the light that leads the Christ-Child down to earth for you and me.
'Tis the light of human kindness for the to'ler at your side
That beckons to the Christ-Child and bids him here abide.

Record Showing Made by Baltimore and Ohio in National Railroad Accident Prevention Drive

Employes Add Notable Page to Railroad History by Fine Teamwork

EMPLOYES of the Baltimore and Ohio surprised themselves and their officials by the notable record made during the National Railroad Accident Prevention Drive, October 18-31. The standing of the Eastern Lines and Western Lines are shown in the accompanying tables, the former attaining a slightly higher percentage of decrease than the latter.

The showing made by all the railroads under the direction of our two federal managers, as compared with other systems in the same region, is exceptionally good. Furthermore, for the country as a whole, the Allegheny Region ranked second in percentage of accident reductions, as shown in the table on page 75 of this issue. In other words, not only did our Eastern and Western Lines show handsome results in their respective regions, but they helped bring the standing of the Allegheny Region to within one place of first for the entire country.

Particularly notable records were made by the Illinois Division, Staten Island Rapid Transit Railroad, Glenwood Shops, Cumberland Valley, and Cumberland and Pennsylvania Railroads, which went through the period of the drive without a single accident; and by the Chicago Terminal Railroad, which had but a single injury.

Special congratulatory bulletins were gotten out by both C. W. Galloway, federal manager, Eastern Lines, and R. N. Begien, federal manager, Western Lines, which read, in part, viz.:

A Gratifying Achievement

To All Officers and Employes:

"It affords me great pleasure to congratulate you on the splendid results you

obtained in the National Railroad Accident Prevention Drive which ended October 31.

"Now that it has been demonstrated what can be accomplished in accident prevention among employes, there is no reason why, with the same determined and concerted effort on the part of officers and employes, we cannot continue to reduce accidents of this character. With that in view, we feel it desirable to continue this intensive work during the months of November and December, with the hope of making a very material reduction, compared with the same period of 1918.

* * * * *

"With the record before you, I am confident it will be a pronounced incentive to accomplish even better results during November and December, and with the same spirit and cooperation that was so well manifested in the recent drive, I am sure that nothing will be left undone to accomplish the results that we confidently expect."

It is safe to say that no other cooperative effort on our Railroad ever challenged such System wide support as did this one. The preparatory work was well handled by our Safety and Welfare Department which arranged several large preliminary meetings and had the machinery well oiled before the campaign started. Our officials made it clear that they were in deadly earnest in their determination to cut down human wastage, and their aggressive spirit was splendidly seconded by our employes. Despite the number of outlying districts on branch railroads on our large System, it is certain that few men went through the period of the drive without its being forcibly brought to their

attention that the biggest undertaking in our railroad history was under way.

It is most gratifying and surprising to know how much initiative was shown on the various divisions. We cannot attempt to give a complete record of the new tactics and plans which were developed to put this work before our employes forcibly, and to keep them ever vigilant during the drive. Of course, there were meetings everywhere, addressed not only by our railroad officials, but also by prominent citizens in important communities along the line.

F. S. Hoskins, superintendent, Baltimore Terminal Division, kept the pot boiling early and late. He had noon meetings practically every day and is said to have reached through these meetings every single employe of the terminal.

On the Pittsburgh District, J. F. Keegan, general superintendent, had attractive lapel buttons printed in various colors. A red heart was in the centre of each button and the wording around it read: "Baltimore and Ohio Railroad Accident Prevention Campaign. I will help." Thousands of these buttons found their way to other parts of the System, many of the employes in Baltimore being seen wearing them during the campaign.

Several divisions tried to place in the hands of every one of its employes a new thought, in bulletin or card form, each day of the campaign.

In this connection, S. U. Hooper, superintendent Newark Division, wrote E. W. Scheer, general superintendent Southwest District, as follows, at the conclusion of the campaign:

"Considering that the one injury charged against us occurred to a brakeman of the Ohio Division, who caught his hand between the latch and bar of a throttle lever, and that this piece of carelessness happened at 4th Street, Columbus, just inside the boundary line, we cannot help but feel that the campaign has been a success on the Newark Division; at least, we have a clear record so far as Newark Division employes are concerned.

"In addition to various placards, circulars, general notice and wire bulletins, and constant personal canvass of the employes by all officers of the division, am sending you herewith, as a matter of information, a complete set of cards used, one for each day of the drive, distributed to all road, shop and yard employes at the beginning of each day's work. This method of maintaining interest in the campaign was undoubtedly one

National Railroad Accident Prevention Drive, October 18-31— Eastern Lines

DIVISION	1918		1919		PER CENT. DECREASE
	KILLED	INJURED	KILLED	INJURED	
Mt. Clare Shops.....	0	36	0	10	72
Baltimore (including Baltimore Terminals)....	2	31	1	11	64
Cumberland.....	1	26	0	18	33
Monongah.....	1	8	0	6	33
Wheeling.....	0	10	0	3	70
Ohio River.....	0	7	1	7	**14
Charleston.....	0	0	0	0	..
Connellsville.....	1	10	0	6	45
Pittsburgh.....	0	19	0	3	84
Glenwood Shops.....	0	3	0	0	100
Hagerstown.....	0	24	0	1	96
Elkins.....	1	4	0	4	20
C. & P. R. R.....	0	3	0	0	100
C. V. R. R.....	0	5	0	0	100
Total for Eastern Lines and Potomac District.....	6	186	2	69	63

** Increase of 14 per cent.—Ohio River Division.

of the most successful features employed, and we believe assisted a great deal in accomplishing the results obtained."

Some of the attractive cards issued by Mr. Hooper follow:

"It Starts Today"

CARELESSNESS
AUSES
COUNTLESS
OST

"Watch Your Step"

Manufacturing Cripples is Poor Business. Keep Out of It!

Don't Let George Do It

Don't Be a "Slacker"

Better Safe Than Sorry

GET READY FOR THE
HOME STRETCH

WHO SAYS SAFETY
DOESN'T PAY?

National Railroad Accident Prevention Drive, October 18-31— Western Lines

DIVISION	1918		1919		PER CENT. DECREASE
	KILLED	INJURED	KILLED	INJURED	
Ohio.....	0	3	1	6	133**
Indiana.....	0	5	0	4	20
Illinois.....	0	12	0	0	100
Toledo.....	1	11	0	12	...
New Castle.....	0	10	0	3	70
Cleveland.....	0	8	1	5	25
Newark.....	2	17	0	1	95
Chicago.....	0	23	0	7	70
Total for Western Lines.....	3	89	2	38	57

** Increase of 133 per cent.—Ohio Division.

A little CARELESSNESS may spoil a lot of CAREFULNESS
CAREFULNESS CARELESSNESS

THINK IT OVER

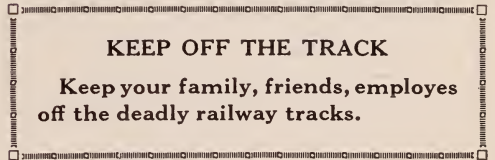
CONTINUE TO COLLECT
YOUR SAFETY DIVIDENDS

*The Safety Campaign Has
Made Good. Keep the Habit*

Did You Do Your Bit Yesterday? Will You Today?

The same scheme was adopted on the Charleston Division by superintendent Trapnell. Bulletins were sent out to each employe each day and on each bulletin was an orange sticker, worded as follows:

Charleston Division Orange Sticker



Some of the daily messages to Charleston Division employes are in next column. It was not alone because of the fine organization which these cases illustrate that the campaign was such a success.

Employees at isolated places, feeling the great humanitarian appeal of the drive, made special efforts to do their part. One, for instance, C. E. Ausbrook, agent at Noble, Illinois, got out a most effective bulletin urging not only the local employees but also the traveling public and the citizens of the community to lend their aid during the drive.

Charleston Division

ALL CONCERNED:

In the old-fashion school they said that a-c-c-i-d-e-n-t spelled Railroad. Some people spell it that way yet, but always

B. Kareful.

Charleston Division

ALL CONCERNED:

The Little Orange Sticker seems to be improving in his spelling. He now says that f-e-w a-c-c-i-d-e-n-t-s spells Good Railroad.

Spell it that way yourself until he tells you differently, and keep telling the other fellow to

B. Kareful.

Charleston Division

ALL CONCERNED:

The Little Orange Sticker says this is his last lesson in spelling, and it's a good one. He says n-o a-c-c-i-d-e-n-t-s spells Perfect Railroad. We think he's right, and as soon as we all learn to spell it that way we'll all go to the head of the class. That's where we belong anyway, but no matter where we are, we must always

B. Kareful.

And so it went. The results are so remarkable that it seems as if every employe must have lent his or her aid. What a splendid page in Baltimore and Ohio history! What conclusive proof of the fact that SAFETY *does* appeal to the railroad man! What a tremendous lesson in the value of teamwork!

The Stubborn Stayheres



SHERIFF out Gary way has posted the following notice:

"If you do not like this country go back to your own. If you have no country go to h—l."

Crude, but with the merit of freedom from ambiguity. Moreover, it raises a question whose mystery many a head puzzles over.

The gates of Ellis Island swing inward and seldom outward. By their acts myriads declare that life in America is to their personal advantage. But the arrived, or a highly vocal minority of them, devote themselves to expressions of extreme dislike. Yet when it is suggested that they leave and efforts are made to assist them on their onward journey they fight and scratch and call heaven to witness how great is the outrage.

Russia is a land where for two years have been realized the ideals and principles of the social revolutionaries who pretend to admire the institutions of Lenine. Yet they cling to residence in this country like a raccoon to the branch of a tree. A few who saw a chance of connecting with quarters in a ducal palace and authority to grab anything fancied were willing to take ship; but become a real proletarian in Russia—not on your life!

The world is wide and in many respects free. There are places where the dissatisfied could go and apply without hindrance their ideas. Yet no Mayflower puts out from a Plymouth. The radicals do not believe in radicalism. They realize that amid a population practising radicalism only a few would eat, and they have a sound prejudice in favor of eating. Like other parasite classes, they want the majority to work—would not lose the chance of fee collections or suffer the calamity of having the passed hat returned empty. So the most bourgeoisie of countries is the one land where the revolutionary would live. So eager is the desire of Reds to get to this side of the water that Congress feels impelled to set up new fences of exclusion. —*New York Tribune.*

Equated Tonnage and Its Relation to Fuel Consumption

By R. N. Begien

Federal Manager, Western Lines

With Introduction by E. E. Ramey

Superintendent, Fuel and Locomotive Performance, Eastern Lines

Introduction



THE early practice in train rating was to give the train a certain number of "cars" instead of a certain number of "tons" because it was easy to make up the train in this manner, car loads were lighter, the difference between the weights of empty and loaded cars was not so great as at present and conditions did not require the high degree of efficiency in operation necessary at the present time. The next step forward was to rate trains on the basis of actual weights of the cars or cars and contents. Both of these methods made some trains pull too hard and other trains pull too easily. Finally, when it was more generally understood that this condition was brought about by the fact that there is a difference in the resistance to hauling per ton of weight as between lightly loaded or empty cars on the one hand and heavily loaded cars on the other hand, and when conditions had developed that made necessary greater efficiency in handling trains, progressive railroads adopted the method of rating by the use of "equated" tonnage.

In general terms, the "adjustment" weight, which is added to the actual gross weight of each car by the yardmaster as he checks off the weights in booking a train, is such a quantity that when the total of the "adjusted weights" of the cars equals the "adjusted" or "equated" rating for the engine which is being loaded, the total resistance of the train to hauling is equal to the available

drawbar pull of the engine, on the ruling grade at rating speed, whether the train consists of only a large number of empty cars, or of a smaller number of loaded cars or of a mixture of loads and empties.

The proper "adjustment" weight to use under any set of conditions is determined as the result of careful tests under those conditions. How large a part this "adjustment" weight lays in the proper building up of trains is shown by Mr. Begien in the article which follows.

Equated Tonnage and Its Relation to Fuel Consumption

Equated tonnage has a certain relation to fuel consumption. However, this relation is established through the medium of the trainload. The fuel consumption per gross ton mile decreases as the trainload increases, provided the speed of the movement does not suffer to such an extent as to increase the time on the road materially.

The purpose of equated tonnage is to secure uniform loading of power, regardless of the kind of equipment or number of cars involved. It is a well known fact that an empty car has a much higher resistance per ton of weight than a loaded car. For example, a twenty-ton empty will show a resistance in the neighborhood of eight pounds per ton of weight, or 160 pounds total resistance to traction on a level. On the other hand, a seventy-ton car shows a resistance of approximately four pounds per ton of weight, or 280 pounds of resistance to traction on a level.

The resistance of cars between those

two weights varies in proportion to the weight of the car. For example, a forty-five-ton car (which is half way between the twenty and the seventy-ton car) will show a resistance of about six pounds per ton. These figures are approximate, but for practical use are correct. Of course many other features enter into the question, such as temperature, wind, rate of grade, curvature, type of car, etc.

In order to make practical standards which can be placed in the hands of yardmasters, it is necessary to use certain adjustments in building up trains, and to modify them as is necessary in the judgment of the chief train dispatcher to suit conditions under which the operation is conducted.

If a locomotive is able to produce 30,000 pounds of effective tractive power at rating speed behind the tender, the train should have a combined resistance of 30,000 pounds, irrespective of the character of the cars, and in order to accomplish this a certain arbitrary adjustment is added to the weight of each car, and the defect of this arbitrary adjustment is to automatically compensate the different weights of cars.

The adjustment varies with the rate of grade, being about five tons per car on a .3 per cent. grade, and about two tons per car on a $2\frac{1}{2}$ per cent. grade.

Building up train tonnage, composed of the dead weight of cars, plus an adjustment, so that the combined resistance of the cars is equal to the effective tractive power behind the tender, gives a tonnage which is known as an equated tonnage. The object is to secure uniformity of rating in order that the trains will always have a rated tonnage, irrespective of the kind of cars.

There are a number of different ways of applying this principle, but unless some kind of equated tonnage is used it is not possible to rate trains accurately. Accurate, uniform rating has the effect

of increasing trainload, as it gives to all of the trains all of the time what some of the trains haul some of the time.

Under the equated tonnage rating plan it is not unusual for divisions to operate their trains at 100 per cent. trainload efficiency; in fact, much less than that is unusual where the method is carefully followed out.

It is safe to say that any road which has not used the equated tonnage system, and which has through freight to haul, has not built up its trainload to the best possible advantage. Uniform train loading is of considerable advantage, as the light train cannot pass the heavy train without one giving way to the other, unless there are separate tracks to run them on. Where trains all offer the same resistance to traction, they follow each other in a procession at more uniform speed. Full trainload at uniform speed spells efficiency in fuel consumption, and the relation of equated tonnage to fuel consumption is evidenced through the trainload.

Proper train loading contemplates each locomotive handling the maximum trainload which it can move on the ruling grade at the economic speed. At such speed the locomotive is working most efficiently. An increased speed, which may be brought about by reduced trainload, will result in inefficient locomotive performance, while a reduced speed, brought about by overloading, will produce the same result. With all trains moving at the economic speed, the locomotives operating at maximum effort and hauling the uniform trains under these conditions, the fuel consumption, when measured on the ton mileage basis, will be the minimum.

For the information of those who may wish to look into the subject further, reference may be had to the 1913 proceedings of the American Railway Engineering Association, Vol. 14, pages 599 to 615, inclusive.

Always remember that when your work ceases, some other fellow's begins. Leave your work in such shape that the "next" man will not have to run risks due to your carelessness.—*R. B. Fitzpatrick, Terminal Trainmaster, Cincinnati.*

Toledo Division Wins "No-Accident Campaign," Western Lines, July 15—October 15

One Hundred Employees Attend Banquet to Celebrate Victory

THE Toledo Division is now flying the championship pennant of the "No-Accident Campaign," Western Lines, over the division offices at Dayton. It was returned a winner over its closest competitor, the New Castle Division, by the record of 112.7 to 108.9 per cent. increase in 1,000 gross ton miles per accident for the period of the campaign 1919 as compared with the same period of 1918. All but two of the eight divisions on the Western Lines showed a great improvement in their record of accidents and the campaign was a great success in every respect.

The increase in gross ton miles per accident on the Western Lines averaged 50.7 per cent. for all of the divisions. On the face of it this does not compare favorably with the record made on the Eastern Lines for a period of similar duration, the Eastern Lines having recorded a total per cent. increase in 1,000 gross ton miles per accident of 142. There is, however, no just reason for making this comparison, because train accidents only were considered in the Eastern

Lines' campaign, while train accidents and employe casualties were included in the contest on the Western Lines. Furthermore, the kind of traffic handled on the two parts of the System is so dissimilar as to make unfair a direct comparison of figures.

All of the officers of the Western Lines were delighted with the showing which the employes made and federal manager Begien issued a message of commendation which was sent all along the line.

A complete account of the Victory Banquet is given on page 45 of this issue. The guests were chosen, one third from train service, one third from maintenance and one third from motive power, to represent as far as possible all points on the division.

We congratulate the employes on the Western Lines on the splendid record they made. Each of them knows just how much his individual effort contributed to the result, and the realization of having saved a fellow employe from painful injury or possible death, or of having prevented a serious train accident, is a big enough reward for any man.



This large sign, painted by painter foreman David Gaibis to help in the "No-Accident Campaign," was placed over the entrance to the office building at New Castle Junction, Pa.

United States Railroad Administration

Director General of Railroads

BALTIMORE AND OHIO RAILROAD—WESTERN LINES

Final Statement of Accidents, July 15 to October 15, inclusive, 1919 as compared with 1918 “NO-ACCIDENT CAMPAIGN”

DIVISIONS	ACCIDENTS										GROSS TON MILES		1000 GROSS TON MILES PER ACCIDENT		PER CENT. INCREASE OR DECREASE 1000 GROSS TON MILES PER ACCIDENT 1919 OVER 1918		RANK
	TRAIN		CASUALTIES				TOTAL ACCIDENTS		1919		1918		INCREASE	DECREASE	INCREASE	DECREASE	
	1919		1918		1919	1918	1919	1918	1919	1918	1919	1918					
	K	I	K	I	K	I	1919	1918	1919	1918	1919	1918					
Chicago.....	40	91	1	112	6	168	153	265	909,015,200	816,445,100	5,941	3,081	92.8	.....	.....	.....	3
Newark.....	34	19	..	79	1	128	113	148	436,054,300	413,635,100	3,859	2,795	38.1	.....	.....	.....	6
New Castle.....	30	77	3	50	..	80	83	157	808,062,600	731,662,300	9,736	4,660	108.9	.....	.....	.....	2
Cleveland.....	15	27	..	76	2	70	91	99	647,358,000	776,305,900	7,114	7,841	.....	.....	9.2*	.....	7
NORTHWEST DISTRICT.	119	214	4	317	9	446	440	669	2,800,490,100	2,738,048,400	6,365	4,093	55.5	.....	.....	.....	..
Ohio.....	15	21	..	38	2	44	53	67	460,496,800	384,348,800	8,689	5,737	51.5	.....	.....	.....	5
Indiana.....	26	22	2	39	4	20	67	46	414,456,100	373,958,100	6,186	8,130	.....	.....	23.9*	.....	8
Illinois.....	11	14	..	37	..	56	48	70	311,684,900	287,178,200	6,493	4,103	58.3	.....	.....	.....	4
Toledo.....	34	90	1	31	3	105	66	198	895,948,600	1,263,792,900	13,575	6,383	112.7	.....	.....	.....	1
SOUTHWEST DISTRICT.	86	147	3	145	9	225	234	381	2,082,586,400	2,309,278,000	8,900	6,061	46.8	.....	.....	.....	..
WESTERN LINES.....	205	361	7	462	18	671	674	1,050	4,883,076,500	5,047,326,400	7,245	4,807	50.7	.....	.....	.....	..

“Gross Ton Miles per Accident” includes Train Accidents and Casualties to Employees only and does not include accidents to “Others.”

* Denotes Decrease.

OFFICE OF
ASSISTANT TO FEDERAL MANAGER,
CINCINNATI, OHIO,
OCTOBER 22, 1919.

Beautiful Memorial Volume Presented to Mr. Arthur W. Thompson

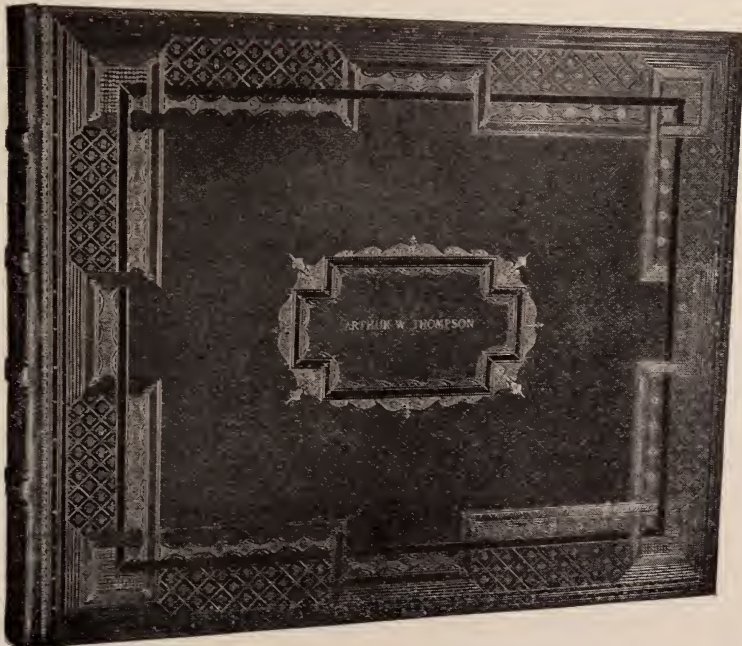
Fourteen Hundred and Ninety-Seven Employes Represented in
Token of Esteem to Former Federal Manager, Eastern Lines

SATURDAY, November 15, will always be remembered by Mr. Arthur W. Thompson, formerly vice-president of the Baltimore and Ohio Railroad Company, and later federal manager, Eastern Lines, as a red-letter day in his career, for the high regard in which he is held by thousands of his former associates on the Railroad was, on that day, expressed to him in the gift of a beautiful memorial volume.

Soon after Mr. Thompson left us to become the President of the Philadelphia Company, of Pittsburgh, a number of his Railroad friends and associates sensed the feeling of thousands of others who knew him during his interesting career with

the Baltimore and Ohio and who were anxious that he should have a fitting memorial of the part he played in the history of our Railroad. A committee was quietly organized and the plan was made known to the many whose official relationship to Mr. Thompson had been somewhat intimate. A limit of \$1.00 was placed on each individual contribution and in a very short time a handsome sum had been received.

It had originally been hoped that as many of those represented in the gift as possible could witness the presentation of the token. The large number of contributors made this impossible, however, and it was then determined to give a



The memorial volume is a masterpiece of the bookmaker's art

subscription dinner to Mr. Thompson, limiting the subscribers to representative officials of the Railroad and a few of his close personal and business friends. A date was set, and plans for the dinner were well under way when the unsettled condition of the coal business on our lines made it essential that every official be at his post of duty. Hence, a gathering in Baltimore, which would include our chief executives and many of our other officials, was deemed impracticable. It was then arranged that the token should be given to Mr. Thompson in his own home.

The committee which handled the presentation consisted of the following Baltimore and Ohio representatives: George W. Andrews, assistant general superintendent, Maintenance of Way and Structures, chairman; H. Irving Martin, Relief Department; E. L. Gosnell, assistant chief engineer; E. W. Young, Legal Department; C. G. Martin, assistant to general manager; T. M. Jones, chief clerk to federal manager Charles W. Galloway; George W. Sturmer, Safety and Welfare Department; J. F. Keegan, general superintendent, Pennsylvania District; E. A. Peck, assistant general manager at Pittsburgh; C. W. Gorsuch, district superintendent of transportation; C. B. Gorsuch, superintendent, Pittsburgh Division; and Paul Didier, general agent. At Mr. Thompson's request William C. Cox, for fifty-eight years a Baltimore and Ohio engineer, J. M. Burns, passenger conductor, and P. T. Ellery, assistant trainmaster, all of the Pittsburgh Division, were included on the committee.

Mr. and Mrs. Thompson and their son, Gordon, received the committee in the reception room of Mr. Thompson's home. Many of the employes of our Baltimore and Ohio Building in Baltimore had the opportunity of seeing the testimonial and have marvelled at the beauty of its workmanship. The book is eighteen by twenty-six inches in size and three inches thick, bound in the finest lambskin of a deep blue shade. It is hand-tooled in gold and other rich colors and is a masterpiece of the bookmaker's art. In it are photographs of the recipient, taken at characteristic periods during his career

with the Railroad, and of some of the engineering accomplishments with which he was closely identified. The presentation memorial and the names of the 1,497 employes represented in the gift are beautifully hand lettered on the inside pages.

The presentation was made by Mr. Andrews, who was elected chairman of the committee after the sudden and regretted death of M. K. Barnum, late corporate mechanical engineer.

Mr. Andrews' presentation was brief. He referred to the fact that his relationship to Mr. Thompson on the Railroad had been that of superior officer, associate officer and subordinate, and that in all of these positions he had had the opportunity to learn at first hand and intimately of the high esteem in which Mr. Thompson was held by so many of the employes and officers of the Railroad. He mentioned the fact that the committee had chosen the form of the token only after mature deliberation and finally decided on the memorial book in the belief that it would perpetuate in Mr. Thompson's home and to his posterity, the record of his splendid career with the Baltimore and Ohio and the fine feeling he inspired in the hearts of his fellow workers.

Mr. Thompson was visibly affected. He said that he had sincerely hoped to be able to meet a goodly number of the representatives of the donors at the proposed banquet, but that there was great compensation in the fact that the change of plans permitted him to be the host to the committee, as representing those who had so kindly remembered him. He complimented the committee on the beauty and comprehensiveness of the testimonial and said that he would cherish it as one of his most treasured possessions.

At the conclusion of the presentation, Mr. and Mrs. Thompson entertained the committee at a most enjoyable dinner. Music was furnished by the employes' orchestra and quartet of the Philadelphia Company, and pleasant reminiscences of the railroad days of the host and his guests were enjoyed until late in the evening.

The complete committee consisted of the following:

NAME	DEPARTMENT	NAME	DEPARTMENT
George W. Andrews,	Maintenance of Way	E. E. Herold,	Purchasing
<i>Chairman</i>		T. M. Jones,	Federal Manager's
John J. Jenkins,	Treasury	C. G. Martin,	Operating.
<i>Treasurer</i>		H. Irving Martin,	Relief
Alva E. Day,	Transportation	E. W. Murray,	Traffic
E. L. Gosnell,	Engineering	T. Carroll Roberts,	Executive
E. C. Hanson,	Accounting	George W. Sturmer,	Safety and Welfare
		B. F. Thompson,	Telegraph
		Edgar W. Young,	Legal

Mr. Thompson Expresses Cordial Thanks for Testimonial

ARTHUR W. THOMPSON
PITTSBURGH, PA.

November 24, 1919.

My dear Mr. Editor:

Through the medium of your MAGAZINE, with your permission, I desire to express to the officers and employes of the Baltimore and Ohio System, my sincere and deep appreciation of the testimonial which was presented to me by the committee appointed by them, and who, tendered the testimonial at my home on Saturday evening, November 15.

The thoughts and goodwill of my former associates on the Baltimore and Ohio Railroad in this tribute they have given me is an expression more beautiful than anything else I can think of. This testimonial will always remain as an inspiration for me and is one which will bring comfort and satisfaction in the future, as well as a reminder to my sons of the friendships gained in my work on the Baltimore and Ohio Railroad.

I shall cherish and preserve it as a bond of affection that will forever bind us together, even though our business activities are along separate lines.

Will you kindly convey my best wishes to the officers and employes of the Baltimore and Ohio System.

Very sincerely yours,



MR. R. M. VAN SANT, Editor,
Baltimore and Ohio Railroad Employes Magazine,
Mt. Royal Station, Baltimore, Md.



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Mrs. Daniels, Wife of the Secretary, Recruits for American Women's Legion

Mrs. Josephus Daniels, wife of the Secretary of the Navy, and honorary vice-president of the American Women's Legion, pinning honor roll membership badge on Mrs. J. N. Blue, who had seven sons in the service during the war. Mrs. Daniels is doing a great deal of recruiting for the American Women's Legion.



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Big Naval Blimp makes Farewell to Belgian Royalty Impressive

The big Naval Blimp F-1 escorting the S. S. George Washington, with Belgian Royalty on board, as they set sail for Belgium from Norfolk, Va. This is a most unusual photograph.



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Movie Stars Take to Air as New Fad

Flying instead of motoring threatens to become the great pastime in Filmland, judging by alarming symptoms of "aeronautitis" which are rapidly developing amongst the most famous of stars. Recently a party of screen celebrities climbed into a Curtis "Oriole" and left the ordinary earth for a twenty-minute trip toward Mars. All the stars were elated with their experiences and after landing safely on terra firma vowed to get "skyboats" immediately. Photo shows from left to right: Marjorie Daw, Mary Pickford, Mildred Harris, Charlie Chaplin and Douglas Fairbanks.



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Executives of International Labor Conference

Group of executives in charge of all details in connection with Labor Conference of the League of Nations. Left to right: Arthur Sweetser, Assistant Director of Public Information Service of League of Nations and Director of Publicity of the International Labor Conference; Dr. G. Pardo, of Italy, Deputy Secretary General of the International Labor Conference; H. B. Butler, of Great Britain, Secretary General of the Conference; E. H. Greenwood, U. S. A., Deputy Secretary General of the International Labor Conference, and Manly O. Hudson, Assistant Director Legal Department of the League of Nations and Legal Advisor to the International Labor Conference.

United States Railroad Administration

Director General of Railroads

BALTIMORE AND OHIO RAILROAD—EASTERN LINES

Statement of Accidents September 10 to November 1, as Compared with Period June 10 to July 1, 1919
 "NO-ACCIDENT CAMPAIGN"

DIVISIONS	ACCIDENTS												1000 GROSS TON MILES PER ACCIDENT		PER CENT. INCREASE OR DECREASE GROSS TON MILES PER ACCIDENT		RANK
	TRAIN		CASUALTIES						GROSS TON MILES		1000 GROSS TON MILES PER ACCIDENT		PER CENT. INCREASE OR DECREASE GROSS TON MILES PER ACCIDENT				
	9-10 to 11-1		9-10 to 11-1		6-10 to 8-1		TOTAL		9-10 to 11-1		6-10 to 8-1		INCREASE		DECREASE		
	9-10 to 11-1	6-10 to 8-1	K	I	K	I	9-10 to 11-1	6-10 to 8-1	9-10 to 11-1	6-10 to 8-1	9-10 to 11-1	6-10 to 8-1	INCREASE	DECREASE			
Baltimore (East End).....	9	12	1	25	0	21	35	33	199,017,100	171,099,800	5,686	5,245	8.4	.....	6	
Baltimore (West End).....	20	9	2	45	0	57	66	66	362,162,800	294,838,400	5,405	4,467	20.9	.....	5	
Baltimore Terminal.....	35	34	4	65	1	97	104	132	54,591,400	47,174,800	525	357	47.0	.....	3	
Cumberland (East End).....	43	26	0	56	0	47	99	73	802,534,600	693,410,700	8,712	9,498	.....	8.2	9	
Cumberland (West End).....	49	27	1	49	1	87	99	115	425,516,900	344,628,500	4,298	2,996	.....	43.4	11	
TOTAL MARYLAND DIST.	156	108	8	240	2	309	404	419	1,903,822,800	1,551,152,200	4,712	3,702	27.2	.....	..
Monongah.....	65	48	2	30	0	37	97	85	250,725,000	210,820,700	2,584	2,480	4.1	.....	8	
Wheeling.....	16	26	2	37	0	42	55	68	200,193,300	176,151,100	3,639	2,590	40.5	.....	4	
Ohio River.....	16	8	1	14	0	43	31	51	78,828,600	71,479,500	2,542	1,401	81.4	.....	1	
Charleston.....	11	7	0	4	1	2	15	10	62,837,300	56,280,300	4,188	5,628	.....	25.5	10	
TOTAL W. VA. DISTRICT..	108	*89	5	85	1	124	198	214	592,584,200	514,731,600	2,992	2,405	24.4	.....	..
Connellsville.....	34	17	1	30	2	30	65	49	558,486,700	402,631,600	8,592	8,217	4.5	.....	7	
Pittsburgh.....	31	16	1	35	0	61	67	77	387,166,900	297,156,300	5,798	3,859	50.2	.....	2	
TOTAL PENNA. DISTRICT..	65	33	2	65	2	91	132	126	945,653,600	699,787,900	7,164	5,553	29.0	.....	..
TOTAL EASTERN LINES..	329	230	15	390	5	524	734	759	3,442,060,600	2,765,671,700	4,689	3,643	28.7	.....	..

* Gross Ton Miles per Accident " includes Train Accidents and Casualties to Employees only, and does not include accidents to other persons.

Standing of Divisions November 1, 1919, based on Gross Ton Miles per Accident:

DIVISION	INCREASE	DECREASE	RANK	DIVISION	INCREASE	DECREASE	RANK
Ohio River.....	81.4	.....	1	Monongah.....	.....	4.1	8
Pittsburgh.....	50.2	.....	2	Cumberland (East End).....	.....	.....	9
Baltimore Terminal.....	47.0	.....	3	Charleston.....	.....	.....	10
Wheeling.....	40.5	.....	4	Cumberland (West End).....	.....	.....	11
Baltimore (West End).....	20.9	.....	5				
Baltimore (East End).....	8.4	.....	6				
Connellsville.....	4.5	.....	7				

SUPERINTENDENT SAFETY AND WELFARE DEPARTMENT,
 BALTIMORE, MD., NOVEMBER 10, 1919.

Progress in "No-Accident Campaign," Eastern Lines

THE competition in the "No-Accident Campaign," Eastern Lines, continued to November 30 by direction of general manager Ennes, is in full swing at this writing.

It is extremely interesting to compare the standing of the various divisions as shown in the accompanying report covering up to November 1, with their standing for the period, June 10 to July 1, because it seems to develop the strong finishers.

For instance, the Ohio River Division, which we now find in first place with a per cent. increase of 81.4, finished the first competition, ending August 31, in ninth place. Similarly the winning division in the summer competition, Monongah, has now fallen back to eighth place in the present competition. And so it goes.

In one respect the present competition will be a more accurate gauge of real improvement by the divisions, on the score of accidents, than was the one concluded on August 31. During the latter campaign, some of the leading divisions had the advantage of comparing their records with poor records made during the year 1918, and their percentage of improvement was very large in proportion.

After all, however, it is not the competition nor the divisional standing which means so much, except as they lend interest to the campaign. It is the fact that a very remarkable individual interest has manifested itself among all our employes in cutting down the most uneconomical, foolish and disastrous phase of railroad operation, namely, accidents to employes and equipment.

The Danger Signal

A RECENT survey of the country revealed that 150,000 men, women and children are killed every year by tuberculosis.

The same survey made it certain that there are more than 1,000,000 active cases of that disease in the United States, and that the number of unsuspected cases far exceeds the known.

Following this survey, which was made by the National Tuberculosis Association, noted medical experts decided that an intensive nation-wide campaign was necessary to prevent the spread of the disease.

That campaign is now in progress. Everywhere people are being told how, with simple precautions, such as avoiding poor and badly cooked food, seeing that sleeping rooms are well ventilated,

FIGHT TUBERCULOSIS!



Red Cross Christmas Seal Campaign

SEAL THE FATE OF THE WHITE PLAGUE
WITH A
CHRISTMAS SEAL

and bathing frequently, bodily resistance may be built up so as to present an effective barrier against the germs of the "White Plague." Along with the educational campaign, appeals are being made to communities to provide additional dispensaries, hospitals and sanatoria for the treatment of persons already afflicted.

This campaign is expected to save thousands of lives and many millions of dollars the first year. The cost, which is estimated at approximately \$6,500,000, will be defrayed by the sale of Red Cross

Christmas Seals at a penny each. The sale will begin December 1 and continue ten days.

Out of every six deaths among railway men one is due to tuberculosis. By buying Red Cross Christmas Seals they can help themselves while aiding humanity.

Ten Rules for Foremen and Others

1. *Be fair*—Have no favorites and no scapegoats. A foreman has to act as a judge many times a day, therefore he must be just.

2. *Make few promises and keep them*—A foreman must be exact in this particular. Sometimes a foreman forgets that his job requires a high standard of truth and honor.

3. *Don't waste anger. Use it*—Anger is a most valuable thing and should not be used carelessly. Keep your most forceful language for special occasions. Before a foreman can control others he must control himself.

4. *Always hear the other side*—Never blame a worker until he has been given a chance to give his point of view.

5. *Don't hold spite. Forgive*—When you have had to scold a worker, go to him later, in a friendly way. There should always be blue sky and sunshine after a storm.

6. *Never show discouragement*—Never let yourself be beaten. A foreman must have perseverance and never say die.

7. *Notice good work as well as bad*—Mingle praise with blame. Let the workers see that you can appreciate as well as condemn.

8. *Watch for aptitudes*—Take a keen human interest in your workers. Notice them. Study them. Put each one where he can do best.

9. *Be an optimist*—Don't let your worries and troubles deform you into a pessimist. Inspire confidence. Put the "righto" spirit into the works. Say, "Come along, men; all together."

10. *Take your full share of the blame*—This is the most difficult of all. It is heroic. But the foreman who can share both blame and praise with the workers will have discovered the secret of managing his men.—*Courtesy Standard Oil Co.*

Few Would Pay Rent

NEWARK, OHIO, October 2, 1919.

MR. W. J. DUDLEY,
Superintendent, Relief Department:

Yours of September 18 received, and with it fire insurance policy No. 9315 in the Hartford Fire Insurance Company, expiring November 14, 1919, fire insurance policy expired, and abstract of title.

While I am not contemplating a further loan at this time, I will be very glad indeed to take advantage of your offer should it be necessary when I make some improvements on my property.

I want to thank the Relief Department for the courteous manner in which I was treated while paying for my home, and I am certainly under obligations for the many favors granted me.

In conclusion I will say, if every employe of the Baltimore and Ohio Railroad knew how easy the Relief Department makes it for them to get a home, I am sure that there would be but few who would continue to pay rent.

Very respectfully,

B. A. OATMAN,
Care Master Mechanic's Office,
Newark, Ohio.

The Ringling Brothers of Circus Fame Started Business with a "Pin Show"

John Ringling Has a Hobby For Railroads

RAILROAD men have more than an ordinary interest in the circus business. They enjoy the thrills of the "Glittering Gorgeous Spectacle" in the three ring arena as much as other folks; and besides, they have learned some of the inside life of tent shows through having handled them along the line of road. Huge migratory communities like "Barnum and Bailey's," "Forepaugh-Sells" and "Ringling Brothers" have often challenged the resources and ability of thousands of our operating employes to get them from city to city on schedule time. The modern circus spells efficiency, and a lost performance puts too big a dent in the season's receipts to permit of a serious delay in transportation.

Under the caption, "Passing of Another Great Showman," the New York *Sun* of October 23, capitalizing the romantic interest which every young person, regardless of age, has for the circus and the circus man, published the following:

"Of the seven Ringling brothers, Alfred T., who died Tuesday at his home in New Jersey, was the fifth to die. John Ringling and Charles Ringling are left of the famous family which fought the great circuses of the past and absorbed them. In the shows they own the Barnum & Bailey and the Forepaugh-Sells enterprises have been united. Out of the Middle West the Ringlings came and met the old established amusement enterprises on their own ground, forcing the struggle for preeminence, and winning a hard contest.

"Unlike Barnum the Ringlings were circus men from their youth. Barnum was a speculator who turned his hand to anything which gave promise of profit. His success as showman was built on successes and failures in many other fields. The Ringling boys swapped a skiff they had tired of for a pony, and started a "show" under a makeshift tent, admission to which was bought with pins. Soon pennies replaced the pins, and the family was started on its career. In the '80s the brothers had a wagon show, trading largely on the interest

aroused by the advertising campaigns of the great circuses of those days. The brothers were enterprising, shrewd, united. What other circus men had to hire strangers to do they did themselves. There was a Ringling to supervise every department of their show, a Ringling to protect every Ringling interest. The family was unusual, perhaps unique. Certainly there have been few enterprises brought up from nothing to great importance by a family of seven boys, all joined together in the same calling.

"Railroads made the modern American circus possible. Without them it could not cover the territory it does with the amount of machinery, the tents, the menagerie, the horses, the laborers, the managers, the athletes it must have. Perhaps a day will come in which motor trucks will take the place of railroad trains; a bold circus man may even present a show transported through the air. A circus remains essentially unchanged in the entertainment it offers, but it must take advantage of every modern improvement. It must always be up with the times.

"It is said that the Ringlings started definitely in the show business with less than \$200.00 capital. This may be true. They had, however, something better than money. Money can be earned or borrowed. The Ringlings had grit, persistence, initiative, unflagging industry. These qualities cannot be borrowed. They cannot be improvised. With them men achieve success, as the Ringlings did in the intricate and difficult business of running a circus. Without them real success is impossible."

The writer of these paragraphs might have continued in his last to say that the qualities which made the Ringlings successful cannot be distributed to men of less determination and willingness to work, and still live and accomplish things. They cannot be cut into an equal number of parts and be apportioned among the slackers and loafers and agitators who are demanding communism and sovietism in our country, and get anywhere. But he does show conclusively what can be accomplished by united and intelligent effort; how, by conserving capital, there is no limit to which grit and brains may push an enterprise.

With all his hard work and intensive study to make his circus a success (and any circus man will attest that it takes a lot of these qualities to fill the big show twice a day), at least one of the brothers has better than a "one track mind." John Ringling, one of the two still living, is well known as an investigator of other fields—the army, where the capacity for quick movement offers a model for the daily jump of the circus; the railroad, where his intimate association has disclosed the fascination of the life of the rail. And railroading has actually become his hobby, his particular bent being to take over small and unimportant lines and, by applying the intensive efficiency of his circus business, to develop such railroads into active and profitable properties.

To speak of the Ringlings in the same breath with Carnegie and Rockefeller is, perhaps, too high praise. Yet the circus men had, in their field, the same difficulties to overcome that the others had in theirs. While nonentities were wasting their time and money, and were content with mediocrity, these human dynamos were thinking, building, conserving. They tackled big jobs and had stuff enough to see them through.



Gustave Wilson

We know that every reader of this notice will immediately assume a keen interest to help the sorrowing sister find her loved one. Take a good look at the picture and remember what joy it will mean in the anxious home if you can help restore the lost brother. Please send any information to Miss T. Wilson, 341 East 38th Street, or Pier 22, North River, New York City.

—

Boy Missing—Sister Grieves for Lad Who Went West

HERE is a picture of Gustave Wilson, a brother of Miss T. Wilson, who is employed at Pier 22, North River, New York.

This young lad disappeared from his home on Friday, October 10, leaving a note which stated that he intended to go west. He is thirteen years old, about five feet in height, and weighs about 120 pounds. When last seen he was wearing a light gray knickerbocker suit, black shoes and stockings. He has gray eyes, golden hair and a light complexion.

Miss Wilson had inquiries in regard to his whereabouts inserted in various New York papers, but to date has not received any information from him. The situation is particularly trying for her, for she made a home for the boy and another sister, as they have no parents.

Baltimore and Ohio American Legion Post

WALTER V. SHIPLEY, traveling passenger agent, and formerly Division Quartermaster and G-1 of the 29th Division, with rank of Lieutenant Colonel, is organizing a Baltimore and Ohio post of the American Legion.

Most of our employes who live in Baltimore and who were in the service will very naturally want to join a post organized by a unit with which they served. Many, however, who were in the Navy or so situated that they did not serve with a permanent unit during a large part of their service period, would like to become members of the Legion, and these are cordially invited to ask Colonel Shipley for an application card. His office is Room 101, Baltimore and Ohio Building, first floor, right next to the Charles Street entrance.

The American Legion is destined to play a very great part in the perpetuation of American ideals. Service men who believe in the destiny of this country and the necessity for preserving its institutions can make their power as individuals felt to the greatest extent by affiliation with the Legion.

We hope and believe that it will be possible to organize a strong Baltimore and Ohio Post.

Errata



On page 22 of the November issue it was stated that in March, 1912, W. G. Curren was promoted to *superintendent* of transportation. It should have been stated that Mr. Curren was promoted to *supervisor* of transportation.

On page 39 of the November issue the name of the chief medical examiner of the Railroad was printed as Dr. F. X. Milholland, it should have read Dr. E. V. Milholland.

Yard Crews Can Help Save Coal

By R. B. White
Superintendent, Baltimore Division



THE following report made by road foreman of engines Sentman on a test he made on a yard engine, shows how some of our yard crews are helping save coal:

"Since talking to some of the crews on the yard engines about the quantity of coal consumed, I have had a report from engineer Rudolph and fireman Jamison. On October 12, while engine 350 was working on the 4 p. m. to 12 midnight turn of the eastbound classification work, they kept an account of the number of scoops of coal consumed during the eight hour period, as follows:

FROM	TO	NUMBER OF SCOOPS
4.00 p. m.	5.10 p. m.	18
5.10 p. m.	6.10 p. m.	16
6.10 p. m.	7.10 p. m.	13
7.10 p. m.	8.10 p. m.	19
8.10 p. m.	9.10 p. m.	22
9.10 p. m.	10.10 p. m.	15
10.10 p. m.	11.10 p. m.	19
11.10 p. m.	12.00 p. m.	14
Total		138

"This, at fifteen pounds per scoop, would make 2,070 pounds consumed during the eight hour working period, fireman having stated that it was his opinion that fifteen pounds to the scoop was a fair estimate."

This is considered to be another excellent fuel performance on this class of engine.

Picked Up Here and There

By "Ernie" Baugh
Superintendent, Dining Car Department

The Chicago *Tribune*, August 28, 1919, said:

"The dining car card of the Baltimore and Ohio is decorated with a picture of four roosters and only three eggs—but three eggs is pretty good for four roosters."

Two answers to this—First: Four eggs would mean one hundred per cent. efficiency; the missing twenty-five per cent. is what we hope and intend to improve in years to come. Second: If you fool with "chickens," you'll get into the papers.

A Tank Town

On the Grand Commandery of Illinois Special as it went through Camden without stopping, making the best run ever made between Washington and Philadelphia:

"What place is this?"

"Oh! some tank town; they never even whistled."

For Politicians

Small boy on Atlantic Coast Line coming up from Florida: Daddy! Does chameleons live anywhere but Florida?

Daddy (rattling his paper): Yes—Washington.

On No. 4

One of our own people said to me, "Why don't you serve the Commercial Travelers' club meal for sixty cents—it would make a hit."

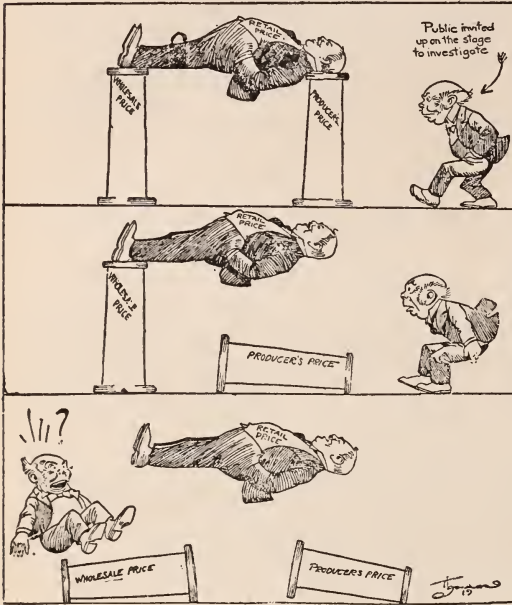
Honestly! Do you wonder that squirrels get fat?

My Own

Frame up so when they come back nobody will have to carry Green Signals for you because the knowledge of where the best Field of Clover and the largest Herd of Holsteins are located will be useless.

Current Events As Seen

Defying the Laws of Gravitation and the United States



—Detroit News

Prof. I. Drinkwater, the Hypnotist, Who Recently Closed a Successful Engagement in the U. S. A., is Now Touring England



(Copyright, 1919, New York Tribune, Inc.)

As Others See Us!



—The Knickerbocker Press, Albany, N. Y.

"Choose Ye This Day Whom Ye Shall Serve"



(Copyright, 1919, New York Tribune, Inc.)

by the Cartoonists

Profiteering



—Montgomery Advertiser

Two Birds With One Stone



(Copyright, 1919, New York Tribune, Inc.)

The Travel of Peace—As Seen in Italy



—From L'Asino, Italy

Beware!



—Reid, in The Camden (N. J.) Post-Telegraph

Federal Managers Galloway and Begien are Making Special Effort to Reduce Automobile Accidents at Grade Crossings

Our Federal Managers are much concerned over the distressing number of people who are annually killed or injured while driving automobiles over railroad crossings. They have been able to be of material assistance in spreading the doctrine of safety and caution among our own employes through the educational work of the Safety Department and the untiring efforts of our officers in the Transportation Department.

It is difficult, however, to reach many people in a way direct enough to bring them to a realization of the loss of life which is caused by their failure to take proper precaution to insure their safety before crossing railroad tracks. The tests and observations covering a number of years have been given close analysis, resulting in conclusion being reached that if the drivers of automobiles will only abide by the simple rule, "Stop, Look and Listen," before crossing a railroad track, nearly, if not all, of the accidents can be averted.

A check made some time ago disclosed the fact that sixty-five per cent. of 2600 crossings made by motor car drivers over railroad tracks were made without the drivers paying any attention to the possibility of approaching trains. From these figures, it is little wonder that railroad crossing accidents are so numerous. An interesting, and what should prove an effective scheme for reducing them has been adopted by our Federal Managers, as follows:

Division superintendents have been instructed to post capable employes at suitable grade crossings. These employes are being given a supply of post cards showing on one side the picture on this page.

On the reverse side the following printed warning appears:

At the crossing of..... Road over the Baltimore and Ohio tracks at
..... at..... A. M.
..... P. M. 19...., automobile bearing license
number....., State of..... registered in your name, was observed to approach
and cross the tracks and disregarded the usual safety rules of slow speed and looking and
listening for approaching trains.
Observance of "Safety First" slogan will prevent an accident such as is portrayed on
reverse side of this card.

..... Observer.

(Continued on page 41)



W. W. Woodward Wins First Place, "No-Accident Campaign" Prize Contest, Western Lines

Widespread Interest Shown in Competition—The Other Prize Winners

THE Western Lines are to be congratulated on their fine showing in the "No-Accident Campaign" Prize Contest. With fewer employes by many thousands to draw from, they submitted in the aggregate ten more essays than were submitted in the competition on Eastern Lines. There were twenty-seven entries in all, two being sent by the same man. Such interest as his is most commendable. He knows who he is and we are sorry that he did not win a prize.

W. W. Woodward, train dispatcher,

Chillicothe, Ohio, wins first prize of \$25.00; W. W. Hamilton, assistant supervisor, Tiffin, Ohio, second prize of \$15.00; J. A. Bedinghaus, operator, Farmers Station, Ohio, third prize of \$10.00. We are glad to be able to state that R. N. Begien, federal manager, Western Lines, authorized the giving of prizes of \$5.00 for fourth and fifth places. Two employes, L. F. Ackerman, stenographer to chief clerk, Seymour, Indiana, and Isaac N. Blauvelt, engineer, Toledo Division, Hamilton, Ohio, tied for fourth place and

Detailed Decision of Judges—"No-Accident Campaign"—Western Lines

JUDGES	FIRST, VALUE 125 POINTS	SECOND, VALUE 100 POINTS	THIRD, VALUE 75 POINTS	FOURTH, VALUE 50 POINTS	FIFTH, VALUE 25 POINTS
J. B. Carothers, Assistant to Federal Manager, Western Lines, Cincinnati, Ohio.	No. 20 W. W. Hamilton, Assistant to Super- visor, Tiffin, Ohio.	No. 41	No. 33 Isaac N. Blauvelt, Engineer, Toledo Division, Hamilton, Ohio.	No. 36	No. 22
E. G. Lane, Chief Engineer, Cincinnati, Ohio.	No. 22 L. F. Ackerman, Stenographer to Chief Clerk to Superintendent, Seymour, Ind.	No. 36 J. A. Bedinghaus, Operator, Farmers Station, Ohio.	No. 11 Lawr'e E. Fletcher, Machinist, Washington, Ind.	No. 31 Oscar O. Stoner, Engineer, Chicago Division, Garrett, Ind.	No. 33.
G. D. Brooke, Superintendent Transportation, Cincinnati, Ohio.	No. 41 W. W. Woodward, Train Dispatcher, Chillicothe, Ohio.	No. 28 J. E. Hudson, Relief Agent, Indiana Division, North Vernon, Ind.	No. 42 Walter E. Norris, Operator, Outville, Ohio.	No. 11*	No. 19* W. R. Moore, Agent, Chillicothe, Ohio.
W. M. Malthaner, Acting General Sup't Maintenance of Equipment, Cincinnati, Ohio.	No. 20	No. 41	No. 33	No. 36	No. 22

Note—The names of the contestants mentioned in the above table are given only once; the numbers of their articles (the numbers were given the articles to identify them as they reached the Editor) are given as often as chosen by the judges.

*No. 11 and No. 19 were judged by Mr. Brooke as having tied for fourth place, hence the sum of the points for fourth place and the points for fifth place were divided in half and each of the two contestants given 37.5 points in the respective cases.

will each be sent a check to cover these added prizes.

The accompanying table shows the method of arriving at a decision, the procedure being the same as that followed in judging the entries in the Eastern Lines competition, with this exception: on the Western Lines five essays were chosen by each judge for the first five places to cover the additional prizes offered of five dollars each for fourth and fifth places, and in order to have the point difference between each of the first five places in order, the same number of points, twenty-five, as was used in determining the winners in the Eastern Lines competition, the chosen essays were awarded points on the basis of 125 for first place, etc., as shown.

Judged on this basis, essay No. 41 had a point total of 325; No. 20, a total of 250; No. 36, a total of 200; and Nos. 33 and 22, a total of 175 each.

The quality of the essays as a whole was very good. Not a few of the contestants approached the subject from an original point of view and a number of them showed that they had given the subject a good deal of thought and had gone to considerable trouble in collecting data.

In addition to those shown on the accompanying table, the following employes, whom we thank sincerely for their interesting essays, submitted entries: John Steinmetz, operator, Girard Junction, Ohio; William G. Dee, foreman, Lake Warehouse, Cleveland, Ohio; H. Wainman, patrolman, freight office, East St. Louis, Ill.; Samuel Borland, train baggage-master, Dayton, Ohio; J. P. Christy, operator, Tontogany, Ohio; Edward M. Mannix, general foreman's clerk, East Dayton Shops, Ohio; James R. Kightlinger, brakeman, Cleveland, Ohio; J. E. Banta, freight conductor, Seymour, Ind.; Charles King, operator, Mount Sterling, Ohio; John Biedrzycki, foreman, Garrett, Ind.; J. C. Hahn, terminal trainmaster, Lorain, Ohio; J. E. Tobin, track foreman, Mansfield, Ohio; C. R. Leidy, boilermaker helper, Newark, Ohio; J. J. McNamara, painter foreman, Washington Shops, Ind.; L. B. Crebben, agent, Jackson, Ohio; F. M. Kirkendall, delivery clerk, Freight Depot, Dayton, Ohio.

None of the judges knew the names of the contestants when they were choosing the prize winners. The essays were sent to them numbered and not even the Editor of the MAGAZINE knew who the prize winners were until the tabulations had been made and the numbers of the essays compared with the names of the employes submitting them. It is quite significant that, without working in collaboration, two of the judges, Mr. Carothers and Mr. Malthaner, each picked seven essays as being most worthy and that the seven choices of each were the same. They then worked together in their choosing of the first five of these in order, and their final decisions as shown in the table are therefore identical. In addition to his selections as shown on the accompanying table, Mr. Brooke mentioned favorably No. 20, one of the prize winning essays and also the article submitted by J. C. Hahn, terminal trainmaster at Lorain, Ohio.

“No-Accident Campaign” Essays —Eastern Lines

THROUGH a regrettable oversight, the names of the employes on the Eastern Lines who submitted articles in the “No-Accident Campaign” Prize Contest, but whose articles were not chosen by any of the judges for the first four places, were not mentioned in the November issue.

Their interest in this important work and the energy necessary to translate it into concrete action, resulting in their taking time and trouble to try to place their ideas before their fellow employes, deserve commendation, and in behalf of the MAGAZINE and their fellow workers we are glad to congratulate them. Each one of the following submitted an article and each was thanked in a personal letter of appreciation from general manager Ennes: W. J. Lavelle, train rule examiner, Tunnelton, W. Va.; R. W. Hawkins, conductor, Lexington, Va.; P. M. Pennington, crossing watchman, Bedford Street, Cumberland, Md.; W. S. Caldwell, mill machine hand, car shop, Keyser, W. Va.; H. Allison, safety appliance inspector, Cumberland, Md.

Practical Suggestions for Employes Handling Trains

Clear Knowledge of Orders by All Members of Crews Is Essential

By W. W. Woodward

Train Dispatcher, Chillicothe, Ohio

(First Prize Article, "No-Accident Campaign," Western Lines)



BY being watchful at all times and by taking extra precaution, train dispatchers and telegraph operators can and do prevent many accidents. Train dispatchers should take the time to call the attention of conductors and engineers to other trains and to their orders. They should try to anticipate what the other fellow might be going to do. We have had numerous cases of conductors and engineers overlooking a train or an order. As illustrations, let me cite two cases that occurred on the Ohio Division:

In 1896 No. 13 was running between first and second No. 3. Second No. 80 had orders to make Lyndon for first No. 3 and time to make Roxabel for second No. 3, but had nothing on No. 13. The entire crew on train No. 80 overlooked No. 13 and a disastrous collision was the result. The train dispatcher had an order out to second No. 80, giving them ten minutes on No. 13, but, seeing it would not advance them beyond Lyndon, annulled the order. Had he given them the order on a message that No. 13 was ten minutes late or was running between first and second No. 3, their attention would have been called to No. 13 and the accident averted. This dispatcher has never forgotten the lesson.

In 1903, second No. 193, running between Newark and Cincinnati, and being on the road all night, was advanced to Remington for No. 24. After No. 24 had left Remington, the dispatcher, by questioning the operator, discovered that they were backing out of the siding and starting up Madeira hill against No. 12. He instructed the operator to stop them

and ask them where they were going for No. 12, in the meantime protecting No. 12 against second No. 193. The conductor and engineer both saw that they had overlooked No. 12 and also No. 104, two fast passenger trains. Thus an accident was prevented by the watchfulness of the dispatcher.

When special trains are being run over the road, dispatchers should notify operators, agents and crossing watchmen of the time such trains will pass their stations so that they can keep the crossing clear of automobiles and other vehicles.

Employes at stations should make it a rule to watch street crossings when a passenger train is due, and thereby prevent accidents.

In giving sectionmen, bridgemen or men running motor cars, figures on trains, dispatchers should be careful to give the best figures possible and do everything in their power to protect these men.

When dispatchers have a light engine following a heavy freight, or any train following another train, which is out of the ordinary, they should take extra precaution to prevent trouble.

There are numerous ways for a dispatcher to remind conductors, engineers and operators, of other trains and orders, so that an error or an oversight can be detected, if they will only take the time.

By paying strict attention to the sending and repetition of train orders by the dispatchers and other operators and not relying altogether upon the dispatcher, telegraph operators can catch errors and prevent accidents. They should use the greatest care in handing "19" orders and Form "A's" to moving trains, and see that

engineers reduce their speed to twenty miles an hour as required by the rules and not take any chance of being struck by passing trains.

Conductors and engineers should read their orders carefully *more than once* and not rely too much on their memory. They should always show their orders to flagman, baggageman and fireman, as required by Rule 211-A. There are some conductors and engineers who say "What's the use; they don't understand them after they read them."

The very man that they think does not understand them, might some day save their lives.

Engineers should not approach block stations at excessive speed, expecting to get a clear block, and, when they do not get it, run by, sometimes with all of their train. That is not SAFETY by any means and some day the offenders will be as sorry as the automobile driver who tries to beat the train over the crossing.

SAFETY is the first rule in our Book of Rules. It should be first in our thoughts. It should be taught to school children in every school in the world.

If every person engaged in the movement of trains or having any business on or about a railroad, would always keep this rule in mind, it would make them more careful, thoughtful and watchful and preventable accidents would be entirely eliminated. As an engineer on one of our eastern roads said: "One think before an accident is worth a million thinks afterwards."

**Police Department, Western Lines,
Report for January to
November, 1919**



J. YOUNG, superintendent of police, Baltimore and Ohio Railroad, Western Lines, reports the following activities of his department for ten months, January 1 to November 1, 1919:

Number of arrests.....	5,184
Number of employes arrested for larceny, grand larceny and misdemeanor charges.....	125
Confined to penitentiary.....	304
Confined to workhouse.....	509
Fined and confined in jail.....	2,687
Reformatory.....	136

Paroled.....	792
Released.....	542
Cases pending in court.....	363
Value of stolen goods recovered and claims saved by Police Department investigations.....	\$90,324.42
Parties caught riding trains who purchased tickets to destination rather than be arrested, value tickets...	\$584.93
Grand total.....	\$90,909.35

One who is not in close touch with the work of one of our highly specialized departments, such as the police, should hesitate to comment on such a report. Certain facts are obvious to almost any railroad man, however, and they make this record of particular interest.

For a number of reasons, most of them beyond the power of the railroad authorities to correct, it has always been hard for railroads to get convictions on misdemeanors and crimes. The proportion of paroled and released cases in this summary is, therefore, quite gratifying. The Railroad Administration has made it clear that a crime is a crime, even if committed against a railroad.

The other observation is not nearly so pleasant and it recalls a conversation which the writer had during the last month with a conductor on the Baltimore Division. He said: "Did you see about those two employes at Blank, caught and arrested yesterday for robbing stations and cars?"

I hadn't seen the morning paper. He continued:

"I knew both of them. One has been in the service for a number of years and each was making good wages." And he then began an unprintable torrent of abuse about the unspeakable smallness of men who rob an employer who is doing the right thing by them; and also the shame which such creatures make their former co-workers feel.

It was a good thing for the thieves that they were not there at the time, for the conductor is a big, powerful fellow and he meant what he said.

The Day

By David E. Roberts

Out of my work cometh the song,
Glad'ning my heart all the day long;
Into my rest cometh the Psalm,
Filling my soul with God's own calm.



Two of Our Women Employe Prize Winners—Robert Raith—Frank Reel—Dr. John A. Doerner

Aunt Mary and Her Niece, Maggie, Thank "Manidgement" for Prizes

IT will be remembered that two of our women employes were awarded prizes in the Essay Contest on the Eastern Lines, and even their men rivals will agree that they made rather a good showing, especially when it is considered that they were the only two representatives of their sex in the contest.

Miss Margaret Talbott Stevens, "than whom there is none such" as a contributor to the MAGAZINE, has already been mentioned in this department. Her charming poems in this and previous issues, and her other contributions have been greatly enjoyed by the readers of the MAGAZINE, not a few of whom have adopted that most sensible and gracious way of expressing their appreciation by writing to the young lady herself. It is, we are advised, just a coincidence that the other fair prize winner, Miss Edith H. Coplan, is a co-worker with Miss Stevens in the Transportation Department. Their relationship now has an added interest, however, as will be seen in the following letters from Aunt Mary and her niece, Maggie:

Dear Mister Editer:

This will serve to interdooce to you my niece, Maggie. She is a girl what minds her own business an in so doin' ain't able to mind anybody else's fer which she oughter deserve a good husband some day which if she don't get it ain't my fault—nor her'n. As I told you before we are both awful much obliged to the manidgement fer awardin' us the 5 bones, as Ezra calls 'em, just fer tellin' folks how to come

in out of the wet, so to speak. Ezra sez that he reckons now that we're goin' ter git that money, that he won't hafter give me no Xmas present, but lemme tell you, he's all wrong. If a man can't give his pore wife a Xmas present oncet a year, regardless of circumstances, then he ain't deservin' of no woman whatsomever. Well, I've done said enough, an also if I say any more, I won't leave no paper fer Maggie to write on.

Again thankin' you an hopin' that we kin both be of more service in the future, I am as I always wuz,

Yores truly and respectful,

AUNT MARY.

Dear Ed:

Bein Aunt Marys niece, I aint got no more eddication an her, so I hopes you will scuse the mispeled words an all mistakes. I be lookin up all the tony words I don know how to spel in the dictionary.

I never did have no hand at writin nohow, but when Aunt Mary come to me an sez as how me an her won a prize fer givin folks some advise, I sez to her, I sez, "I aint never went to no high fallutin college, Aunt Mary, an I know I aint got no eddication to speak of, so as I could make a speech like some of em probition politic men, but I aint gonna get no more rest till I write that there editer an thank him fer givin me somethin I don preserve."

Hones to Johns, when I first heard it you could a knocked me over with a feather, I wuz so sprised. I thought sure there wuz a mistake somewheres but then it come to me kinder sudden like, as how maybe you got wind that I wanted to get Uncle Ezry a new overcoat an some woolen stockins fer Christmas, an Aunt



Miss Edith H. Coplan

Mary a new bonnit an some apron gingham (dont you darst give way on me now), an a hull lot other presens, so I sorter calmed down a bit, an I sure do preciate your takin such intrist in me.

I gotta stop now cause I gotta feed the new chicks. I be sorter worried bout that black an yaller one.

Respectfuly yourn,

AUNT MARYS NIECE MAGGIE.

P. S. Some calls me Mag fer short.

P. S. No. 2. If them there Baltimore and Ohio folks needs any more advise, please drop me a line.

Miss Coplan is a Baltimorean who was graduated from Eastern High School in 1917. She entered the service of the Railroad as a stenographer in the Embargo Bureau of the Transportation Department during the busy month of March, 1918. She later became stenographer to C. E. Hood in the sub-department handling Utilization of Equipment and is still engaged in that work.

We are sure that Miss Coplan's expressed gratification over the recognition which has been given to her first contribution to the MAGAZINE will encourage further writing on

her part and that under the able guidance of "Aunt Mary," her niece, "Maggie," may become as illustrious as has her mentor, in these and other MAGAZINE pages.

He Saved a Life

By Miss E. T. Murray

IT IS with the greatest pride that we tell here of the heroic act of our little friend, Robert Raith, of the File Room, Freight Claim Department. On Saturday afternoon, October 11, at the Maryland General Hospital, Robert underwent a blood transfusion for the benefit of the sister of Thomas Forsythe, one of his fellow workers. Eight of Miss Forsythe's friends were examined and Robert was the only one who passed the test. The fact that he was not acquainted with Miss Forsythe makes the deed more remarkable. Such an act makes us very proud to have him in our office and well merits the following fine letter which he received from the attending physician:

October 22, 1919.

Dear Mr. Raith—May I thank you for your noble sacrifice in supplying blood to Miss Forsythe. It was indeed a manly thing to do and I am sure that it saved her life.

I remain,

Sincerely yours,

(Signed) Dr. W. B. PERRY.

The accompanying photograph shows our little hero.



Robert Raith, File Clerk, Freight Claim Department



Frank Reel, Crossing Watchman at Newark, Ohio

Forty Years of Safety at Frank Reel's Crossing

By W. E. Laird

FRANK C. REEL has been crossing watchman at East Main Street, Newark, Ohio, since 1879, or for forty years. During this time there has been no accident or personal injury on this crossing, with the heaviest traffic in the city.

In addition to this remarkable record, Mr. Reel undoubtedly saved the life of a lady pedestrian, Mrs. H. A. Goodwin, who fell in front of an approaching engine, by running in front of the engine, and seizing and dragging her off the track just in time to prevent her being run over. This meritorious act was not only commended by our management at the time, but was given special mention in our local newspapers of January 14, 1899.

He won another mark of merit when he discovered a broken wheel flange in a northbound freight train on December 7, 1901, and reported it to the dispatcher's office.

Mr. Reel's father was an engineer on the Baltimore Division in the early days of the Railroad, having run the third engine dispatched out of Baltimore Terminal. He was in the service up to the time of his death.

Frank Reel entered the service of the Company at the shops at Newark, Ohio, in 1876, where he worked until 1879, when he was trans-

ferred to the position of crossing watchman. His extreme vigilance and carefulness are known to everyone in our city, and have been the source of frequent special mention in the local newspapers.

Dr. John A. Doerner Gives Up Active Work as Medical Examiner

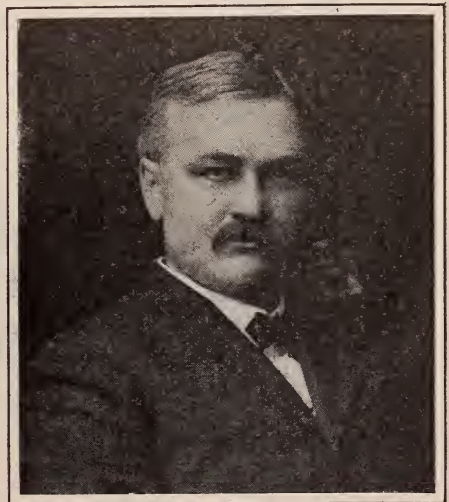
By H. Irving Martin

THE recent retirement of Dr. John A. Doerner, after thirty-nine years of active service as Medical Examiner at Cumberland, Md., emphasizes the peculiar record made by him at that place.

Of the original medical staff of the Relief Department, which Dr. Doerner joined in 1880, only four are still in active service.

Dr. Doerner was born at Cumberland, Md., on September 24, 1856, and has spent nearly all of his life in the city of Cumberland. His elementary education was acquired in Professor John Butler's school at Cumberland, and at the Allegany County Academy. He next entered Duff's College at Pittsburgh, Mount Saint Mary's College at Emmitsburg, Md., and the Medical Department of the University of Maryland. He was graduated from this medical course in 1877, and spent three years in general practice at Baltimore and Cumberland. He entered the service of the Relief Department on October 1, 1880.

He is a good mixer, affable and genial, and



Dr. John A. Doerner

although a man of few words, has made many friends. An optimist, he sees the relative human value of all with whom he is brought into contact.

He thinks Cumberland is the real home town, has taken few vacations, and would probably miss the sound of moving trains if these were not present in his daily life. We hope that he will have many opportunities to indulge in his love for fishing. He has been a widower for about twenty years, but his home life has been made ideal through the presence and care of his two daughters.

He is known to all of the "old guard" in the Railroad service, to whom he was a friendly adviser, one to whom they could go with their bodily ailments with the assurance of friendly sympathy.

His active duties at Cumberland have been assumed by Dr. J. Gilbert Selby, of Chillicothe, Ohio.

Compliments Trainmen for Their Courtesy

September 4, 1919

The Editor, Employes Magazine:

Apropos of the article in the September issue of the MAGAZINE about Baltimore and Ohio dining car service, it perhaps would not be amiss to say that I have traveled on several roads, and note with pride the very pleasant treatment accorded passengers on Baltimore and Ohio trains by the trainmen.

(Signed) LOUIS LEVISON,
Transportation Department.

Back the Fighting Eagle



Buy More Liberty Bonds

Railroad Sustains Great Loss in Death of Morgan King Barnum

Late Corporate Mechanical Engineer Left Notable Record for Efficiency and Square Dealing

THE sudden death of Morgan King Barnum, Corporate mechanical engineer of the Baltimore and Ohio Railroad, was a great shock to all his friends. Stricken at the Baltimore Country Club, Roland Park, Maryland, on Sunday morning, October 26, he was taken to Mercy Hospital, Baltimore, where he died at 7.30 p. m. that evening. Funeral services were held at his home in La Grange, Illinois, burial being at New Albany, Indiana, on the morning of Thursday, October 30.

Besides his widow, Mrs. Emily Maginness Barnum, he is survived by two sons, Major Edmund M. Barnum, United States Cavalry, now in France, and Richard F. Barnum, treasurer of the Fyfe Shoe Company, Detroit, Michigan; a daughter, Mrs. T. H. Bearse, of La Grange, Illinois; three grandchildren; and two brothers, Brigadier General Malvern Hill Barnum, United States Army, and Reynolds Barnum of Kansas City, Missouri.

Mr. Barnum was born in Syracuse, N. Y., April 6, 1861, a son of the late Brigadier General Henry A. Barnum and Lavina King Barnum. His father fought in the Civil War under Generals Hooker and Sherman.

He was graduated from Syracuse University in 1884 with the degree of A. B., and later received the degree of A. M. He entered railway service in 1884 as special apprentice in the shops of the New York, Lake Erie and Western Railroad at Susquehanna, Pa., and until September, 1887, he served as machinist and mechanical inspector. From September, 1887, to 1889, he was general foreman of the New York, Lake Erie and Western (now the Erie Railroad) at Salamanca, N. Y.; from January to September, 1889, general foreman of the Louisville and Nashville Railroad shops at New Decatur,

Alabama. He was then practically continuously in service in various capacities with different railroads from the dates shown as follows: September, 1889, assistant master mechanic of the Atchison, Topeka and Santa Fe Railroad at Argentine, Kansas; September, 1890, superintendent of shops of the Union Pacific Railway at Cheyenne, Wyoming; June, 1891, district foreman, same road, at North Platte, Nebraska; December, 1898, master mechanic of the Nebraska Division, same road, at Omaha, Nebraska; December 15, 1902, assistant mechanical superintendent of the Southern Railway; February, 1903, superintendent Motive Power of the Chicago, Rock Island and Pacific Railway; June, 1904, mechanical expert of the Chicago, Burlington and Quincy Railway; April, 1910, general superintendent Motive Power of the Illinois Central Railroad and the Yazoo and Mississippi Valley Railroad.

His service with the Baltimore and Ohio Railroad, beginning July 1, 1913, was as follows: July 1, 1913, to August 30, 1914, general mechanical inspector; September 1, 1914 to January 31, 1917, superintendent Motive Power, Lines East; February 1, 1917, to June 30, 1918, assistant to operating vice-president, in charge of conservation and standardization of all materials; July 1, 1918, to April 1, 1919, assistant to general superintendent Maintenance of Equipment; April 1, 1919 to October 26, 1919, the day of his death, Corporate mechanical engineer.

Mr. Barnum was held in high esteem by all who knew him. His life was remarkable for its unselfishness, devotion to family and unusual interest in the welfare of others. He endeared himself to those who met him, through his uniform courtesy and consideration. One of his striking qualities was shown by his method

of adjusting minor defects in operating practice through tactful personal suggestion to the party in fault. He was fair and just to all, and especially considerate toward his subordinates, who will never forget his kindness.

In his conference and committee work it was often remarked that he was always desirous of getting the other man's viewpoint. He could invariably discuss a difference of opinion with perfect good feeling. This made his judgment of particular value and his large experience and progressive outlook stamped him as one of the leading men of his profession. He wrote numerous articles on practical subjects and made a number of addresses before technical societies.

Mr. Barnum was a Knight Templar of the Masonic Order, and active in the organization.

He was a prominent member of the American Railroad Association (formerly the Master Car Builders' Association, of which he was a past president, and the American Railway Master Mechanics' Association, of which he was a member). At the time of his death he was serving on the Committee on Depreciation for Freight Cars, the Committee on Design and Maintenance of Locomotive Boilers, and as chairman of the Committee on Subjects.

A member of the Railway Corporate Engineers' Association at his demise, he was serving on the Equipment Committee and other special committees. His knowledge and experience in mechanical affairs well qualified him for the labors of those committees, and

the confidence of his associates was evidenced in their reliance upon his recommendations and suggestions.

He was also a member, by inheritance, of the Military Order of the Loyal Legion of the United States, and of the other following organizations: American Railway Storekeepers' Association; Delta Kappa Epsilon Fraternity; Chicago Engineers' Club; New York Railroad Club; International Railway Fuel Association; Baltimore Country Club, Roland Park, Maryland, where he resided at the time of his death.

Henry Gardner Succeeds Mr. Barnum as Corporate Mechanical Engineer



WE WERE pleased to receive the announcement of the recent promotion of Henry Gardner to the position of Corporate mechanical engineer, suc-

ceeding the late M. K. Barnum, effective November 15.

After graduating in 1896 from the Massachusetts Institute of Technology in Boston with degree of Mechanical Engineer, Mr. Gardner served a special apprenticeship in the shops of the Boston and Maine Railroad at Boston, Mass., and subsequently held the position of assistant master mechanic of their shops at Concord, N. H. Leaving the Boston and Maine Railroad in 1905, he became erecting shop foreman with the American Locomotive Company at Pittsburgh, Pa.; designer of locomotives with the H. K. Porter Company, Pittsburgh



The Late Morgan King Barnum

Pa.; and later, chief draughtsman of the Pittsburgh and Lake Erie Railroad. Before coming to the Baltimore and Ohio in 1914 he held the position of supervisor of apprentices of the New York Central Lines, with headquarters in New York City.

Mr. Gardner has now been with the Baltimore and Ohio about six years and has held various important positions, including assistant superintendent of Mt. Clare Shops, special engineer in the office of Vice-President and supervisor of Material Conservation for the federal manager. His interest in the welfare and usefulness of apprentices in the motive power organization is well known. He has also been active in promoting shop efficiency methods and practices.

In his present capacity Mr. Gardner will report directly to president Willard, and will handle such mechanical matters as may be brought to his attention with relation to the corporate affairs of the Railroad.

H. T. Wyatt Appointed Trainmaster of Newark Division



THE friends of Harrison F. Wyatt at numerous points on the System, particularly at Flora, Cincinnati and Baltimore, will be glad to hear of his appointment on November 1 as trainmaster of the Newark Division.

Mr. Wyatt was born at Aurora, Indiana, May 8, 1889, his father being a well known railroader who was for a number of years a supervisor at Flora, Illinois. Railroad blood was the heritage of Mr. Wyatt and it was but natural when he started work with the Railroad as supervisor's clerk in December, 1905, at Flora. He was promoted to master carpenter's clerk on August 1, 1910; to stenographer, Division Engineer's office, on May 1, 1911; to secretary to superintendent on August 13, 1911; to secretary to general superintendent at Cincinnati on January 1, 1916; to secretary to general manager, Eastern Lines, at Baltimore, on April 1, 1917; to assistant chief clerk to general manager, Eastern Lines, on April 16, 1918; to chief report clerk to assistant to federal manager, Eastern Lines, July 1, 1918; to secretary to federal manager, Eastern Lines, on October 11, 1918; to chief clerk to federal manager, Western Lines, at Cincinnati, on February 1, 1919, and on November 1, to trainmaster, Newark Division.

With these repeated promotions came a splendid training in practically all phases of operating work. His association with some of our leading officials has given him a fine insight into the executive side of operation, and his energy, ambition and geniality have always made him popular with his railroad associates. His work in the new field will be watched with great interest by the many friends who feel confident of his further success with the Railroad.

Federal Managers Galloway and Begien are Making Special Effort to Reduce Automobile Accidents at Grade Crossings

(Concluded from page 30)

When and ONLY when an employe notices a driver failing to use proper precautions before crossing tracks, he fills in on one of these cards the desired information in the blank spaces shown, for the car in question, and sends all such cards to the office of the Federal Managers in Baltimore and Cincinnati. The address of the owner of the car is secured through his license number and the warning is mailed to him.

This scheme should be particularly effective because it reaches the man who loses in case of accident to his car and it brings the subject forcibly yet politely to his attention.

Supplementing the card scheme, letters have been sent to our train and enginemen urging them to be sure that ample warning is given by whistle at all crossings, especially when it appears that drivers of vehicles approaching crossings apparently have not heard the regular whistle warning.

Striking posters in two colors, 14" x 22" in size, and showing a narrow escape at a grade crossing with appropriate warning against the carelessness represented, are now being printed and will be distributed in the stations, hotels, garages, gas filling stations and automobile clubs along line of road.

THE BALTIMORE AND OHIO RAILROAD COMPANY—RELIEF DEPARTMENT
STATEMENT OF RECEIPTS AND DISBURSEMENTS
FOR AUGUST, 1919

	Month of August, 1919	Eight Months January 1 to August 31, 1919
RECEIPTS—		
Contributions by members.....	\$131,411.59	\$959,307.12
Contributions by The Baltimore and Ohio Railroad.....	1,389.59	126,636.72
Interest.....	820.00	21,740.57
Total Receipts.....	\$133,621.18	\$1,107,684.41
DISBURSEMENTS—		
Benefits Paid Members		
Accidental Injuries.....	\$16,954.80	\$135,446.10
Sickness.....	34,878.28	342,705.54
Accidental Death.....	5,500.00	85,000.00
Natural Death.....	22,875.00	380,451.98
Surgical Expenses.....	2,479.06	16,355.26
Artificial Limbs.....	260.00	4,130.50
Total Benefits Paid.....	\$82,947.14	\$964,089.38
OTHER DISBURSEMENTS		
Operating Expenses.....	\$17,645.38	\$143,595.03
Total Disbursements.....	\$100,592.52	\$1,107,684.41

ADVISORY COMMITTEE
Conducting Transportation Department

W. S. Berkmyer.....	Conductor.....	Canton, Ohio
J. H. Coulbourn.....	Passenger Brakeman.....	Philadelphia, 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.
William D Lenderking.....	Plumber.....	Baltimore, Md.
Henry Lovridge.....	General Foreman.....	East Chicago Ind.
H. W. Oldenburg.....	Car Inspector.....	Cincinnati, Ohio

Maintenance of Way Department

Ira E. Baker.....	Section Foreman.....	Kanawha Station, W. Va.
J. S. Price.....	Account Clerk.....	Newark, Ohio
J. W. Richmond.....	Water Station Foreman.....	Garrett, Ind.
J. F. Thome.....	Section Foreman.....	Aviston, Ill

STATEMENT OF PENSION FEATURE

The following employes were honorably retired during the month of October, 1919, with pensions:

Name	Last Occupation	Department	Division	Years of Service
Bollinger, Thomas W.....	Machinist.....	Motive Power.....	Illinois.....	41
Church, Lewis A.....	Fireman.....	Cond'g Transport'n.....	Newark.....	50
Fortney, Edward T.....	Engineman.....	Cond'g Transport'n.....	Cumberland.....	33
Heidelsperger, Frank.....	Water Station Foreman.....	Maintenance of Way.....	Ohio.....	37
Garvey, John M.....	Engineman.....	Cond'g Transport'n.....	Wheeling.....	41
Getts, Thomas J.....	Carpenter.....	Maintenance of Way.....	Cumberland.....	35
Lewis, Chester D.....	Engineman.....	Cond'g Transport'n.....	Wheeling.....	33

The payments to pensioned employes constitute a special roll, contributed by the Company. During calendar year 1918, \$322,188.20 was paid out through the Pension Feature to those retired. The total payments since the inauguration of the Pension Feature, October 1, 1884, are \$3,838,418.80

The following employes, after serving the Company faithfully for a number of years, have died.

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Butz, Christian.....	Trackman.....	M. W.....	Newark.....	October 9 1919..	29
Scully, Michael.....	Laborer.....	C. T.....	Chicago.....	October 19, 1919..	33
Norman, William E.....	Machinist.....	M. P.....	Baltimore.....	October 15, 1919..	53
Canfield, Michael H.....	Conductor.....	C. T.....	Cleveland.....	October 20, 1919..	33
Hane, John.....	Track Foreman.....	M. W.....	Baltimore.....	September 26, '19	40
Klinge, William W.....	Crossing Watchman.....	C. T.....	Baltimore.....	September 24, '19	39
Mack, Phillip C.....	Blacksmith Helper.....	M. P.....	Ohio.....	October 3, 1919..	25
Crabtree, John D.....	Laborer.....	M. W.....	Cumberland.....	October 18, 1919..	40
Sersain, James A.....	Crossing Watchman.....	C. T.....	Newark.....	October 19, 1919..	40
Chamberlin, Ransford.....	Cooper.....	C. T.....	Baltimore.....	October 26, 1919..	35
Scully, Edward.....	Crossing Watchman.....	C. T.....	Chicago.....	October 20, 1919..	33



. SOCIAL .

Baltimore Veterans Vote to Join Grand Lodge— Good Times at Cincinnati Terminals—Fourth Entertainment of Relief Department— Toledo Division Celebrates Victory Banquet—The Glee Club

Baltimore Veterans' Meeting

THE spacious hall of the Jr. O. U. A. M. in Baltimore was filled to capacity at the opening of the regular bi-monthly meeting of the Baltimore Division Veterans on the night of November 3.

President Pennell was in the chair and a large representation from the executive committee occupied the platform with the other officers of the chapter.

The evening was replete with interesting debates on a number of important questions, and nominations for the officers to serve during the ensuing year were made. These will be voted on at the January meeting.

By far the most important matter considered, however, was the question of the affiliation of the Baltimore chapter with the Grand Lodge of Veterans. President Pennell made a brief but effective plea in favor of this move and then asked J. M. Garvey, of Benwood, Vice-President of the Grand Lodge, to speak.

Mr. Garvey was one of the principal organizers of the Grand Lodge, had all the details of its inauguration at his tongue's end, and made a strong plea for the projected move. He was heard with interest and roundly applauded at the conclusion of his address. Engineer J. J. Covell, one of the past presidents of the association, followed Mr. Garvey with an impassioned plea for the affiliation.

He said that his first belief was that the proposed movement was not for the best interests of the local association, but that he was glad to change his mind when, as had actually occurred, the advantages of the unification had been clearly presented to him. He affirmed that he strongly favored any move which would benefit in any way the loyal veterans of the Baltimore and Ohio, and that he felt that much more could be accomplished by the lodges working together through the Grand Lodge than in any other way.

Mr. Covell had hardly taken his seat when a veteran in the body of the hall jumped to his feet and delivered what was probably the most effective address of the evening. This veteran is blind, but full of the spirit of youth, and still intensely interested in anything which will benefit the Railroad or the old employes who have given their best years to its service. He spoke from the heart and his inspired words will linger long in the memory of all who heard him.

George W. Sturmer, President of the Grand Body, was quick to take the floor and turn the persuasive words of the former speaker into a most cogent and logical argument in behalf of the affiliation. Mr. Sturmer said that results which would redound to the benefit of the veterans had already been accomplished by the

Grand Body. He emphasized the deep interest of federal manager Galloway, a member of the Baltimore Lodge, who, in a letter read during the evening, expressed his belief that the affiliation was desirable. Mr. Sturmer also said that further accomplishments in behalf of the veterans were not only possible but that there were indications that they might soon be brought about. When the question was again put to vote before the members of the chapter, the decision to affiliate with the Grand Body was given almost unanimously.

One of the most interesting and certainly a most touching event of the evening was when, at the conclusion of the meeting, J. J. Riley, chairman of the entertainment committee, challenged all those present to match his initial gift of twenty-five cents for the benefit of the blind brother who had spoken so persuasively. His comrades were quick to respond, and when the pile of greenbacks and silver laid on the president's desk had been counted, it was found that a total of \$50.45 had been collected. This is but one more proof of the splendid spirit of the veterans and the fine unselfishness which actuates their activities.

An account of the entertainment which was given by this chapter on the evening of November 25 at Lehmann's Hall, Baltimore, will be published in the next issue.

Good Times at Cincinnati Terminals



THE Girls' Welfare Room at Fifth and Baymiller Streets was the scene of several gay parties during October. The first was tendered in honor of the employes of the offices at Second and Smith Streets. The room was artistically decorated with festoons of crepe paper and beautiful ferns, and the hostesses were all smiles for their guests, who arrived, about fifty in number, in two large limousines commonly known as auto delivery trucks. The party was headed by Messrs. C. E. Fish, L. A. Cordic and G. R. Littell.

Much of the success of the party was due to the enticing music, mostly jazz, which was furnished by three of the best musicians of the Terminals, Howard J. Hise, Clifford Boggart and Roy Steinwert, who played for the entire dance with short intermissions. After several dances, Mr. Fish, who had so generously donated

the cream for the occasion, gave a short talk on welfare and what the clerical forces could do in the way of accident prevention. He was loudly applauded not only for his interesting and friendly talk but also for the part he has always taken in welfare and social movements in the Terminals. It was a sad crowd when "Home, Sweet Home" was played and the limousines again pulled up to the door.

The Welfare Association also gave a Halloween party for members only. The hall was decorated in honor of the occasion with orange and black for the color scheme. Covers were laid for twenty-four girls and a dainty supper was served. The Misses Christine Smith, Helen Farmer and Clara Schulte were in charge of the entertainment features for the evening. All sorts of old time games were played; one moment the girls were putting the tail on the donkey, then carrying peanuts on a knife, or having their future prophesied by blowing out candles. Prizes were given for the winners of the games and this put more "pep" into the playing. After a lot of fun with the games the party closed with a dance.

Relief Department Gives Fourth Entertainment

By H. Irving Martin

"OLD Man Grouch," who has been preparing local articles for one of Baltimore's daily journals, "passed up" the fourth entertainment of the Relief Department at Tuttle's Hall on the night of October 29.

He and his assistants evidently concluded that the spirit of the evening would be so foreign to their own way of looking at life that it would not pay them to have a representative present. And in his absence joy reigned supreme.

One of the boys said that as the music lovers of Baltimore find the Boston Symphony Orchestra an essential part of their life, so our clerks find these joy fests necessary to their existence.

The solos by Miss Marie Bredehoeft and Miss Anita Berrett, and the whistling solo by George Mittendorff, were the features of the musical portion of the entertainment. We do not carry them as professionals, yet their work was done so well that we will insist on return engagements at future entertainments.

W. J. Dudley, superintendent of the Relief Department, in a short speech of welcome, made

it clear to his official family that their pleasure was always in his thoughts. His remarks were crisp, to the point, and behind the serious side was a background of wit and humor that reached his audience.

The male "wall flowers" who sit along the wall had some representatives present. Boys, give your names to the Committee. They'll show you how to learn to fox-trot.

The jazz orchestra, led by P. H. Reeves, made one of the hits of the evening by their parade of the floor. It made dancing almost "unanimous."

An intermission for refreshments at ten o'clock gave an opportunity for the participants in the dance to have an all-around friendly chat. The clerks performed mutual introductions for their wives and sweethearts. We were glad to welcome Miss Landon, formerly of the Savings Feature, as one of the many visitors. Another welcome visitor was J. H. Sothoron Compton of the Treasury Department.

Joseph W. Swikert again proved his value as stage manager and kept the audience convulsed by his inimitable monologues.

John L. Brooks acted as general aid and "Minute Man," seeing that all details received attention. No man or woman who looked lonely escaped his eagle eye.

The Committee, of which H. C. Shakespeare is the hard working chairman, had their reward in the enjoyment manifested by all, and they are being asked to "come across" real soon with another evening of fun.

We didn't award any medals for fine dancing, but had we done so, Walter Green, among the men, would have been a contender. To choose among the ladies would have taxed the wisdom of King Solomon and the experience of Mrs. Castle.

The programme covered the following numbers: Opening selection by orchestra; Paul Jones, "Oo-La-La-We-We," address, W. J. Dudley, superintendent; one-step, "There Are Just Two I's in Dixie;" waltz, "Hawaiian Moonlight;" solo, Miss Marie Bredehoeft; fox-trot, "When the Preacher Makes You Mine;" one-step, "There Are Sweeties;" solo, Miss Anita Berrett; waltz, "Oh, What a Pal Was Mary;" presentation of favors; fox-trot, Vamp; novelty dance; refreshments; one-step, "Himalaya;" waltz, "Alabama Lullaby;" whistling solo, Mr. Mittendorff; one-step, "Himalaya;" fox-trot, "Turkestan;" Home Sweet Home.

Our Banner—Our Banquet

By F. M. Drake

Magazine Correspondent, Toledo Division



THE Toledo Division maintained its reputation for teamwork during the "No-Accident Campaign" on the Western Lines, was returned a winner, and its victory was celebrated in splendid style at a dinner held at the Phillips House, Dayton, Ohio, on the evening of November 24.

As explained in the story of how we won the Campaign, there was a real representative number of employes from all over the division. The decorations were pretty, the spread delicious, the speeches good, and, best of all, there was a real celebration spirit rampant, worthy of the event which had once again put us in first place on the Western Lines.

The tables were arranged, the large one in the shape of the letter "U," with the four round tables inside, so that everybody was able to see or hear everything that transpired. At 6.20 p. m. the two lines of guests that had formed marched around and inside the "U," stopping at the base of the figure. Then our general officials and guests filled in the outside of the table, each taking place at the chair reserved by card designation. Finally the ladies completed the party when they filed in and filled the round tables. Division engineer E. J. Correll was in charge of the arrangements.

Dinner was thoroughly enjoyed, the instrumental music contributing not a little to the fun, and, after the cigars had been lit, R. B. Mann, our superintendent, and the toastmaster of the occasion, called on federal manager Begien as the first speaker.

Mr. Begien was most sincere in his thanks for the splendid work that had been accomplished by our employes, congratulated them heartily, and urged that the results attained were the very best reason and encouragement for continued efforts to make "SAFETY" an everyday watchword among all our men.

E. W. Scheer, general superintendent of the Northwest District, was the next speaker, the only representative from the realm of our close competitors, and brought their congratulations to us in a few gracious words.

It was especially nice that as the general superintendent of our district, we were able to have with us in the celebration, F. B. Mitchell, who had for four and one-half years been our superintendent. He said that for this reason

he felt particularly gratified in having our division win, and that after his experience with us as superintendent, he did not doubt how we would stand during the campaign.

Traffic manager P. F. Finnegan brought congratulations from his department and said that it would be his purpose in the future to do all in his power to have the employes associated in his part of the work, do all they could for a furtherance of the benefits derived from SAFETY. He urged in turn that all the employes of the division, irrespective of their department, should cooperate actively in bringing business to the railroad.

The special music rendered during the evening by W. F. Rusche, Joseph Wheeler, Clarence Schnieding and Ollie Goenner, all from the office of agent L. F. Hockett, was greatly enjoyed.

Glee Club Off to Good Start

IT WAS a question in the minds of several of the original members of the Baltimore and Ohio Glee Club as to whether it should be reorganized this year. The membership was depleted during the war and it seemed debatable whether sufficient interest could be aroused to rally a big membership for a good club during this trying period of reconstruction. It was also wondered whether the Club would be justified in asking for the support of Baltimore and Ohio employes when the calls for financial help on our railroad workers have been so many and have been answered so generously.

Repeated inquiries from old members, however, made the call for a preliminary meeting seem advisable. Conditions were discussed and the possibility of getting a larger membership than ever before was thoroughly gone into. The result was a formal call for rehearsal with the popular oldtime leader of the Club, Mr. Hobart Smock, in charge.

This rehearsal and the two subsequent ones, up to this writing, have brought out not only many of the old members but also a fine lot of talent never before associated with the Club, and meetings are being held regularly on Thursday nights at 8.15 at the Central Y. M. C. A. in Baltimore. The Club is again fortunate in having Mr. Smock as its leader and the fine meeting facilities generously donated by the Y. M. C. A. At the meeting held on November 6, the following officers were elected:

C. E. Mitchell, president; C. K. Townsend, vice president; R. M. Van Sant, secretary;

R. H. Dienhart, assistant secretary; B. H. Andersen, treasurer; H. O. Fankhanel, assistant treasurer; A. S. Hardwick, librarian; H. R. Dorney, assistant librarian; B. A. Lippert, G. Eichner and Wallace Addison, members executive committee.

Every Baltimore and Ohio employe who can get to the rehearsals and who has a singing voice, is cordially invited to affiliate. There is no finer form of recreation than the one the Glee Club offers. Come out and forget your troubles. Meet some good fellows, enjoy the leadership and instruction of Mr. Smock and incidentally help make the Glee Club what has always been a possibility for it, namely, the best organization of its kind in Baltimore.



To shorten the hours of labor is to decrease production. To decrease production is to increase the price on that produced. Think it over!—J. W. Dixon, conductor, Connellsville Division.

King Albert of Belgium Decorates Officials After Enjoying Trip on Baltimore and Ohio

IN MAKING their tour of the United States, King Albert, Queen Elizabeth and Prince Leopold of Belgium, and their party, composed of Brand Whitlock, United States Minister to Belgium, and Mrs. Whitlock; Colonel Smith, United States Army; Rear Admiral Wright, United States Navy, and other notables, enjoyed a ride over the Baltimore and Ohio from Springfield, Illinois, to Cincinnati, Ohio.

The special train consisted of two baggage cars, one Pullman composite car, three ten-compartment Pullman sleepers, one dining car and the private Pullman car "Boston." The special left Springfield at 7.30 p. m., Tuesday, October 21, and arrived in Cincinnati on schedule time, at 9.00 a. m. the following morning.

Accompanying the train as official representatives of the Railroad were W. G. Brown, assistant general passenger agent at Cincinnati, representing the Traffic Department, and C. G. Stevens, superintendent of the Illinois Division, and A. A. Iams, superintendent of the Indiana Division, representing the Operating Department.

While en route King Albert upheld his reputation as a great observer and asked a number of questions concerning the Baltimore and Ohio Railroad. He seemed particularly interested in our shops and inquired concerning their location, nature, number of employes, etc.

When the royal party arrived at Cincinnati, His Majesty was profuse in his praise of the way in which the special was handled, and decorated the officials and train crew with the Medaille d'Or of the Order of Leopold II.

W. G. Brown, assistant general passenger agent, Cincinnati, received the following letter from J. M. Nye, Chief Special Agent of the Department of State, Washington, D. C.:

"I have been directed by His Majesty, King Albert of the Belgians, to present you with the enclosed Medaille d'Or of the Order of Leopold II, as a token of his appreciation of your efficient attention to duty in connection with the movement of his train over your road."

Others who received the decoration and a similar letter were: superintendents C. G. Stevens, Illinois Division, and A. A. Iams, Indiana Division; road foremen of engines S. A. Rogers, Indiana Division, and C. H. Creager,

who rode train from Flora to Washington; engineers George Bender and W. Lemon, Indiana Division; R. C. Dykins and William Gillette, Illinois-Springfield Division; J. B. Downey and C. P. Van Allman, who rode train from Flora to Washington; firemen H. C. Lewis and J. L. Early, Indiana Division; R. R. Cahniser and C. Engle, Illinois-Springfield Division; R. L. Phillippi and J. T. Cleveland, who rode train from Flora to Washington.

How We Missed a Picture of Queen Elizabeth

FIFTEEN minutes before the special car "Boston," occupied by Queen Elizabeth of Belgium, arrived on train No. 144 at Camden Station on the morning of October 30, our Railroad and MAGAZINE photographer, G. B. Luckey, had his camera focused on the spot at which the trainmaster had said the observation platform would stop. At the Queen's request the visit to Baltimore, made so that she could inspect the work being done for our blind soldiers at Evergreen, had been given but little publicity, and the few people waiting numbered only the official reception committee and railroad attendants and employes.

Her Majesty appeared promptly. She was clad in the simplest and most graceful habit, her white turban, so noticeable in all her pictures, readily identifying her. Just before she came down the steps of her car, however, an official of the State Department requested Lieutenant Colonel Shipley, who represented the Passenger Department of our Railroad, to see that no picture was taken. And not only because a request of the State Department is law, but also because it was known that it was made at the special command of Her Majesty, we refrained from securing what would have been quite a historical picture in the records of the Railroad.

One could brook this disappointment, however, at the request of "such a little queen." She was graciousness personified not only when she arrived, but also at the time of her departure, when she reached the station with her escort fifteen minutes before the train was ready to leave. Again there was but a handful of railroad employes on hand to see her, yet she stood on the observation platform of her car and chatted in the most informal and charm-

ing way with the Red Cross workers who had come to bid her farewell.

One delightfully feminine touch which those who were present will remember was when she rubbed the brass railing of the platform with her daintily gloved hand and then looked to see how much bituminous dust she had accumulated. We regret not being able to present Her Majesty pictorially on Baltimore and Ohio territory, but even without her picture we Americans can never forget the character and charm of this brave woman, who appeared on this occasion as on others "every inch a queen."

The crew who had the honor of moving her train from Baltimore to Washington are as follows: Conductor P. E. Ballew, brakeman J. C. Emmert, engineer J. H. Moxley, fireman C. W. Hilleary.

Railroad Men Use Lingo of Slang All Their Own

"**D**ID you shipmates ever mix much with railroaders?" asked Bo's'n Slattery of a group of sailor friends.

"Not very much have I travelled with the railway mob," spoke up Gafftopsail Geraty.

"Neither have I, Bo's'n," said Marlinspike Murray. "But what's the idea, old shipmate?"

"They have a mighty queer line of shop slang that is all their own," replied Slattery. "I thought we had some choice vernacular on the lakes, but I recently learned that our railroad brethren have us beat to a frazzle in this respect. Here is a sample of it which my friend Jarvis, the jibboom kid, handed me this noon. Some ocean-going shipmate of his sent it up

from the big burg to him, he said." Slattery thereupon proceeded to read as follows:

"The railroad engineer is known variously as 'eagle eye,' 'hoghead' and 'throttle puller'; the fireman as 'diamond pusher' and 'tallow pot'; new fireman, 'student'; brakeman, 'shack,' 'ground hog,' 'felder' and 'car catcher'; yardmaster, 'switch hog;' yardmaster's office, 'knowledge box'; yard clerk, 'number grabber'; railroad clerk, 'paperweight'; track laborer, 'jerry' or 'snipe'; a non-union man, 'short tail'; a man who stays in the division about one payday, 'boomer.'

"The locomotive is a 'mill' or 'kettle'; the heaviest type of consolidated engine, 'battle-ship'; lighter type of consolidated engine, 'hog'; passenger car, 'varnished car'; observation Pullman car, 'rubberneck car'; box car, 'side door Pullman'; coal car, 'gon'; steel coal car, 'whale belly'; refrigerator car, 'reefer'; freight caboose, 'doghouse' or 'buggy'; paycar, 'band wagon' or 'family disturber'; a train on which extra fare is charged, 'dude train'; roof of car, 'deck'; riding on the roof of a car, 'decking'; boards running lengthwise of the roof of a car, 'running board' or 'toepath.'

"Switching is 'shuffling them up'; if three cars are to be cut off you might 'amputate three,' 'saw three'; 'hand me three' or 'scuse three.' The overheated journal bearing is a 'hot box,' and to cool a hot box is to 'freeze the hub'; to set the brakes, 'anchor them'; to set the emergency brakes, 'wing her'; the roadpath on the side of the track is the 'grit,' and to have to jump is 'hitting the grit'; missing a meal is 'flying light'; to leave the service, 'pull the pin'; to boast, 'blow smoke.'"

"That's certainly some classy slang, Bo's'n."
—*Buffalo Courier.*

A Short Story in Telegraph Efficiency

RC File 54092

Baltimore, Md., Oct. 8, 1919., 12.15 P.M.

T. N. Sloan,
LA&SL RR,
Los Angeles, Calif.

J 18 OK K 259

C C G

Are You Observing Instructions of Telegraph Department?

Martinsburg Mourns Its Departed Railroad Leader

Death Ends Record Service of Zachariah Taylor Brantner

By W. L. Stephens

Assistant Foreman, Martinsburg Shops



ZACHARIAH TAYLOR BRANTNER, superintendent of the Baltimore and Ohio Shops at Martinsburg, W. Va., died at his home in Martinsburg on October 21, after a brief illness. His rugged constitution enabled our counsellor and friend to make a determined fight against death, and until the end it was hoped that he would pull through. His long and useful life closed peacefully, however, as he clasped the hands of his only surviving children, the Misses Nellie and Laura Brantner, to whom he had previously said farewell.

Mr. Brantner was born near Martinsburg over seventy-one years ago, son of the late William H. and Elizabeth Groff Brantner. He spent his early days in and around Martinsburg and, always a hustler, when a mere boy and the Civil War broke out, he sutlered to the soldiers of the Union Army. Many were the stories he told of his interesting adventures with the army in and around Frederick, Md.

On January 1, 1863, at the age of fourteen, he entered the employ of the Baltimore and Ohio as water boy in the Maintenance of Way Department at Martinsburg, later becoming a track hand. On February 1, 1864, he entered the Machinery Department as car oiler and on August 1, 1865, was made machinist apprentice under William Edwards, then master mechanic. He completed his apprenticeship on August 1, 1869, was made gang foreman on locomotive overhauling in 1870, and was promoted to foreman and transferred to the Valley Division in July, 1874. After twelve years of conscientious service, in December, 1886, he was promoted to general foreman and transferred to the Philadelphia Division. In May, 1891, he was transferred to the Baltimore Division and placed in charge of the new shops at Brunswick, Md. On December 1, 1905, he was transferred to the Maintenance of Way Department and

placed in charge of the Martinsburg Repair Shops, thus returning to the place of his entering the service of the Company.

On December 31, 1912, came what Mr. Brantner always referred to as the crowning event of his railroad career when he was presented with a Gold Medal by President Willard in honor of his having attained a half-century's service with the Company, the presentation being made by Mr. A. W. Thompson, then operating vice-president. Mr. Brantner was the only employe to be thus honored in the long history of the Baltimore and Ohio Railroad. At the same time he was promoted to the position of superintendent of shops.

The last day of this year would have completed fifty-six years of continuous service for Mr. Brantner with the Railroad. During all these years and until his fatal illness he never lost a day on account of sickness. He lost one month, from September 25 to October 25, 1890, on account of having the four fingers of his left hand torn off while clearing a wreck on the Philadelphia Division. This handicap never seemed to interfere with his work, however, and competent witnesses assert that Mr. Brantner sacrificed his fingers to save the life of a fellow employe.

Mr. Brantner was a firm believer in the Relief Department, of which he had been a member for nearly forty years. Time after time he was sent to the Department's conventions and he served several times on the advisory board. His counsel was always conservative and just and he could be relied upon to give equal consideration to the interest of the department and employes. It was on his advice that many employes purchased and now own their own homes through the Relief Department.

The splendid Veterans' Association in Martinsburg is a monument to his initiative and industry. He was its President from its in-



The Late Zachariah Taylor Brantner

ception, and was intensely interested in all its activities.

A thorough, efficient, and loyal Railroad man, he knew the railroad game in all its branches and played it with a zest that never seemed to fail. His active service for nearly fifty-seven years is a record seldom equaled in any line of endeavor and tells its own story of competence and worth.

Had he so desired Mr. Brantner could have retired from active duty with honor some years ago, but his long experience, vigorous mentality and rugged constitution were of such worth that our officials were loathe to lose his services. Nor was he ready to retire. Up until the very last he faithfully performed his duties to the Company he so dearly loved and for which it was his delight to labor. He gave the best that was in him always, and the Company showed its appreciation in numerous ways. There was nothing within reason that officials would not do if "Uncle Zaek" asked it. Frequently complicated and delicate missions were assigned to him all along the System, and they were always handled with rare intelligence and good judgment.

In addition to his numerous secular activities, Mr. Brantner took particular delight in religious work. A member of the Methodist Church since a small lad, he became a local preacher many years ago. In this capacity he

proved himself a magnetic orator, despite the lack of a college and theological education. He was self educated but well educated. He officiated at the funerals of hundreds of fellow railroad men. He was called to many points along the Baltimore and Ohio, in Maryland, Virginia and West Virginia, to speak at public gatherings, at religious and Y. M. C. A. meetings. When a young man he founded the Methodist Church at Highlandtown, Md., the first service being held in a tent. Today a large and influential congregation worships there in a \$35,000 church home.

In addition to his church and railroad work, Mr. Brantner was always deeply interested in the civic affairs of the community in which he lived. He served the city of Brunswick, Md., in numerous municipal offices, and on returning to his old Martinsburg home, entered with vim into the church, Sunday school, Y. M. C. A. and public activities for the uplift of its citizens.

He was a prominent Mason, and of the other following orders: K. of P.; I. O. R. M.; I. O. O. F.; Jr. O. U. A. M.; and he lived up to the teachings of his fraternities.

The funeral was held in the First M. E. Church on Friday, October 24, at 10 a. m. Rev. R. L. Wright, pastor, assisted by Rev.



Beautiful Floral Tributes Marked Last Resting Place of Mr. Brantner

J. M. Gillum of Walbrook M. E. Church, Baltimore, and Rev. W. C. Taylor, pastor of the First Baptist Church, conducted the service. Favorite hymns of Mr. Brantner, "Death is Only a Dream," "Life's Railway to Heaven," and "The Haven of Rest," were rendered by a male quartet. The floral tributes were numerous and beautiful, coming from the various lodges and other organizations of which he was a member, and from officials of the Baltimore and Ohio.

The interment was made in Green Hill Cemetery and the honorary pallbearers were: C. W. Galloway, federal manager; Earl Stimson, engineer maintenance of way and structures; his assistants, G. W. Andrews and J. B. Meyers; J. E. Spurrier, former superintendent, of Baltimore; S. C. Tanner, master carpenter, Baltimore Division; T. R. Stewart, superintendent of shops, Cumberland; J. T. Martin, special representative General Manager's office; J. H. Aldridge, W. G. Edwards and J. E. Oliver, assistants to Mr. Brantner at the shops. Active pallbearers were: H. L. Marshall, R. S. Gregory, C. E. Auld, W. L. Stephens, S. H. Oliver, N. S. Edwards, John W. Kastle and J. H. Copenhaver, nearly all foremen at the local shops.

The employes of the shops attended the obsequies in a body and as the bells and whistles were proclaiming the hour of noon the sorrowing officials and shopmen were lowering all that was mortal of their friend and co-worker to his last earthly home in the silent city of the dead.

All of the officials who were honorary pallbearers attended the funeral and, in addition, the Railroad was represented by J. S. Murray, assistant to president; J. W. Deneen, superintendent, Cumberland Division; M. M. Corrigan, tunnel inspector; I. S. Sponseller, general supervisor; J. R. Dyche, material clerk, Maintenance of Way Department.

Sudden Death of Trainmaster J. W. Dacy

By Philip Meininger

General Freight and Passenger Agent, Chicago, Ill.



AFTER a short illness J. W. Dacy, our genial trainmaster at Chicago, was called to his eternal reward on October 18.

Mr. Dacy was born at Jefferson, Wisconsin, January 29, 1861, and began working for the Chicago and Northwestern Railroad in 1878.



The Late John W. Dacy

On July 14, 1896, he became a conductor for the Chicago Terminal Transfer Railroad, in charge of a suburban train. On April 11, 1897, the suburban service being reduced, he was made a switchman. On March 22, 1902, he was promoted to yardmaster at East Chicago, Ind., becoming general yardmaster at that place on May 22, 1905.

The sterling quality of Mr. Dacy's service was recognized by his new officers when the Baltimore and Ohio took active charge of the Chicago Terminal Transfer Railroad on April 1, 1910, for in October of that year he was appointed trainmaster of the newly christened Baltimore and Ohio Chicago Terminal Railroad. His twenty-three years' employment with the Chicago Terminal Transfer Railroad and the Baltimore and Ohio Chicago Terminal Railroad show an absolutely clear record.

The burden of his sudden demise will weigh heavily on those who survive him, and it is to them that the sympathy and condolence of his host of friends is most freely extended. There was always a certain comfort and contentment in doing business with him, or in joining him in social pleasure. It was an indefinable quality which created this happy atmosphere, but none

the less potent for all who came in contact with him.

His sudden and severe illness was of only two days' duration, yet Mr. Dacy, while he lay on his bed of pain, still played the man. With fortitude and resignation in the presence of death, he acknowledged his great faith in things Eternal. The comforting assurance that there is a Heaven beyond the grave, free from the agony of pain, was strong in him, whose faith was the same as it had been all his life.

Services were held at St. Agnes' Church

where his many friends joined in paying their last tribute to his memory. His remains were taken to the Chicago and Northwestern Railroad station and later sent to his birthplace for interment.

Mr. Dacy was active in several associations. His genial ways and happy and companionable disposition, made for him a host of friends, and his absence from the activities of the Baltimore and Ohio and the Baltimore and Ohio Chicago Terminal Railroad will long be most sincerely regretted.

Retrospection After The Last Trip

By E. B. Rittenhouse
Agent, Freight Office, Wilmington, Del.

These lines were penned as a tribute to the sterling qualities and rugged worth of a friend and neighbor who passed beyond a little time ago.

I think it was of such that the Psalmist spake in this wise: "Mark the perfect man and behold the upright, for the end of that man is peace."

Where purple shadows linger on the heights,
And vast abyss;
I journeyed ever onward, upward,
Through the mist.

I strove to reach the frowning mountain's peak:
The path I trod,
Oft bruised my tender feet, but now I know
It led to God.

Not mine—that fierce consuming flame—the lust of power
Or greed of lands:
Always I craved the nobler, better life,
And honest hands.

Not mine—the plaudits of the multitude—in hall
Or market place:
Yet oft I plumbed another's depth of woe—and left
A smiling face.

Throughout my destined span of vanished years:
Each night, each day,
The Cloud or Fiery Pillar, went before
To mark my way.

The Silver Chord is loosed, the die is cast,
The day is spent!
The sands of life run low, the twilight falls,
I am content.

Eternal Rest—how sweet! To drift for endless years!
My tasks all done!
The storm is over—past, the night is spent,
The Crown is won.



GREETINGS FROM OUR FEDERAL MANAGERS

To the Officers and Employes of the Baltimore and Ohio—Eastern Lines:

This is the last issue of the Magazine in which I can extend a personal and official greeting to you during 1919.

The signing of the Armistice left business generally in an unsettled condition. This was particularly true of the railroads, because, with at best a normal equipment, they had been moving a relatively abnormal tonnage. The Baltimore and Ohio was severely tested because of the urgent needs of the world for coal and the products of the big industrial centres which we serve. It was our task, therefore, not only to meet the large traffic demands of the reconstruction period, but also to attempt to put our house in order through extensive repairs and renewals, new economies, and efficiency generally.

Specifically, we wanted to retrench on fuel consumption, to increase our train load and car movement, and to reduce the personal injury and accident waste which the feverish rush of the war had entailed. Campaigns, in which the vast majority of our employes had an individual part, were therefore inaugurated by the several responsible departments, with the result that the above mentioned aims were in large measure attained.

This is a record of which we may all be justly proud. It shows that the thousands of employes on this big railroad appreciate the sound sense, both from their own standpoint and that of the Baltimore and Ohio, of handling their work as if it were their own business. It also shows that the "do unto others" spirit of the Christmas tide has been a very real influence and help in our work during these trying days.

In extending my holiday greetings this year, it is with a genuine sense of gratitude to you who have given freely of your thought and interest in accomplishing the results which will make the closing year a notable one. May the material joys of the Christmas season be yours in great abundance, and may the deeper spiritual satisfaction of a year of unselfish accomplishment abide with and strengthen you and yours during the years to come.

Federal Manager.



To the Officers and Employes of the Baltimore and Ohio—Western Lines:

With deepest appreciation of your loyal support during the year just drawing to a close, I wish you all a Merry Christmas and a Happy New Year.

I trust the New Year will bring to you all a full measure of health, prosperity and happiness.

Yours sincerely,

Federal Manager.



THE MISSION OF THE MESSIAH

BY LOUIS M. GRICE

In contributing this beautiful poem to our Christmas issue the author wrote that, "it aims to interpret, to some degree, the meaning of the coming of the Messiah as related to present day problems."—*Ed.*

Hail! wondrous dawn! light up the hills
To usher in this day divine,
As radiant Faith, with eyes a-shine,
The world's great heart inspires and thrills.

While bells, reverberating, peal
The message of the holy morn
When in a manger Christ was born,
His love for mankind to reveal.

That morn in whose auroral crown
A blazing star resplendent shone,
Reflecting light from Heaven's throne,
To banish night's repellent frown.

And with serene and kindly rays
Illumine the lovely face of Peace,
And from the shades of strife release
The soul of man for happier days,

Fraught with good will and Christian grace
To soothe and bless the troubled earth,
And with a newer, nobler birth
Unite in love the human race.

For this the Savior suffered loss
Of kingly rights, and walked with man;
He bowed to Highest Heaven's plan,
And thus endured the cruel cross.

For this our valiant heroes died,
As in His steps they bravely trod,
Crusading there on France's sod
To stem oppression's sinful tide.

For this the ones bereft, who weep,
Gave nobly, though they needs must yearn
For those who will no more return
Who now beneath the poppies sleep.

Yet as their bitter loss they mourn,
Through tears they smile because they gave
Without reserve their glorious brave
That Christian faith might be reborn.

May those who govern heed such tears,
Till nations band for common good
In universal brotherhood,
And thus go marching down the years.

While war drums their wild clamors cease,
All silent is the cannon's roar,
And prostrate lies the pagan Thor,
As bugles sing a hymn of peace.

Re-echoing the glad Noel,
Proclaiming Christ was born to save,
To light the gloom across the grave,
And joy celestial foretell.

This promise Heaven will fulfill,
It comes through centuries of time
To every man of every clime,
Of reverent heart and righteous will.

And as the bells ring out today,
That message of the Savior's birth,
No selfish clan upon the earth
Should man's confederation stay.

Christ came not to a chosen few,
Nor as some favored nation's guide,
But for the whole wide world He died,
That man might be to mankind true.

And as the Prince of Peace He brought
To every race His holy creed
Of love divine to light and lead
The world: let this to all be taught.

Till from the vassalage of Mars
Shall come a godly race of men,
To build with spirit, voice and pen,
A mighty barrier to wars.

A barrier high in triumph raised,
Potential for the common weal,
That shall the fate of despots seal
Those selfish souls by power crazed.

And brotherhood of man will be
The force that shall sustain the law
To hold unrighteous realms in awe,
And set the world from bondage free.

A world-wide court shall sift and weigh,
And judge the quarrels of those who reign,
While Christian armies shall constrain
Unruly nations to obey.



Until the precepts of the Lord,
Love, Truth and Justice undefiled,
Taught by the Christ in accents mild,
Supplant the sceptre and the sword.

And as we hearken to the bells
We feel our hope shall not be vain,
For mid the maze of grief and pain
The chime a happier day fortells.

Ring out, exultant bells, ring out!
O'er city, village, mountain, fen,
Re-echo in the hearts of men;
Your promise from the spires shout!

With tongues whose joyful measures rise,
Intoning peace and God's good will,
The wearied souls of men to thrill,
Through boundless love that never dies.

And through this vale of doubts and fears
That love shall shed its holy light
To lead us through the dismal night,
And still the tumult of our tears.

Ordaining that the myriad slain,
Who front to front in valor vied,
So bravely battling ere they died,
Have not been sacrificed in vain.



THE DOUGHBOY SANTA CLAUS

BY MARGARET TALBOTT STEVENS

File Clerk, Transportation Department

THE wondrous light of the Star in the East that led the Wise Men to the stable where lay the Infant Jesus was no more gloriously acceptable to them than would have been any kind of a guiding light to Buck Cranford as, weary and footsore, he dragged himself step by step over the wreckage of No Man's Land on that memorable Christmas Eve of nineteen-eighteen.

He did not know that the war had ended, although he had suspected that something strange had happened when he had been able to pass by the Boche guard that evening without being noticed. Since he had been taken prisoner some months before, Buck had been working in the mines underground, half-clothed, half-fed, working, digging, knowing neither darkness nor daylight until—well, until he couldn't remember what had happened, except that one day he had opened his eyes to find himself lying on a pallet of rags and straw on the ground floor of some kind of a shed. He had tried to raise himself, but in vain. A wooden bowl, half-filled with what must have been meant for soup, was on the ground near the pallet; a German sentry was watching him. When the guard turned his back, Buck had tried again to get up. Then he knew that he had been ill, and that he was yet far from being well.

Hours had passed, and the Boche, evidently tired of watching the sick man, had leaned his gun against the side of the shed and had fallen asleep.

"What a wonderful chance to escape," thought Buck, "if I could only make it!" With a mighty effort he crawled on his hands and knees, slowly but surely, over the little hillock behind the Boche camp. And now, over



the muddy and half-frozen ground, he was making his way over No Man's Land on this gloomy night, which he did not know to be Christmas Eve.

It was just such a winter night as we often see in America, when the sky, though covered with clouds, is light enough to discern the dim outlines of a shadow. It was the kind of night when every tree looks like a ghost, when every stone looks like a moving creature. To this sick man everything seemed to be walking in a dream as he also thought that he was doing. Then something really moved. "Ugh!" Buck shook with fear and weakness. It might be a German sniper, he thought. But something furry rubbed against his ragged trousers-leg.

"It's a dog!" he cried. "And a Red Cross dog," he added, as he bent over and felt the blanket which hung about the furry neck.

"You poor old fellow; I believe you are worse off than I am." Buck comforted the dog as it hopped about on three legs at the joy of seeing a human being. And he patted the sticky ears that once had been silky.

"We would surely make a fine pair of bunkies. I wonder where we are?"

The dog whined as together they hobbled along, both weak, but enheartened by the comfort of companionship.

"We don't care, do we, Bunkie?" asked Buck. "I'd a whole heap rather go West with an honest Red Cross doggie than die 'mongst a gang of Boches in a prison camp."

The dog licked his friend's hand in answer.

Suddenly he left Buck and ran in the direction of a dark spot which Buck took to be a shell-hole. There was the cry of a human voice.

"Must be some poor fellow dying; they cry like that sometimes," thought Buck as he listened for another sound.

"O, Henri! Le Petit Noel est ici!" ("Oh, Henry! Santa Claus is here!")

Buck moved toward the shell-hole. Then came two voices in unison:

"Le Petit Noel, ou etes-vous?" ("Santa Claus, where are you?")

"Good night! A couple of French kids! For the love of Mike, where did you come from?" But the little ones only answered,

"Le Petit Noel est ici!" ("Santa Claus is here!")

"I don't know what you're trying to say, but I guess it's all right," said Buck. But if this ain't the limit! A sick man, a lame dog, and two French kids—all out in No Man's Land in the middle of the night. I don't mind myself and the dog, but I can't leave the kids to freeze if it takes what's left of me to get 'em somewhere."

He lay on the ground, pulled himself up so that he could look over the edge of the shell-hole, and stretched out his hands.

"Come on, kids," he said. They did not understand his words, but the elder child, a girl, took hold of the outstretched hands and pulled herself out. Then Buck reached for the boy. This was not so easy, for the little fellow was not more than four or five years old, besides being weak with exhaustion.



However, urged on by his sister, he finally managed to crawl up the sides until he was able to reach Buck's hands, and presently he, too, was seated on the muddy ground beside the others.

Buck, unable to move, tried to think of what he might do while waiting for morning to come, but his mind was almost a blank. He might tell them stories if he could remember any, but even then the children would not be able to understand him. All he could do was to sit there with an arm around each child and the dog at his feet, pressing them all closer to him to keep them warm.

"O, Yvonne," cried the boy, "est-il le Petit Noel?" ("Oh, Yvonne, is that Santa Claus?")

"Oui," answered Yvonne, "Il est le Petit Noel." ("Yes, he is Santa Claus.")

"Wonder what they mean by all that Frog-talk," thought Buck. "All they can say is 'Petit Noel.' That must be their mother or somebody. Wonder who in the world left the kids to run around in No Man's Land? I wish I knew what to do with 'em. I can't bear to hear babies cry. Oh, Lord, tell me what to do with the kids. I can't see 'em starve to death, an' I'm not able to carry 'em anywhere. Lord, send the morning real soon, or some kind of a light, so that somebody will see 'em and take 'em to some warm house somewhere!"

Then, as if in answer to his simple prayer, there came a bark from the darkness as the dog sprang up from his feet, and there through the trees before him Buck could see the faint flickering of a light as of the light of a candle, now dim, now bright, and, in a moment more, it shone out as steadily as if it gleamed from some kitchen window.

"The light! The light!" cried Buck, and tried to lift himself from the ground. But his limbs were numb, and the excitement of the night had been too much. The light faded from his sight, the children seemed to slip from his arms—and then—

* * * * *

The American camp was joyfully celebrating its Christmas Eve. Packages from home were being opened, for this was one of the camps of the American Army of Occupation that had been detailed to watch the German Frontier. They were happy in the thought that they would soon be going home. They had even put up a Christmas tree and trimmed it with the candies and other gifts from America. Bits of evergreen were suspended from the rafters of the huts, and from the last shack down the line came the voice of the camp soloist:

"I am far frae my hame,
I am weary aftenwhiles,
For the langed-for hame-bringin'
An' my Father's welcome smiles,
An' I'll ne'er be fu' content
Until mine eyes do see
The gowden gates o' Heaven
An' my ain' countree."



When the strains of the music had died away and silence reigned—the boys' hearts were too full for them to applaud the song—someone shouted "look!" And standing there in the doorway was a dog, a lame dog with one foot entirely gone and a Red Cross blanket hanging in tatters from his shaggy body. He turned around and the boys, knowing that someone was in trouble, followed him in silence. In a short while he led them to the field beyond the wood where lay the unconscious man and the two nearly frozen French children. It was but the work of a few minutes to bring them before the bright fire of one of the huts and to restore them to consciousness with its warmth. Yvonne and Henri were soon able to eat heartily of the hot supper which the doughboys set before them, but poor Buck was too ill to speak for some time. To one of the boys who understood French, Yvonne told her story.

"What do you know about that, fellows?" he asked. "Their father was killed in battle last summer, and the mother is ill, probably dead by this time. Must have had a fever, I reckon, for when the kids told her what they wanted for Christmas, she told them that Santa Claus was in No Man's Land and that they must go out and find him—their 'Petit Noel' as they call Santa Claus. It seems that they must have been wandering around for a couple of days, until, tired and hungry, they crawled down in that shell-hole near the place where we found 'em out there. They say their Petit Noel found them there. Just think, they call poor Buck 'Petit Noel.' Say, Bo," he called, as Buck, hearing his name called, tried to raise his head, "lie down there for a while and try to go to sleep. Don't you know that you are Santa Claus?"

"Santa Claus, Santa Claus," murmured the sick man as he opened his eyes, "who ever heard of a doughboy Santa Claus? Where are the kids? Oh, yes, Henri and Yvonne, come kiss your Santa Claus good-by. Santa Claus is going away now. Didn't somebody say it's almost Christmas morning?"

Then the one who had spoken to the children before whispered something in French to them now, and the two, hand in hand, as they sing in their land, began that glorious Christmas Hymn of the French, "Noel."

And when they had finished the last stanzas,

De notre foi que la lumière ardente
Nous guide tous au berceau de l'enfant;
Comme autrefois une étoile brillante
Y conduisit les chefs de l'Orient.
Le Roi des Rois naît dans une humble crèche,
Puissans du jour fiers de votre grandeur,
A votre orgueil c'est de la qu'un Dieu preche,
Courbez vos fronts devant le Redempteur,
Courbez vos fronts devant le Redempteur.

Le Redempteur a brisé toute entrave,
La terre est libre et le ciel est ouvert.
Il voit un frère ou n'était qu'un esclave,
L'amour unit ceux qu'enchaînait le fer.



Qui lui dira notre reconnaissance?
C'est pour nous tous qu'il naît, qu'il souffre et meurt.
Peuple debout, chante ta délivrance,
Noël, Noël, chantons le Redempteur,
Noël, Noël, chantons le Redempteur.

TRANSLATION

Led by the light of Faith serenely beaming,
With glowing hearts by His cradle we stand;
So led by light of a star sweetly gleaming,
Here came the wise men from the Orient land.
The King of Kings lay thus in lowly manger,
In all our trials born to be our friend.
He knows our need, to our weakness no stranger,
Behold your King! before the lowly bend,
Behold your King! your King! before Him bend.

Truly He taught us to love one another,
His law is love, and His gospel is peace.
Chains shall He break for the slave is our brother;
And in His name all oppression shall cease.
Sweet hymns of joy in grateful chorus raise we,
Let all within us praise His holy name.
Christ is the Lord, then ever, ever praise we,
His power and glory evermore proclaim,
His power and glory evermore proclaim.

they kissed the doughboy Santa Claus good-by, and the other soldiers took the children away. And Yvonne and Henri thought that their Petit Noël would return to them on next Christmas day. But the doughboys knew that he had "gone west."



HOLIDAY GREETINGS FROM MANY PERSONS AND MANY PLACES

TRANSPORTATION DEPARTMENT

To each of the employes of this department our general superintendent of Transportation, W. G. Curren, extends his heartiest greetings for this the Christmas Season, with the earnest desire that the spirit of human kindness and brotherhood may prevail among us not only during the holiday season but throughout every day of the New Year 1920.

Don't you remember when, as a youngster, you used to wonder how on earth anybody could possibly be unhappy on Christmas Day? Don't you remember how they told you to go to bed early because Santa Claus never comes to little boys and girls who sit up and wait for him? And you went to



bed with that shaky feelin' all inside of you? Then when you woke up the next morning Old Santa had come and gone, leaving so many good things that you had to pinch yourself to see if you were really alive. Oh, the Christmas spirit of today is no more nor less than that same Santa Claus who brought you gifts on Christmas Eve, who filled your stocking to the very top, and who made you a very happy little boy or girl for many days after. Now that we are all grown up men and women we may "sit up and wait for him," for to us the Spirit of Christmas comes only when invited. Then, let us forget our own troubles for a little while and think only of the Spirit of Christmas and its significance and of the smile or kind word that we may pass along to some fellow creature. Oh, yes, we know all about it, but never mind. The man who spoke that unkind word a few minutes ago may not have meant it for you at all. Never mind the look of sarcasm on somebody's face; the poor fellow may have the toothache. Never mind that grudge you've carried around in your heart against Smith, or Jones or Brown; go wish them all a Merry Christmas; take the chip from your shoulder, bury it with the hatchet and erect no tombstone to mark the spot. When you go to bed on Christmas Eve, dream of Santa Claus, and I'll bet you'll find him in the morning. Merry Christmas!

Margaret Talbott Stevens, Magazine Correspondent.



TELEGRAPH DEPARTMENT

As this is the last issue of our Magazine this year, I take the opportunity of extending a word of greeting to the employes of the Telegraph Department. We have had a very extraordinary year, and, as the end approaches, we see abnormal conditions. There is unrest, chaos, turmoil and we wonder whither we are drifting. As I see it there is only one way out, and that, by the exercise of good judgment and conservatism, and by a willingness on the part of everybody to cooperate. As these lines are written the immediate future does not look good; nevertheless, I am optimistic enough to hope for a Happy Christmas and New Year, and that wish is earnestly extended to you.

C. A. Plumly, Superintendent of Telegraph.



RELIEF DEPARTMENT

My personal handclasp to every employe of the Relief Department, and my hearty and sincere wishes to all for a Merry Christmas.

May Christmas joy and love come to every heart, and may the coming year bring to you nothing but good cheer, good health and happiness.

W. J. Dudley, Superintendent.



SAFETY AND WELFARE DEPARTMENT

All Officers and Employes:

The Safety and Welfare Department is deeply grateful for the encouraging and wholesome support that has been given during the past year to the SAFETY work generally, and particularly for the splendid results that were achieved during the National Railroad Accident Prevention Drive.

John T. Broderick, Superintendent Safety and Welfare Department.



FREIGHT CLAIM DEPARTMENT

The season is approaching which should be the happiest time of the year, when Christmas gifts are exchanged, when self is put aside, and when we join hands with our fellow men in all good deeds; when we endeavor to meet all friends and acquaintances with the joyousness of the Christmas spirit.

It is not possible for me, personally, to extend the greetings of the season to every person, but I wish through the Magazine to remember all, and particularly those who are connected with the Freight Claim Department.

And to those especially who have endeavored, through their efficient and cordial cooperation, to promote the interests of the department, I give my best wishes for the holiday season and the days and years to come.

C. C. Glessner, Freight Claim Agent.



PRINTING DEPARTMENT, MOUNT CLARE

The Printing Department extends its greetings to all those who write their copy so badly, spell so poorly and refuse so consistently to express clearly in words what they wish to say, that they cause thereby a "heluva" lot of worry and premature gray hairs to those who get first crack at their manuscript. They probably know what they want to say and in all likelihood it looks good to them—but who knows whether "Alas" is meant for "Alice," or "Alisias" is intended for "Aloysius."

In their New Year resolve may they determine to "Have a Heart."

George R. L. Leiflich, Manager.



OFFICE OF AUDITOR COAL AND COKE RECEIPTS

As we approach another Christmas, the season of joy and gladness which proclaims to all mankind the message that has come down through the ages, "Peace on earth, good will to men," it is my desire to extend to each of you the compliments of the season and to wish you all a "Merry Christmas" and a "Happy New Year." With this greeting I would also express my appreciation of your patriotism and your loyal and faithful service



in the year that has passed, which the close of the war, the movement towards reconstruction and the effort to return to normal business, have made very strenuous in many respects. And the end is not yet. Before us lies a rugged road to travel before the desired goal of peace, prosperity, and happiness for all mankind is reached.

That we may do well our part in this period of reconstruction I ask from each of you the same loyal support, and, when it may be necessary, the same unselfish sacrifice to the end that, with the coming of another Christmas Season, we may all look back over the road that has been traveled and the record that has been made with the same satisfaction that we can now review our work and record for the two years behind us.

My kindest regards for each of you, and best wishes for your happiness and welfare.

L. A. Lambert, Auditor Coal and Coke Receipts.



OFFICE OF AUDITOR DISBURSEMENTS

The approaching Yuletide brings to mind, once again, the thought that it is the proper and most appropriate time for laying aside all spirit of animosity and unfriendliness and substituting for them the broad Christian principle of "Good Will to All Men."

In this spirit I extend to you all my heartfelt wishes for a very Merry and Happy Christmas Tide, in the belief that you have earned such by your unswerving devotion to your duties during the past year.

G. H. Pryor, Auditor Disbursements.



BALTIMORE TERMINAL DIVISION

I wish every employe of the Baltimore Terminal Division a very Merry Christmas and a most Prosperous and Happy New Year.

F. G. Hoskins, Superintendent.



BALTIMORE DIVISION

May I take this opportunity to express my appreciation of your loyalty and support during the past year, and to extend my best wishes that you and yours may have a bright and Merry Christmas.

R. B. White, Superintendent.



WILMINGTON FREIGHT HOUSE

At the approach of the holiday season and at the close of a year during which we have passed through many changing scenes, I wish to extend to my many friends and co-workers on the System the season's greetings and a



heart-felt desire that they—one and all—may spend a Merry Christmas and a most Happy and Prosperous New Year.

This applies particularly to those who are associated daily with me in the work which I have been doing in this city, wherein I have been so ably assisted by them—my personal staff, office and warehouse forces. I desire to thank them for their loyalty and unfaltering devotion to the Administration and to myself as its representative.

A chain is only as strong as its weakest link, and it is necessary in an organization such as has been wrought here that there should be no weakness. Consequently it has been my constant endeavor throughout the year past to improve each department day by day and month by month, striving toward that higher degree of efficiency and perfection to which we, as an organization, desire to attain, and which can be reached only by constant and persevering effort. We should grow day by day and month by month, profiting by our errors and experiences. Because of the trials of the past year and of those strenuous times at the close of the great conflict through which our beloved country was called upon to pass, we are better equipped for what we may encounter in the pathway of duty than we were eighteen months ago; the experience gained has been of lasting benefit, and it has served to draw us closely together in a common bond of sympathy with the aims of the Administration, as outlined by the Director General and those who so ably assist him along the line.

E. B. Rittenhouse, Joint Freight Agent.

WASHINGTON, D. C., FREIGHT STATION

In this Christmas issue of the Magazine we extend to our readers all the best wishes that the joyous season suggests. Although at the present time there seems to be a cloud hanging over the fair land that we love, let us remember that every cloud has a silver lining. It is our earnest hope and prayer that when the time of Peace on Earth and Good Will towards Men comes, the clouds of trouble and restlessness will have been dispersed and there will be nothing to disturb the joy and pleasure that we all experience when we celebrate the birthday of the Prince of Peace.

W. H. Whiting, Magazine Correspondent.

WASHINGTON DIVISION

The Management gratefully recognizes the splendid support and loyal cooperation given by each employe of the Washington Division during the year now rapidly drawing to a close and extends to them its appreciation and sincere good wishes for an enjoyable Yuletide, in the hope that the New Year may bring increasing happiness and prosperity to each of them.

Railroad employes have never been blessed with so many opportunities to grasp responsibility and render patriotic service to their fellow countrymen



as have we during the year 1919. Indeed, we have been making history, and its making is of vital importance not only to us, but increasingly so to those who are to follow us. Personal responsibility has never meant so much or been closer to each individual than it is today. This is good for us in our own time, but its chief value affects the millions who are to spring to life hereafter. Today we are enjoying the comforts, pleasures and security of civic life produced by the brain work, sacrifice and tenacious effort of those who went before us, and of some who are still with us. To these we owe much, and we should enter the New Year filled with a determination that we shall do no less for our own children and the generations to follow, than those who founded in security this great nation have done for us.

With this conception of our duty, let us dedicate our efforts during the year 1920 to a more wholesome and purer citizenship, a greater patriotism for our country, a fuller understanding of the spirit of America, a greater consideration for each other as employes, and a determination to help conserve the things which past experience has proven to be good for us, while avoiding and casting away those things which are questionable or experimental. We can leave no greater or richer heritage to posterity than this.

J. L. Wilkes, Superintendent.



CUMBERLAND DIVISION

This issue of the Magazine will be the last that will appear before Christmas. For that reason and because of the large circulation of the Magazine among the Cumberland Division family I take this means to publicly thank all who have had to do with the handling of our unusually heavy traffic and at the same time to wish you all a Merry Christmas and a Happy New Year.

J. W. Deneen, Superintendent.



PITTSBURGH DIVISION

I take this opportunity of expressing through the medium of our Magazine, my sincere appreciation of the services of every employe and officer of the Pittsburgh Division during the past year. Since I returned to this division in April last, my associations with you all have been most pleasant and the manner in which you have supported my administration is indeed very gratifying.

Your generous response to our different appeals in connection with the "No-Accident Campaign" during June, July and August, the National Railroad Accident Prevention Drive from October 18 to October 31, as well as the present No-Accident and Claim Prevention Campaigns, etc., only proves conclusively to my mind the importance of cooperation, for, in unity there is strength. I trust you all will enjoy a Merry Christmas and that the New Year will bring you much happiness and prosperity.

C. B. Gorsuch, Superintendent.



NEW CASTLE DIVISION

To the 4,000 employes of the New Castle Division and to their families I desire to express my appreciation of a year of work which is behind us and which was well done. We now can look forward to the year 1920 which is ahead of us with the assurance of knowing that, regardless of what amount of work awaits us, we can, through our close cooperative effort and thorough understanding of each other, meet the situation and master it.

May you all have a very Merry Christmas and a bright, Happy New Year.

D. F. Stevens, Superintendent.



LOCOMOTIVE AND CAR DEPARTMENT, ZANESVILLE, OHIO

I desire to take this method of thanking you kindly for your efficiency and loyalty in safeguarding the property of this Railroad Company. I truly believe that each and every one of you has used every means within your power to give to the Company the very best that is in you. I wish you a Merry Christmas and a Happy New Year.

P. H. Reeves, General Foreman.



RECLAMATION PLANT, ZANESVILLE, OHIO

I wish to thank the employes of the Baltimore and Ohio Reclamation Plant at Zanesville for their cooperation in upholding the reputation of this plant, and I extend to them my best wishes for a most enjoyable Christmas and successful New Year.

J. L. McCann, Superintendent.



VALUATION DEPARTMENT, CLEVELAND, OHIO

The employes of the Valuation Department, one and all, wish to extend hearty Christmas Greetings to every reader of our Magazine and to wish for each one the most prosperous year of their experience, for 1920. May good health attend each one, may purses be filled, and happiness and contentment abound.

Amy L. Ford, Magazine Correspondent.



CHICAGO TERMINAL RAILROAD

I wish to convey to all employes of the Baltimore and Ohio Chicago Terminal Railroad and the Chicago Heights Terminal Transfer Railroad the hearty wish that they may each enjoy a Merry Christmas and a Happy New Year, and that the coming year will bring us each great happiness and success, and that we may be drawn more closely together to efficiently work out the problems of our employers and each other. The success of our recent "No-



Accident Drive" when our operating force was keyed to the task of preventing accidents, in which we had only one injury, leads me to think that no better wish could be made for the New Year than that which will impress each man with the importance of SAFETY for himself and all others.

J. L. Nichols, Superintendent.



CHICAGO DIVISION, MAINTENANCE OF WAY DEPARTMENT

I wish to take this opportunity to extend to all our Maintenance of Way employes my best wishes for a Merry Christmas and a Happy New Year.

It is especially gratifying to know that during the "No-Accident Campaign" not a single employe was injured in this department, because of the personal interest which all of you took in the matter.

Let us continue to have our department the safest department for its employes of any railroad in the country.

F. D. Batchelor, Division Engineer.



SOUTH CHICAGO

We wish to extend to the employes in this district our best wishes for a Merry Christmas, and our hope that the New Year will be one of real joy and profit to all.

R. R. Huggins, Trainmaster,
Maurice Altherr, Agent.



OHIO DIVISION

This issue of our Magazine will be the last published before the Christmas Holidays, the period of the year when good wishes, good cheer and happiness are more abundantly expressed than at any other time. Permit me to take this opportunity to wish you all the full measure of Happiness, both during this season and the ensuing year and the hope that SAFETY and prosperity may crown every move of you and your families.

R. W. Brown, Superintendent.



INDIANA DIVISION

It has been our privilege to labor together for another year and I wish to take this opportunity to thank you for the hearty cooperation that has been displayed.

It is my sincere wish that you may have the Merriest Christmas and the Happiest New Year you have experienced.

A. A. Iams, Superintendent.



INDIANA DIVISION, MAINTENANCE OF WAY DEPARTMENT

I wish to extend to all Maintenance of Way employes of the Indiana Division my heartiest greetings for Christmas and the coming year. I hope our association will be as pleasant in the future as it has been in the past.

C. E. Herth, Division Engineer.



ILLINOIS DIVISION

I wish you a Merry Christmas and a very Happy New Year and thank you for your earnest support in all we have accomplished during the passing year. I sincerely hope that we will be able to continue and better our standing during the coming year.

C. G. Stevens, Superintendent.



EAST DAYTON SHOPS AND ROUNDHOUSE

The curtain is soon to be drawn upon a year which causes the whole world to look back and reflect; a year that goes down in history to illumine its pages for all ages to come.

To many it means the closing of a year of sorrow, and to others, a year of joy; but to all a year of victory, because our beloved country has suppressed the hands of tyranny and brings to the whole world the hope of universal peace.

To our noble sons and daughters, who so nobly sacrificed their lives, we bow in respect. On the dial of Time, nothing will ever eradicate their memory.

I extend to all my most earnest wishes that the coming year will bring to them and theirs great happiness.

A. E. McMillan, Master Mechanic, Toledo Division.



WHERE CHRISTMAS TREES COME FROM

WHILE on my vacation way up in Nova Scotia, I ran into the Christmas tree man. It was September and the little, old fashioned train was puffing along the single track skirting beautiful St. Mary's Bay, one of the several large bodies of water which have been formed in places where the turbulent waters of Fundy have broken through the rugged mountain chain which guards the coast. He was in the seat in front of me.

He seemed so familiar with the country that I engaged him in conversation and finding that, like myself, he was a Yankee, I asked him what business was taking him into Nova Scotia after the close of the summer season. Then he told me his story, a particularly interesting one because



I had always wondered where the thousands and thousands of Christmas trees which gladden the hearts of millions of children, young and old, each year, come from.

He was to get off at a little French settlement to recruit his crew of woodsmen. These French folks, by the way, are the descendants of those who originally lived in Arcadia, near the central part of Nova Scotia, and who were forced by the conquering English to migrate, as immortalized by Longfellow in "Evangeline."

After making the necessary arrangements with his crew, Mr. Crosby, for such was the name of the Christmas Tree man, expected to push on alone through Nova Scotia and cross over into Cape Breton. He said that he used to get his trees in New Brunswick and Nova Scotia, but that they are pretty well exhausted there and that most of the Christmas trees for New England are now cut in Cape Breton.

First he arranges with the farmers in that rugged country for the lands which he wishes to cut over. Then he sends for the French lumbermen, who arrive about October 15 to fell and bundle the trees. On November 15 the shipments begin and I was surprised to learn that as many as 2,000 trees can be loaded into a single freight car. Mr. Crosby ships from ten to fifteen carloads a year, and has to send the trees into the States at that early date so as to be sure to get them into the markets a week or two in advance of Christmas.

If you have a tree in your home this year, as I hope you will, it may be one from far off Cape Breton, and I know your kiddies will like to hear this story of how the Christmas tree dealers start early in the fall to make sure of supplying them with this beautiful Christmas symbol.—*T. T.*



CHRISTMAS BELLS!

BY M. J. CONROY

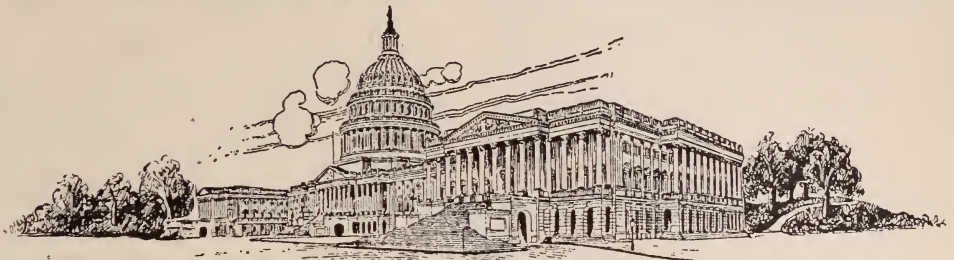
Proofreader, Mount Clare Printery

Ring out, joyous Christmas bells,
In our hearts a gladness swells,
O'er the land sweet voices ring,
Hailing Christ the New Born King.

All mankind doth now rejoice,
Rich and poor with gladsome voice,
Angels join and sweetly sing,
"Welcome to the New Born King."



United States Railroad Administration



Washington Information

Carry On

At a dinner of the Central Administration Luncheon Club in Washington recently, Director General Hines dwelt upon the desirability of everyone maintaining the highest possible state of efficiency right up to the last moment of railroad control by the government.

This is important.

Every man, whether of high or low degree, in the service of the railroads, is either proud of the fact that he is a railroadman or he is in the wrong employment.

If he takes pride in his service in the great industry of transportation he is jealous of the reputation of railroadmen as a whole and of his own and that of his particular department more especially.

From now until the roads are turned back the public will be even more than ordinarily critical in the matter of efficiency on the part of railroad employes—and by employes we mean, of course, those who have titles as well as those who do not.

Railroad employes individually and as a body, as well as the service performed by the roads, have been subjected to much undue criticism, especially since the signing of the armistice. We are, however, too big to worry about the criticism that is unjust. It is the criticism that is justified that hurts—because we have no moral support within ourselves in refuting it.

Let us, therefore, refuse to worry about unwarranted criticism, but let us at the same time look sharply to our duties so that no merited criticism can be directed against us.

We are proud of the great accomplishments of our industry in the past, in time of war and in time of peace, and we are proud of our identification in the progress of this industry and the great service it has performed, and is performing, for the mighty nation of which we are true citizens.

Let us prove to the world that we can change engineers while forging forward at top speed—without the slightest slackening of momentum, without the slightest perturbation of those whose interests are affected.

Speeding toward the close of our stewardship, let us break the tape clean and sharp, with all the impetus we can sustain.

Our reputation AS RAILROADMEN is at stake!

Passenger Train Performance

During September 88.4 per cent. of the passenger trains on the roads under federal control made their runs on time or, if delayed at initial terminals, made as fast time as called for in the timetables, or faster. This is a slight improvement over August. Several regions showed substantial gains.

The following table gives the records of the various regions, covering trains which arrived on schedule time:

REGION	NO. OF ROADS	TRAINS OPERATED	NO. ON TIME	PER CENT.
Eastern.....	Oct. 43	93,979	82,076	87.3
	Sept. 43	95,972	80,985	84.4
Allegheny.....	Oct. 15	77,480	68,286	88.1
	Sept. 15	77,523	63,745	83.7
Pocahontas.....	Oct. 3	8,923	7,897	88.5
	Sept. 3	7,648	6,460	84.5
Southern.....	Oct. 33	49,641	43,162	87.0
	Sept. 33	48,905	43,216	88.4
Northwestern.....	Oct. 15	26,274	21,288	81.0
	Sept. 15	25,372	20,431	80.5
Central Western.....	Oct. 24	43,091	33,224	77.1
	Sept. 24	42,312	32,412	76.6
Southwestern.....	Oct. 23	20,806	13,772	66.2
	Sept. 23	20,010	15,459	77.3
Average.....	Oct. 156	320,194	269,711	84.2
	Sept. 156	317,742	267,708	84.3

Trains which arrived on schedule time or which, if late, made their runs in schedule time or better:

REGION	NO. OF ROADS	TRAINS OPERATED	NO. ON TIME	PER CENT.
Eastern.....	Oct. 43	93,979	84,878	90.3
	Sept. 43	95,972	83,598	87.1
Allegheny.....	Oct. 15	77,480	70,882	91.5
	Sept. 15	77,523	70,700	91.2
Pocahontas.....	Oct. 3	8,923	8,262	92.6
	Sept. 3	7,648	6,920	90.5
Southern.....	Oct. 33	49,641	44,945	90.5
	Sept. 33	48,905	44,940	91.9
Northwestern.....	Oct. 15	26,274	22,286	84.8
	Sept. 15	25,372	21,399	84.3
Central Western.....	Oct. 24	43,091	36,207	84.0
	Sept. 24	42,312	35,485	83.9
Southwestern.....	Oct. 23	20,806	15,724	75.6
	Sept. 23	20,010	16,792	83.9
Average.....	Oct. 156	320,194	283,184	88.4
	Sept. 156	317,742	279,834	88.1

New Cars in Service

Of the total of 100,000 freight cars ordered by the Railroad Administration on May 1, 1918, but 16,636 remained to be built on November 8, and these were being constructed and put into service at the rate of over two hundred a day. By November 1 all the cars which had been completed and placed in storage on account of some of the railroad corporations refusing to accept the cars allocated to them had been stenciled and put into service, so that, from August 1 to November 8, 53,305 new freight cars had been added to the railroads' rolling stock.

Construction work on this freight equipment has been retarded considerably by the strike of steel workers in a number of the car building plants.

Of the order for 1,930 locomotives placed by the Railroad Administration last year, 1,793 had been completed by November 1.

Heads of Nations Satisfied

Handling the trains of chief executives of various nations has become an almost everyday experience of late on American railroads.

President Wilson expressed his gratification upon the splendid handling of his special train during his recent trip from coast to coast in advocacy of the League of Nations pact.

Despite President Wilson's illness making uncertain the movements of King Albert and Queen Elizabeth of Belgium, their itinerary as finally worked out was completed without the slightest friction, delay or mishap, and King Albert on numerous occasions expressed his keen satisfaction in connection with the efficiency displayed on the American roads.

Our latest distinguished guest has been the Prince of Wales, whose special train also has been handled without the slightest hitch to interfere with his program or comfort.

It really is quite a feat to transport such trains without mishap or delay, in order that the arrangements of their occupants may not be disturbed, as well as to insure their safety.

That no incident arose to mar the journeys of the president, the king or the prince is forceful evidence of the efficiency of the railroads and our railroadmen.

Bad Order Car Situation

Since the unauthorized strikes in a number of the shops early in August, which interfered with the repairing of cars, gratifying progress has been made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, the number of bad order cars fell from 172,270, or 6.9 per cent., on October 4, to 146,702, or 5.8 per cent., on November 1.

Including the 19,386 cars held out of service as not worth repairing, the number of bad

order cars fell from 191,656, or 7.6 per cent., on October 4, to 166,514, or 6.5 per cent., on November 1.

Monthly Financial Statement

The Operating Statistics Section of the Railroad Administration has completed figures covering the financial results of operation for September for all Class I roads in federal operation. These comprise 231,993 miles of road, or ninety-seven per cent. of the total of 240,177 miles of road federally operated:

	MONTH OF SEPTEMBER		INCREASE OR DECREASE	
	1919	1918	AMOUNT	Pct.
Op. revenue.	\$492,442,654	\$482,676,967	\$ 9,765,687	2.0
Op. expense.	393,854,580	364,922,933	28,931,647	7.9
Net revenue.	98,588,074	117,754,034	*19,165,960	
Taxes, etc.	20,843,679	18,704,905	2,138,774	
Net income.	77,744,395	99,049,129	*21,304,734	
Op. ratio....	80.0	75.6		4.4

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,352,976, so that the net profit to the government was \$3,391,419 for these properties. In this connection, however, it should be observed that the September expenses include an estimate of the increases in wages recently granted the shopmen, which are retroactive to May 1, 1919. Consequently, September expenses include \$16,000,000 applicable to the months of May to August, inclusive, and the net profit to the government for the operations applicable to the month of September was approximately \$19,000,000.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in September, 1918, include about \$9,000,000 back pay applicable to prior months, but they do not, on the other hand, reflect the increases to agents, telegraphers, trackmen, clerks, enginemen and trainmen and the recent increase to shopmen referred to above, granted subsequent to September, 1918, which are included in the September, 1919, expenses.

The results for the nine months ended on September 30 were as follows:

	NINE MONTHS TO SEPTEMBER 30		INCREASE OR DECREASE AMOUNT
	1919	1918	
Op. revenue.....	\$3,731,186,885	\$3,500,522,249	†\$230,664,636
Op. expense.....	3,156,958,295	2,822,556,678	334,401,617
Net op. revenue..	574,228,590	677,965,571	*103,736,981
Taxes, etc.....	177,163,481	163,683,255	8,480,226
Net op. income..	402,065,109	514,282,316	*112,217,207
9-12 annual rental.	594,823,808	594,823,808	
Op. loss.....	192,758,699	80,511,492	112,217,207
Op. ratio.....	84.6	80.6	4.0

*Indicates decrease.

†Indicates increase of 6.6 per cent.

‡Indicates increase of 11.8 per cent.

It must be remembered that the comparison between the nine month periods is substantially affected by the fact that the rate in-

creases, approximately 25 per cent., which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918.

With a tonnage handled somewhat less than that handled in the same month of the preceding year there was, notwithstanding, an increase of almost five per cent. in the loaded freight car miles. This emphasizes the increasing difficulty in securing the heavy car loading which was obtainable during the war, and the result is that many more cars are being required for the same amount of traffic than were necessary during the war.

Freight Car Distribution

During the five days immediately preceding November 1, when the strike of the bituminous coal miners was initiated, the Railroad Administration loaded approximately 13,200,000 tons of bituminous coal, a considerably larger amount than had ever been loaded in a similar period in the nation's history. All through October every effort was bent toward maximum coal loading, the interests of the public being protected by most efficient work on the part of the railroads.

On November 1 the Central Coal Committee, under authority of Dr. Garfield, United States Fuel Administrator, took charge of all coal in transit or on sidings, to be disposed of to the best advantage of the country as a whole. On the Central Coal Committee are several representatives of the Central Railroad Administration. An effective program of distribution was immediately inaugurated, so that all requirements on the part of industries and the public have been met. A great deal of coal has been allowed to remain loaded on cars ready for immediate shipment to such points as require it.

However, on account of the strike many thousands of coal cars were released, and advantage was immediately taken of this situation to increase materially the loading of lumber, road building material and miscellaneous freight, and every effort is being made to transport grain and grain products, especially wheat which is not under cover.

A considerable number of cars used for carrying ore and coal to the steel mills, and others used in outbound freight loaded with steel products, also have been released for other uses. Movement of other commodities, therefore, shows a decided gain.

Despite the disconcertment of traffic on account of conditions in the steel and mining industries and the uncertainty of their transportation requirements in the immediate future making the most effective car distribution impossible, a tremendous tonnage is being handled.

Every effort is being made to render the greatest service with the equipment available, keeping in mind the needs of the public and the requirements of the various shipping interests.

Current Matters of interest in Railroad Operation

In a recent address before the National Association of Railway and Utilities Commissioners, Director General Hines touched on a number of phases of timely interest in connection with federal control of the railroads. Following are excerpts:

Splendid Troop Movement Service

I want to say, broadly, without at the moment undertaking to go into detail, that the railroads of the country at the present time are handling a larger business than they handled last year, and the business they handled last year was larger than the business they had handled in preceding years. They are doing that at rates which represent a lower proportion of the value of the things transported than I believe has ever been true in the past. We know from experience that the price of nearly everything has gone up far more than the cost of its production has justified, but the price of transportation has gone up in less proportion than has the cost of producing it.

In making this general reference to what the railroads have done and are undertaking to do I want to call your attention to one important part of the work which was of supreme importance during the war, which continued to have an importance far beyond what is realized, and that is the work in the movement of troops. It is hard to express adequately the scope of that work. It is difficult and I won't take time to try to analyze the various sorts of movement which had to take place in order to get troops to the points where they were sent overseas, get them back and get them home; but the fact is that in the twenty months ending with August, 1919, seven billion passenger miles of service were performed in the handling of troops in this country, and that was to a very large extent in addition to a practically normal passenger traffic, so that the inconveniences which the traveling public has sustained can to a large extent be accounted for by the fact that this perfectly enormous troop movement was going on practically all the time; it had to be moved under the most exacting conditions, and had to be given preference to whatever extent the War Department might find it proper to require. That was simply a sort of added service superimposed upon the normal passenger travel throughout the period of federal control.

Heaviest Traffic in History

In spite of this enormous volume of traffic, the freight traffic is larger now than it was at the same time last year, and it was larger then than in preceding years, so we have a condition where we are unable to meet the demands for traffic. This has always been true in times of heavy volume of business. We have never known a busy year to go by when there was not a serious shortage of transportation in the portion of the year when the traffic was heavier, but there are some special

and obvious reasons for the difficulty which now confronts the railroads in handling all the business which is being offered, and that is the inadequacy of facilities and especially of freight cars.

Increase of Facilities Retarded

A natural and very proper inquiry on the part of the public is, "If there is inadequacy of facilities, why are not more facilities provided?" The reason is that in the year or two preceding federal control the normal addition to cars and other transportation facilities were not met because prices were very high, labor was scarce and financing on the part of the railroad companies was unusually difficult.

When federal control began it therefore began with a railroad plant that was not as large as it ought to have been to handle the business. During the first year there was a severe limitation as to the amount of material that could be taken from other war purposes to use for providing additional railroad facilities. After the most careful study it was decided that the Railroad Administration could not hope to get material for more than a hundred thousand freight cars, and that was the number ordered. Even then we found it was so difficult to get the material for these cars that very few of the cars could be constructed in 1918.

The limitations that existed prevented our ordering additional refrigerator cars or express cars, or other types of cars which it was desirable to have. When the year 1919 began we were then confronted with a new difficulty in the way of adding to the facilities, and that was that federal control naturally was approaching its end from the time the armistice was signed. The government was not in a position, with the end of federal control in sight, to provide new government funds to acquire additional facilities beyond what had already been provided. More than that, the failure of the appropriation on the fourth of March last, which had been sought by the Railroad Administration to enable it to meet its obligations already incurred, postponed the construction of even the hundred thousand cars that had been ordered, because they could not be paid for, and the equipment companies naturally had to slow down on their production. The railroad companies were unwilling to furnish money for new equipment because of uncertainty as to their own future, so the result has been that the Railroad Administration during 1919 has not been in the position to provide any additional facilities except those which were needed, as an emergency measure, unless the railroad companies were willing to furnish the money, and the result is that at the present time the Railroad Administration has been unable to order or obtain authority to order any cars in addition to the hundred thousand that were ordered last year. So that the inadequacy of facilities, which were inadequate before federal control began and which have become increasingly inadequate

since that time, principally accounts for the fact that the facilities now are not sufficient to handle all of the enormous business which is offering to the railroads of the country. And yet, even with that, we are handling more business than we did last year, and then we handled more than we ever did before.

Necessity for Early Legislation

We are in a waiting and uncertain situation with reference to the provision of transportation facilities, and it is a matter of very grave concern to the country. I have no reason to believe that the business will not be heavy again next year, when the railroads will be back under private control and when they may find it difficult to pool their facilities and use them as fully as they can be and are used under a unified control.

Now, if this period of uncertainty and waiting shall be prolonged for any considerable length of time, the result is going to be that there can be no timely planning for facilities to handle next year's business.

In my judgment, if the legislation cannot take definite shape during the month of December, so that the railroads will know where they stand, and can begin making their plans to get the additional facilities they will undoubtedly need to handle the business of next fall, the country will be most disastrously handicapped next fall in having its business moved, so I regard that as perhaps the most compelling reason why the legislation providing for the future of the railroads shall be pushed through with the greatest expedition, and shall be adopted not later than some time in December, because unless these plans can be entered upon by the first of the new year I do not see how they can be effectively brought to a realization in time to handle the heavy business of the latter part of next summer and the following fall.

You have heard a great deal, and should, about extreme cases of increases in pay to railroad employes. In that, as in so many other things, it is the extreme cases that are dwelt upon, whereas in a matter of this sort we must look at the general situation.

I think it is a mental habit that all of us have got into—on account of my peculiar situation I suppose I have escaped it—to assume that the government's treatment of the labor question is bad because the government did it, and then assume that the government control is bad because it treated the labor movement like it did. I think I have seen a great many comments running around in a circle that way.

Undue Criticism of Labor

Now, let me say just a few words about an aspect of the labor matter.

I am aware that it is the present habit to condemn labor unsparingly. I believe this is unjust.

I have had occasion to study the labor situation with the greatest care in the last year and two-thirds. I believe most of the extreme

positions which have been taken by labor have been the reaction from extreme and unjust positions which have been taken in the past by employers, and I believe, too, that a large part of the present manifestations on the part of labor are simply a part of the world-wide unrest that we see on every hand.

I think it is unfortunate for us to drift into an attitude of settled antagonism to labor, because labor is a very important part of the community, and in the long run we must find a proper *modus vivendi* whereby we can secure the proper cooperation with labor; and I believe that by patience and fairmindedness, as well as firmness, that can be accomplished. I think it is unfortunate and not in the public interest to develop a bitter hostility on account of these manifestations at present, which I regard as temporary and which are momentary growths of the unsettled conditions which have been the result of the war.

Energetic Work in Railroad Organization

I want to say a little also on some other efforts which the Railroad Administration has made bearing upon operating costs.

I devote part of my time—and I think I expend it to very good purpose—in reading the editorials on this problem. I think I see this thought underlying a good many of these editorials—that is, the assumption that, since the United States is now temporarily operating the railroads, the agency which is doing it must be the old-fashioned sort of government bureau that we have always had in our minds as the type of agency the government employs to do things; and we probably imagine that this old-fogey government bureau is filled with incapable office-seekers who have no concern, except to draw their pay, with their brains and their desks both covered with cobwebs.

Naturally, when we form that picture, we are driven to the conclusion that, whatever it is doing, it must be inefficient.

But that picture does not fit the Railroad Administration.

The men who have been brought into that work are alert, capable and experienced. There is not a man in the work who has sought his job. In every instance the office has hunted the man. I have not seen any signs of cobwebs. I believe, throughout, there is the most earnest desire to find ways to improve the efficiency of railroad operation. I want to give a few illustrations, which are mere types of many things that have been done.

Operating Practices Improved

At the outset of the Railroad Administration it was decided to make a careful check of the practices that obtained in the round-houses in the handling of locomotives and in handling locomotives in terminals. A most careful study was made of that subject and it was found that there was room for very considerable improvement. Present indications are that we are saving from fifteen to twenty million dollars a year on account of improved methods in this direction.

Another matter taken up with great activity was that of fuel conservation—to get a better quality of fuel, to see that it was fired with more care, to see that greater efficiency was gotten out of it.

Railroad officers, engineers, firemen, trainmen and shopmen were interested in that work. Conferences and discussions were held all over the country, and our present belief is that we are saving from twenty to thirty millions of dollars a year on account of improvements made in our conservation of locomotive fuel, without any reference to the conservation of fuel in stationary power plants.

We undertook early in the Railroad Administration to adopt standard operating statistics, so as to bring out the various elements of railroad efficiency and so we could compare what was done on one railroad with what was done before, and what was done on one railroad with what was done on another railroad. The result is that these statistics, which had never before been developed for the railroads of the country as a whole, have been so developed that many of the railroads now get information about their own operation which they did not have before, and all the railroads now have an opportunity to compare their operations with those of other railroads, which was before impossible.

The existence of these statistics has, I believe, greatly stimulated the study of efficient practices on the part of railroad officers throughout the country.

Maintenance Supervision Systematized

Another matter: In the spring I took up the proposition that the railroads were not in position to supervise their expenditures for maintenance of way and structures, and expenditures for equipment, to the same extent and with the same success that they supervised their expenditures in the movement of trains.

The regional directors took the matter up at my request and each one held conferences with all his federal managers. They exchanged the minutes of their meetings, and the federal managers then held conferences with all their subordinates. Local committees were formed, and there has been a study of ways and means to improve the efficiency of supervision in all maintenance matters. That is where a very large part of the total operating expense is found. There has been a greater study of that phase of railroad administration than ever before and there has been a reaching out to find new units of comparison, so that each officer can see whether his subordinates are using their labor and material to the best advantage, so one operating division can be compared with another and so there may be more efficient supervision of the men themselves. I believe that we are making very important progress in that direction.

Developing the Best Practices

Now, in all these things we do not claim any credit for novelty. The most progressive

railroads have been doing things of this sort for years. But what we do claim is that we did take advantage of a very broad opportunity that was given to us to develop a similar interest on the part of all railroads, and to develop a comparative interest as between different railroads.

In addition to this we have been encouraging the interest of employes in these matters, because the employes see a great deal that can be improved upon. We are trying to encourage a situation where they will feel ready to come forward with their suggestions and criticisms, knowing that they will be welcome in doing so, instead of being criticised.

We have no doubt the most progressive railroads were doing that before, but we have tried to stimulate it still further and to make it more general. It is a matter which I think will develop only by slow degrees but I believe it will develop. I think it is bound to develop, because we must reckon with labor as an important, vital part of the railroad operation. It thinks for itself and it asserts what it thinks. The more it is consulted, the more it understands what is being done, the more it feels that its views are being respected, the better the results that are going to be obtained.

Benefits Will Continue

My sincere judgment is that in all these matters I have used for illustrations, as well as in a great many others, the things that have been done by the Railroad Administration, simply on account of the opportunity it had and which the railroads themselves did not have before, are going to bear fruit in increasing measure for a long time to come.

In all these matters we have met a most ready response on the part of the railroad officers, because they have appreciated the value of what has been suggested and have given their most hearty support in carrying forward these efforts to improve operating efficiency.

Dealing With the Railroad Corporations

We have another branch of our work, which is of supreme importance. We are charged with the task, representing the United States Government, of settling with the railroad corporations, after two years of occupation of property worth perhaps sixteen to eighteen billions of dollars, or more, and with perhaps two hundred and twenty-five or two hundred and fifty thousand miles of railroads, with all sorts of incidental properties which have been included.

You can readily appreciate the enormous responsibility and enormous difficulty that exists in the working out of a settlement of those matters.

We devised a standard form of contract which the railroad companies and the government entered into. Those contracts are necessarily complicated, because they deal with one of the most complicated of subject matters. The questions that arise under those contracts are bewildering in number and in complexity, and it will be a work of supreme importance,

involving hundreds of millions and even billions of dollars of government money, in working out a proper and just final settlement.

One of the most important phases of that subject is the question of the maintenance of the properties. The statute contemplates, and the standard contract provides, that the properties shall be turned back in the condition in which they were received. But the contract also provides that the government shall be deemed to have complied with that obligation if it shall have spent upon the properties the same amount that was spent on them during the test period of three years, for similar purposes, making due allowance for differences in prices and wages and use of the property. That is one of our greatest problems—to maintain the properties up to what the contract contemplates and to avoid over-maintenance. We have given it a great deal of study. We have had in many instances to cut down the budgets that were proposed for railroad companies. On the other hand it has been impossible, on account of the scarcity of materials which existed during the war, to obtain for all railroads all the materials that they put on the properties during the test period. So we have an exceedingly complicated problem to deal with.

Broadly speaking, my judgment is that we shall be able to show, at the end of this year, in the aggregate, that we have spent on the property what the contract contemplates—that what we may be short in some respects has been made up in other respects. In some instances the railroads may owe the government, while in others the railroads may have something coming to them from the government. The impression, which has been disseminated to a considerable extent, that the railroads have been seriously under-maintained during federal control, is altogether erroneous, and the balance, one way or the other, will not be a large figure, considering the enormous amounts involved.

Turning Back the Properties

We have another problem that is not a small one—effecting the transfer of these properties back to private control.

It takes but a moment's thought to see that it is a vastly more difficult problem than that of the government taking over these properties.

When these properties were taken over by the government, there were all sorts of different practices on the different railroads, all sorts of agreements between the different railroad companies, for joint use of particular facilities. It was perfectly easy for the government to bring in all these things and continue to observe those different practices until it had the opportunity to establish a unified method.

But now, when the proposition is reversed and it is one of terminating the unified method and of putting back into play the old diversified methods, we have a far more difficult undertaking, and that is a thing which we must work out between now and the end of

December, with the cooperation of the railroad companies. A thing which I am particularly anxious to accomplish is that this transfer back to private control, despite all the difficulties that will be involved in it, shall be made without disturbing the public service and without subjecting the traveller or the shipper to confusion or uncertainty as to how he shall conduct his business when the railroad companies resume control, which control will not be unified and may not have the uniform practices which have prevailed during government control. So that problem is one which calls for a great deal of attention.

Freight Service Wage Increase

On November 15 it was announced that, in order to adjust an inequality in the compensation of train and engine men in slow freight service, time and one-half would be paid for the time required to make runs in excess of what would be required if an average speed of twelve and a half miles per hour were maintained, provided all arbitrariness and special allowances now paid in various forms of freight train service are entirely eliminated for the railroads as a whole.

This action was taken in view of the director general's statement in August that, while the subject of a general wage increase would not be taken up, any inequalities in remuneration as between the various services performed would be adjusted, thus taking the same form as the recent increase to the shopmen.

The conclusion was reached that employes in freight train service habitually averaging less than twelve and one-half miles an hour do not get an opportunity to earn a reasonable monthly wage, as compared with employes in fast freight or passenger train service, and are under the disadvantage of spending more time away from home at their own personal expense.

For many years train and engine men have urged that time and a half should be allowed for excess time as a punitive measure to compel trains to be run at a higher average speed. The director general, however, has decided that this step is not justifiable as a punitive measure, because, generally speaking, it is not feasible or reasonable to run economically heavy freight trains at a speed as high as twelve and a half miles an hour. The conclusion outlined in the case of those employed in slow freight service is therefore not adopted as a punitive measure but simply to enable men employed in this class of service to earn

a reasonable monthly wage as compared with others in the same vocations.

It is estimated that, with the average speeds now made by the slower freight trains, the additional wage expenditure will be approximately \$3,000,000 per month. However, the effect of such wage rates will undoubtedly correct many extreme cases of trains being kept an abnormally long time upon the road, and to the extent that this condition can be so corrected the cost will be reduced.

Splendid Safety Showing

"This safety drive is our drive, much more so than of the railroads themselves. Therefore bear in mind that the campaign is not designed necessarily merely to prevent accidents, but rather to eliminate them. We should not merely arouse interest in this drive but enthusiasm, both individually and collectively—and the conservation of life and limb of our fellow workers should arouse the real enthusiasm of each and every member."

The foregoing is an excerpt from a letter addressed by one of the western brotherhood lodges to its members.

That enthusiasm in connection with the National Railroad Accident Prevention Drive permeated the entire railroad fraternity is lucidly shown in the results obtained.

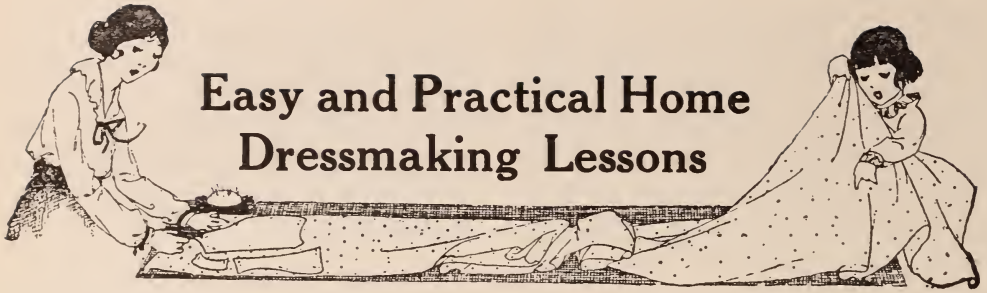
A decrease of 42, or 33½ per cent., in the number of employes killed, and 2,731, or 53.5 per cent., in the number injured, during the period of the drive, from October 10 to 31, tells the tale.

Every region strove in friendly rivalry to outdo every other region. Every railroad strove to outdo every other railroad in its percentage of decrease, and every safety committee strove to outdo every other safety committee in its accomplishments.

Safety work now claims the attention of a permanent active organization of 1,700 committees, consisting of 27,011 committeemen, comprising 8,730 officers and 18,251 employes, besides approximately five hundred safety supervisors or agents devoting their full time to this feature of railroad operation on the various systems.

Following in tabulated form appear the statistics of the various regions in connection with the recent drive. Encouraged by the splendid showing there made, let us all continue undiminished and unceasingly our efforts to escape injury ourselves or to cause injury to others. The regions are ranked according to their decrease in casualties per hundred men employed:

REGION	EMPLOYES KILLED		EMPLOYES INJURED		TOTAL CASUALTIES TO EMPLOYES		EMPLOYEE CASUALTY DECREASE	CASUALTIES PER 100 EMPLOYES		DECREASE PER 100 EMPLOYES
	1918	1919	1918	1919	1918	1919		1918	1919	
Northwestern.....	16	12	824	271	840	283	557	.299	.098	.201
Allegheny.....	37	11	1,250	540	1,287	551	736	.312	.125	.187
Southern.....	13	14	609	201	622	215	407	.233	.078	.155
Central Western.....	12	10	749	284	761	294	467	.238	.086	.152
Poahontas.....	9	3	106	50	115	53	62	.193	.086	.107
Eastern.....	27	25	1,038	597	1,065	622	443	.237	.135	.102
Southwestern.....	12	9	526	428	538	437	101	.306	.232	.074
Total.....	126	84	5,102	2,371	5,228	2,455	2,773	.266	.119	.147



Easy and Practical Home Dressmaking Lessons

A Tailleur of Exceedingly Good Style that Can Be Made with Complete Success



ONE of the most appealing styles for a tailleur features a simple blouse jacket and two-piece skirt. As shown here, it may be developed in check velours, plain blue gabardine or serge or dark brown velveteen. More practical, however,

would be velours or serge, medium size requiring 4 yards 54-inch material.

To make the jacket, without the skirt, as this lesson directs, medium size requires $2\frac{1}{4}$ yards 54-inch material, with $2\frac{5}{8}$ yards 36-inch silk or satin for lining. The open front of the jacket affords an opportunity to introduce a vest of self or contrasting material. The neck may be finished with a round collar. Buttons of self-material trim the revers, while braid forms the false buttonholes. If desired, the patch pockets may be omitted.

Four sections of the jacket pattern, the outer back, vest front, collar and peplum back, are laid along the lengthwise fold of material. The same is also true of the belt. The outer front, sleeve sections, peplum front, side front vest back have the large "O" perforations laid on a lengthwise thread of the goods.

Make the lining by closing the under-arm and shoulder seams as notched. Plait front, placing "T" on corresponding small "o" perforations and tack. The lining for the sleeves is made just as the sleeves are made and tacked in after the sleeves are inserted into the armholes.

For the outside of the coat, join front to side front as notched and fold over on the outside on the line of large "O" perforations. Fell the remaining edge over the seam. Close under-arm and shoulder seams as notched. Gather lower edge between "T" perforations and arrange on the lining with corresponding edges and seams even. Bring front edge of lining to line of small "o" perforations on under side of jacket front and tack to position, leaving edge of jacket front free between the two lower small "o" perforations, allowing the jacket front to blouse. Stitch lower edges of lining and outside together.

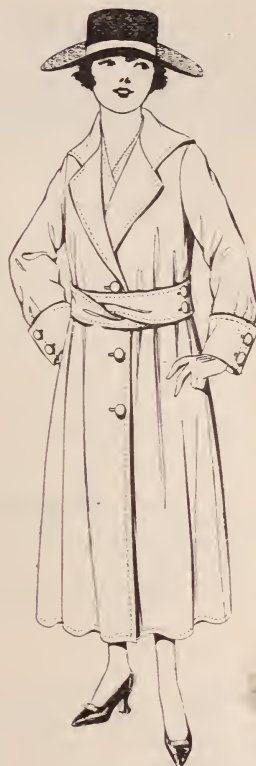
Next, join front and back setting of peplum as notched. Leave seam free below the large "O" perforation in front section. Turn hem in front and at lower edge on small "o" perforations. Gather upper edge between "T" per-



JACKET
8345
WITH SKIRT
8313



8124



No. 7343

forations and sew to lower edge of jacket with center-backs, under-arm seams and front edges even. Adjust pockets to position on peplum front between indicating small "o" perforations. Line collar and sew to neck edge as notched, with center backs even.

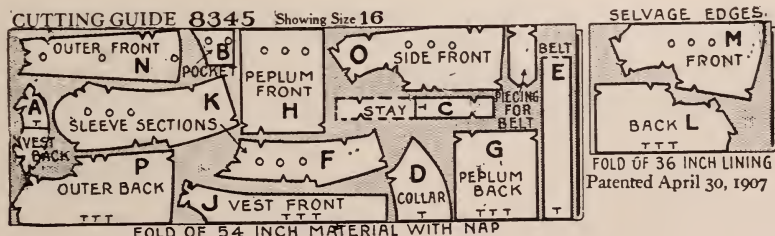
Close sleeve seams as notched, easing in any fullness between the notches at elbow. Leave extensions free. Turn extension under on slot perforations, lap folded edge to small "o" perforations and finish for closing, turn hem at lower edge of sleeves on small "o" perforations. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam, easing in any fullness between notches or the fullness may be shrunk out. Hold the sleeve toward you when basting it in the armhole.

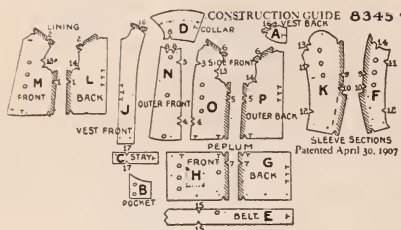
Fold belt through the center and stitch free edges together, matching notches. Arrange

around the waist with upper edge along the upper edge of peplum, with center-backs even. Tack at under-arm seam. Bring small "o" perforation to folded edge of jacket front and tie at the side-front as illustrated.

Now, close right shoulder seam of vest and finish left side edges for closing. Turn hem at lower edge of small "o" perforations. Fold stay through the right center lengthwise and stitch the free edges together matching notches. Sew to right side edge of vest matching the small "o" perforations at upper edge of stay and in vest. Finish left side edge for closing.

Pictorial Review JACKET No. 8345. Sizes, 14 to 20 years. Price, 25 cents.





8124—MISSES' DRESS (25 cents). Four sizes, 14 to 20 years. Width at lower edge about 1 1/4 yard. As illustrated in first view, size 16 requires 5 yards 36-inch material. Second view requires 4 1/4 yards 36-inch material. The waist

without lining closed at left side-front in either of two styles. Open neck perforated for round, and V-shaped neck finished with a rolling collar. Long one-piece sleeves perforated for shorter length and finished with turn-back cuffs. Two-piece gathered skirt closed at left side front. Long gathered side panels perforated for shorter length.

7343—MISSES' LONG COAT (25 cents). Four sizes, 14 to 20 years. Size 16 requires 4 3/4 yards 54-inch material for coat with gathered side-sections, or 4 yards 54-inch material if made without. Coat may have side-sections gathered to straight bands and pockets inserted, or may be plain and made with or without the pointed patch pockets. Large convertible collar, in either of two outlines.

Agents—Please Note

FREIGHT CLAIM DEPARTMENT—CIRCULAR No. 35

Baltimore, Md., October 10, 1919.

Nearly all household shipments move under a declared released valuation, thereby securing the lower rates. Unfortunately our loss and damage claims on this commodity are excessive and where liability is established and settlement is tendered claimant under the terms of the contract, the contract is usually disputed with the remark that the agent at initial point said nothing about such a clause nor had they (shipper or representative) signed same. This is usually confirmed by an examination of the bill of lading. To eliminate this complaint it is imperative that when household goods are shipped under a declared released valuation, in addition to shippers signing the bill of lading, they must also sign the declared release clause.

Your attention is called to Supplements Nos. 32 and 34 to Official Classification No. 44, items 4 and 5, page 6, in the former supplement, and items 5 and 6, page 28, in the latter supplement, reading as follows:

"The declared released value must be stamped or written on the shipping order and bill of lading with consignor's signature, as follows:

"I hereby declare the released value of the shipment of Household Goods or Emigrants' Movables herein described to be.....cents per pound.

.....Signature.

"If the consignor declines to declare value the shipment will not be accepted.

"(Issued under authority of Interstate Commerce Commission's Released Rates order No. 37, of December 4, 1918.)"

Attention is also called to items 1, 5, 6 and 8, page 29, in Supplement No. 34 to Official Classification No. 44, pertaining to household goods.

It is felt that if the instructions promulgated in the Classification and supplements above referred to are followed up closely, it will reduce our loss and damage claims on this commodity to a minimum.

C. C. GLESSNER,
Freight Claim Agent.



SAFETY ROLL OF HONOR

Baltimore Terminal Division

On October 17, track foreman J. H. Chaney observed brake rigging down on extra east 4592 at Lansdowne, and took immediate steps to notify dispatchers, making it possible to stop train at Curtis Bay Junction to remove the brake rigging and thus avert an accident. Mr. Chaney has been commended by superintendent Hoskins for his good judgment and prompt action.

At 8.45 a. m., October 23, Curtis Bay street car 639, northbound, on approaching Brooklyn crossing, was unable to stop because of slippery rail, and ran through both gate arms, breaking them. Engine 4587, engineer W. F. Johnson and conductor C. F. Gannon, was coming into Curtis Bay. Passengers became alarmed and were about to leap from windows, when engine was fortunately stopped about twenty-five feet away from car.

Albert Carter, watchman at Relay, is commended for his action in flagging an eastbound passenger train on October 1, thereby averting a collision with an automobile that was off the crossing.

Baltimore Division

On October 1, operator G. M. Biddle, at Singerly, Md., noticed fire flying from under No. 49's train. He examined the track and found the top section broken out of rail. Section men were notified and the rail was repaired. Biddle displayed good judgment and is commended.

While operator B. L. Buxton was on duty at Halethorpe on October 2, he observed car in passing train, extra east, engine 4037, leaning, and succeeded in getting train stopped at next station, where carrier strap was found broken.

Engine 4538 was passing Woodstock, Md., on October 16, when operator L. A. Feeney, on his way home, noticed something wrong with a car next to rear. The train was put in eastbound passing siding at Hollofield and examined. Twelve and one-half inches of broken flange on wheel under P. McKy. 64188 was found and car was set out of train. Had

this defect not been discovered there is no question but that the car would have derailed before reaching terminal, not only itself but other cars in the train. Mr. Feeney has been commended for his action in this case.

On October 21, brakeman W. F. Meehan with extra east, engine 4042, inspected train while stopped at Swan Creek, and found broken arch bar on B. T. R. X. 708. The train was backed to clear siding at Aberdeen and defective car set out.

On October 29, brakeman J. H. Myers, with train No. 94, engine 4028, standing at Marriottsville, observed two cars loaded with lumber apparently too high to pass through the Belt Line Tunnel at Baltimore. The cars were moved to Mt. Clare, measured and it was found that they would not clear the tunnel. Myers has been commended for his interest.

The following letters are self-explanatory:

J. C. WATTS, Agent,
Elk Mills, Md.

Dear Sir—It has come to my attention that on the morning of October 29 you discovered a broken rail in the eastbound main track just west of the road crossing at Elk Mills. You notified the train dispatcher, and then located section foreman, who replaced the broken rail. Your action on this occasion is appreciated and suitable notation will be made on your record.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., October 20, 1919.

I. W. WILLIE, Baggage-master,
Hanover, Md.

Dear Sir—It has been called to my attention that on October 14 you discovered a broken rail in the eastbound track near Langdon, and that you reported it to the dispatcher. You have my appreciation for the effort you made and a suitable notation will be made on your record.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., October, 27, 1919.

L. A. FEENEY,
Woodstock, Md.

Dear Sir—I have been advised that on October 16 you discovered a broken flange on train of extra east engine 4538, which passed you at Woodstock, and that the crew was notified and the car set off, thereby probably averting an accident.

I want to commend you for your action.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., October 27, 1919.

H. W. HANNAN, Brakeman,
Gaither, Md.

Dear Sir—It has been called to my attention that on October 18 you discovered a broken rail in the eastbound track west of Watersville Junction, and notified the operator at that point, who in turn notified the trackman, with the result that the rail was replaced.

I want to commend you for your action on this occasion.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

The following letter was written to both R. T. Thompson and W. O. Runkles, air brake inspectors at Brunswick, by superintendent White on October 31, 1919:

Dear Sir—It has been reported to me that on October 23 you noticed a brake beam down under a car in train No. 7 and notified the operator at Weverton, who stopped the train; further, that the brake rigging was repaired. I wish to convey to you our appreciation of your action on this occasion. Suitable entry will be made on your record.

Cumberland Division

Green Spring Plant

On the morning of October 14, Roy Ambrose, the man at Green Spring Plant, not having any ties to unload, and wishing to reach his home at Patterson Creek in time to catch passenger train No. 33 from there to Cumberland, boarded caboose No. 735, with the intention of asking conductor's permission to ride with him to Patterson Creek.

When he got on caboose it was unoccupied, and while the freight was standing on main line, the markers were turned green. He turned the markers to proper indication and went back to flag, protecting the train, and when called in he remained with the caboose to act as flagman. He continued to Evitts Creek, where, because of engine failing, it was necessary for him to again act as flagman, and while performing this duty he flagged passenger train No. 33. Both the conductor and regular flagman of caboose 735 were on this passenger train, the flagman having been left at Orleans Road and the conductor at Okonoko.

They thanked Ambrose for his keen observation and prompt action in protecting their train. Mr. Ambrose has also been commended by J. T. Broderick, superintendent Safety and Welfare Department.

Monongah Division

At 11.30 p. m. September 30, while extra 2586 was pulling by train No. 47, conductor G. A. Hannon noticed a broken arch bar on Baltimore and Ohio 238423. The train was immediately stopped and car set off to avoid accident.

While P. Kelley, train baggagemaster on Nos. 38 and 39, was going west on train No. 39, October 25, when approaching West Union station he noticed baggage car had passed over something near the road crossing just east of the station. He immediately notified the agent at West Union, who investigated and found a piece of broken rail about seven inches long. Trackmen were called and replaced rail.

On September 26, operator J. B. Coyne, while on his way home from work about 12.10 a. m., found a broken rail about 800 feet west of telegraph office at Salem. Rail was broken between ties and presented a dangerous condition. He immediately notified trackmen, who repaired rail before the arrival of No. 1.

On October 12, James Lambert found a broken rail in main track two rail lengths west of Cornwallis station. He immediately reported it to trackmen, who repaired the rail and thus prevented a possible serious accident.

New Castle Division

On October 13, agent-operator F. R. Hess, employed by the Pittsburgh and Lake Erie Railroad, found a steel plate wedged in crossing plank at the Edenburg road crossing and in such a position that a part of the plate extended over the rail. It was necessary to remove two planks to release the plate. The discovery of this condition probably averted a serious accident and superintendent Stevens wrote Mr. Hess expressing his appreciation and commending him for his close observance of dangerous conditions of this nature.

On October 24, agent O. B. Shannon, of Creston, Ohio, discovered a brake beam down on car in train of extra 4098. Dispatcher was notified and the train stopped at Lodi, condition being corrected at that point. Commendatory entry will be placed on the record of Mr. Shannon for his action in this case.

On October 29, brakeman L. H. Williams, when reporting for duty, discovered a broken flange on car in his train. For his careful observation and attention to duty entry will be prepared for placing on his record.

On October 27, engineer A. S. Eberhart, handling train No. 97, engine 4255, discovered a cracked wheel on tender. For close inspection

of equipment, interest in work displayed and close attention to duty, commendatory entry has been formulated and will appear on record of Mr. Eberhart.

South Chicago

While switching on the Brookdale Branch on October 29, our yard conductor, E. L. Ernst,



Yard Conductor E. L. Ernst

saved the life of a little boy about six years old, who was eating candy and did not observe cars moving towards him while he was standing on the track. Mr. Ernst, who was working with the crew and standing some distance from the crossing, observed two little fellows about seven and eight years old, coming along the track, the older boy running across ahead of the train. The other little fellow stood in the center of the track in a bewildered way.

When Mr. Ernst noticed this, he immediately

crossed over ahead of the train, risking his own life, and shoving the little boy out into the street, clear of the track, while the cars just scraped Mr. Ernst's back as he jumped into clear. This was witnessed by a teamster of the Dow Carpenter Coal Company and the other two members of the crew. Mr. Ernst has been highly commended for his alertness and courage in saving the boy's life.

Indiana Division

On October 9, a passenger on train No. 46, in charge of conductor D. B. Riley, dropped a pocket book out of window when train was between Blocher and Lexington. Train baggagemaster H. B. Wright, better known as "Froggy," was a passenger on train No. 46 and, upon being informed of the incident, left train at Lexington and was fortunate enough to find the purse. It contained \$5.57, three whole fare tickets and three half fare tickets, Cincinnati to Cleveland via Big Four, baggage check, baby ring and Red Cross Nurse Pin. These articles were delivered to the conductor of No. 12 at North Vernon, for delivery to passenger agent at Cincinnati, and finally returned to owner. The interest displayed by Mr. Wright is commendable and we are glad to direct attention to it in the MAGAZINE.

At Holton on September 13, T. R. Scoopmire, operator, discovered brake beam down under Pennsylvania car 24104, train No. 81 in charge of conductor Downey, communicated information to crew and had brake beam removed. His careful inspection of the train averted an accident, and appropriate entry will be made on his record.

Toledo Division

On October 1, 1919, while on duty as telegraph operator, at "AK" Tower, J. B. Kraph noticed a broken flange under a car in passing northward extra 4554, train was stopped at next station and car set out, thereby avoiding a possible serious accident. For his interest in the Company's affairs, he is commended.

Cleaning Up

Inspectors of this Department have found that in many properties it is the practice to allow the day's accumulation of rubbish and waste to remain in the building until the next morning, or, not infrequently, longer.

Our experience, time and again, has shown that just such refuse, left in buildings over night, has been the cause of serious fires.

Cleaning up should be done before buildings are closed for the night, and refuse should be burned or otherwise disposed of away from the property.

Persons in charge of properties should see that proper attention is given this detail. The safety of our property demands it.

B. S. MACE, Superintendent of fire Prevention.

Help Us Prevent Fires—Be Careful



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Office, General Manager

Correspondent, G. F. ZIMMERMAN

Mr. Seeds, file clerk, has adopted the pompadour style of combing his hair. It makes an excellent appearance, George. In fact, it lends an air of intelligence which is far reaching these days.

We have been noticing for some time that our chief stenographer has quite a hobby for neckties. Is he in partnership with Levi, the cravat king? Some beautiful specimens, "Charlie."

Mr. Sturmer, representative of the Welfare Department, has been making his headquarters in our office since the creation of the Baltimore Car Expediting Committee, and we have listened to his various experiences with great interest. The other day he offered to give us a little advice along matrimonial lines, especially with regard to the proposing step, going into detail as to just how it should be done. Several of our number were deeply interested and if I am not mistaken some of his advice was taken quite seriously by a few.

It is with regret that we have to chronicle the fact that Mr. Seeds met with a severe accident quite recently while riding his "bike" on his way to work. It was a rainy morning and while attempting to get out of the way of an

approaching automobile, George's "non-skids" failed to respond properly, resulting in a derailment, the engineer (George, of course) landing on the side walk. He severed the nail from one of his fingers and was shaken up quite severely. He is convalescing, however, under the efficient care of Dr. Craig, our assistant file clerk.

Law Department

Correspondent, G. W. HAULENBEEK

Charles Edward Sanders, who has served most acceptably as a Benn Pitman stenographer in the tax office presided over by Frederick J. Griffith, has again entered the service of Uncle Sam. The Tax office, to a man, regretted his departure, because good shorthand writers are as scarce as the proverbial "hen's teeth," but Mr. Sanders was obdurate, exclaiming to Mr. Griffith as he departed, that his life's motto had been, "Where duty calls, there you'll find me."

Two events occurred in the Law Department in October, and I crave permission to record them in the MAGAZINE. Birthday celebrations by two gentlemen who were made joyous on the ninth, and a third one on the thirteenth. The younger one, celebrating on the ninth, was congratulated by his colleagues; and so was the other, who on that day reached the seventy-sixth milestone. These were notable events. Flowers, birthday cards, telegrams and letters were received. One of the young ladies deftly arranged a generous bouquet of bright red roses in one of the office vases, and it was the center of attraction during the eventful day and the day following.

Charles Seip Stout, the young gentleman receiving birthday congratulations on the thirteenth, came into the department in 1902. I wish I was as good a shorthand writer and I wish I had his youth. I am not going to tell his age, though he would not care if I did, because he is not at all touchy on that score.

In recording the events I have narrated, I dwell on the very great warmth of the greetings of the entire Law Department to the participants, particularly to the gentleman whose advent occurred away back in 1843.

I have always maintained that the officers, stenographers and clerks of the Law Department are the best ever, and it is a great pleasure to be associated with them.

The inscription on one of the birthday cards was prettily expressed in these words:

"May life's road lie pleasant before you,
and may all its stones be smoothed
from under your feet."

In traveling, the passenger who wants to read, often has the aisle seat, while the traveler who never reads a book or a magazine has the window seat. The flood of light is ready to stream in but is too often shut out by the drawing of the curtain down to its full length. Has this ever happened to you?

I have in mind another department of our fine building that does not get into the spotlight of the MAGAZINE, the Elevator Department. I am denominating it as a department because it is an important adjunct of the building. It is well managed and is of prime importance. How would you like to have the elevator cars tied up and be obliged to walk to the top floor? I could do it well enough, but think of the young men who have to ride down town every morning, while I am footing it. How would they manage to get to the top of the building? But there is no danger of such a contingency. John Huber is the dispatcher and he is never away from his post. His principal assistant, Joseph Marshall, is equally assiduous. Then there are ten good operators: Charles and John Hoos, Harry Card, William Glasser, John Thompson, John Hommo-becker, Joseph Curran, Thomas J. Angelo, Michael J. Eggenberger and William Phillips, with Charles Fagan managing the freight car.

I have always advocated Maryland for vacations, and yet I am at times most inconsistent, for I am a weekly visitor to Bethlehem, Pennsylvania. It was from this point that I made a Sunday trip recently to Delaware Water Gap, Monroe County, Pennsylvania. It is a noted resort, and well worth a visit. In Pennsylvania everybody seems to own an automobile, and as the roads are as fine as they can be made, there is a perpetual string of cars, and all bent on reaching the section I have indicated. Pennsylvania, I am bound to concede, is a wonderful state. The hotels at the Water Gap are as numerous and thick as the leaves of Vallambrosa, and the stores, with well laden shelves of souvenirs, akin to like articles found in the

stock of any one of the establishments of the late Mr. Woolworth, seem to regard the multitude of visitors on the Sabbath day as fitting subjects for prey. I hope the compositor will not change the spelling of the word "prey," as in this instance it is peculiarly appropriate.

Here is a thing that I do not understand: With the growing scarcity of fuel, and particularly of wood, why do the railroads burn abandoned cross ties, instead of giving them away to those in need? They cannot be burned to put them out of the way of possible wreckers, for there are always plenty of brand new ones within reach that miscreants could use. Why does this burning go on year after year?

When the dining car waiter passes through train No. 524 with ice cream he calls out "ice cream co-ens." And some of the passengers, taking the cue from him, ask for "ice cream co-ens." So you see what example will do.

In going to Philadelphia over the Pennsylvania the other day, I observed a sign at Wilmington, Delaware, well displayed, and reading:

"Factory Sites on Railroads and Water Front.
Write Chamber of Commerce."

Just that kind of a notice would read well as the traveler approaches Baltimore. It would help the city and the railroads too, and it would be the truth.



The late William H. Gordon, Sr., Office General Superintendent Maintenance of Equipment. Born in Baltimore in 1870, entered the service of the Railroad in 1892 and died at his desk, October 6, 1919

Car Service Department

Correspondent, GRACE PLACED BERGHOFF

The wedding of Miss Florence V. Schaeffer, daughter of Mrs. Marie V. Schaeffer, and Raymond E. Barker, formerly of this office, was performed on October 18 at the rectory of St. Edward's Catholic Church by Rev. James B. Kailler. Mr. and Mrs. Barker left for New York and Boston. Upon their return they will reside at 1309 Longwood Street.

Miss Elna R. Sellman, one of our recording clerks, took a sudden fancy for "flying" and, accompanied by operator Stickey and chief yeoman Smith, she ascended in seaplane "2752" just off the waters of the Arundel Boat Club. "Elna" is a daring girl, and her own account of the air trip will interest our readers.

"I was beautifully adorned with radio helmet and goggles, and was cautioned most carefully to keep my mouth closed (?). But, after we were some distance in the air I felt my breath leaving me (horrors), and to catch it again, I took a chance, the result being that my mouth quickly resembled a balloon. Oh, the sensation!

"We had about started over the city when a leak was discovered and we came down to earth suddenly, finding ourselves just off the Standard Oil Company's pier. I was told to step out, and (would you believe it?) they expected me to step up about four feet. Well, with assistance I managed to be hauled up. While waiting on the pier the watchman for the Oil Company came along—he was a man of about fifty-five—and I know he weighed no less than three hundred pounds. He spoke with a drawl:

"Do you mean to tell me that you were in that there ting?" "I certainly was." "Well, I would never let a daughter of mine go in a— thing like that. They wanted me to paint that there roof (pointing to a little shanty about five feet high), but I wouldn't do it. I tell you, land is good enough for me."

"After filling the tank with oil we again ascended. We went as far as Annapolis and back again to Fort Carroll, then flew over the Emerson tower. We were out about three hours. I certainly did enjoy it and am ready to ascend again at any time."

Three days after the flight Miss Sellman announced that she would leave us shortly. She was married on Thanksgiving Eve.

We were sorry to learn of the death of W. B. Garrett's father, and extend our sincere sympathy in his sad bereavement.

The eight young women of this department who have availed themselves of the opportunity offered by federal manager Galloway to take a course in Home Hygiene and Care of the Sick, which has been started by the Baltimore Chapter of the American Red Cross, are delighted with their instructor, Miss Parsons, who spares no pains in imparting her knowledge of nursing. Her illustrations leave a most lasting impression. Experience is, of course, essential to

attain perfection, but we hope we will not all get sick just to perfect these promising young nurses.

Miss Florence V. Schaeffer, one of our engine mileage clerks, and Ray A. Barker, formerly with our department but now traffic manager of the Mt. Vernon Woodberry Cotton Duck Manufacturing Company, were married during the past month.

Our best wishes are with W. N. Reider for a speedy recovery from his attack of inflammatory rheumatism. We hope he will be with us shortly.

Engineering Department

Correspondent, OSWALD EDEN

Question. Why is Milton Chambers saving five pounds of sand?

On October 31, E. R. Sparks, chief clerk in the office of chief engineer, rounded out his thirtieth year with the Baltimore and Ohio, having served under nine of the twelve chief engineers since the Company organized. Those under whom Mr. Sparks served were: Messrs. Douglas, Manning, Graham, Carothers, Kinsman, Thompson, Stuart, Begien, and Lane.

A. W. Schell, secretary to the assistant to the chief engineer, was promoted to assistant secretary to the chief engineer, taking M. T. Chambers' place, when he was appointed secretary to the chief engineer.

O. K. Eden, secretary to assistant chief clerk H. B. Browne of the Chief Engineer's office, was appointed secretary to the assistant to the chief engineer, taking A. W. Schell's place.

W. J. DeVaux was appointed secretary to assistant chief clerk Browne when O. K. Eden was promoted. Mr. DeVaux has since been transferred to the Cost Engineer's office, under C. F. Bennett.

Miles W. McBurney, formerly First Lieutenant in the U. S. Army, came to us on October 14. He was recently promoted to secretary to assistant chief clerk H. B. Browne of the Chief Engineer's office.

George Diettrich, who was formerly with the cost engineer, has been transferred to the office of the chief engineer.

Gold fishing became quite a fad for a few days in the Engineering Department drafting room. "Gus" Hauser inaugurated it by bringing in a bowl of "goldies." The next day Miss Lansdowne brought some in an ice cream carton and later transferred them to an empty paste jar. Lieutenant Steinmetz tried a window stick and a curtain string for a fishing outfit, but Corporal Helm, of the 29th M. P., refused to permit fishing out of season. "Spike" Schanze threatened to camouflage the gold fish with the aid of a bottle of green ink, but Miss Lansdowne's smile won him away from his purpose.

"Ted" Ziegfeld had a hard time the other day wrestling with one of "Jits" Fleagle's choice Italian stogies.

One day recently a strange figure was seen speeding on a motorcycle west on North Avenue, wearing a derby and goggles. At last we have found who the man with smoked glasses is. It is none other than our drafting room "Herbie."

As a connoisseur of good cigars and cigarettes Milton Kemp is a good truck farmer. He smokes them when they contain tooth picks, rubber bands, and what not, and never notices the aroma until his friends cry "nough."

Miss J. R. Delahay, file clerk in the office of the chief engineer, paid a visit to Thurmont recently. We understand that there is quite an attraction there for her. She says "he" came from Virginia.

The Engineering Department regrets very much to hear of the death of Mrs. Charles Tiemeyer, the wife of one of our transitmen.

Freight Claim Department

Correspondent, Miss E. T. MURRAY

Owing to the fact that our office was not represented in the MAGAZINE during the year in which so many of our fellow workers were called to serve their country, I most enthusiastically accept the opportunity to express in behalf of the office our warmest feeling of appreciation and gratitude to those who so willingly volunteered to fight for our freedom and liberty. We welcome them back with pride in our hearts to know that we are working with heroes. Their names follow: R. L. Baldwin, M. B. Bond, H. L. Brown, A. H. Bernstein, W. T. Cockey, H. V. Chaney, F. H. Carter, E. E. Correll, W. E. Clark, H. A. Davis, R. L. Dean, C. T. Eunich, L. G. Egan, R. Elfrey, A. N. Fullenlove, H. J. Frank, H. H. Godfrey, G. L. Goeller, W. A. Geraghty, P. L. Grafton, H. E. Cannon, H. E. Griffith, W. E. Hatton, G. E. Harris, J. J. Hagerty, W. H. Jackson, John Kratz, F. W. Klos, G. G. MacDonald, R. W. MacCallum, J. E. McQuade, H. E. Mullenix, H. C. Neuld, A. A. Pope, R. F. Respass, G. Ruzicka, E. C. Reynolds, J. H. Riggan, R. L. Sharpshire, L. H. Sener, A. P. Shipferling, J. C. Truit, R. B. Walker, N. S. Weinstein, N. B. Walker, W. E. Zingerle.

We regret very much to report that C. W. Williams died from influenza while in Uncle Sam's service; also that A. U. Heintz, shortly after his return to the office, after serving some months, was a victim of the epidemic.

In Memoriam

It is with the deepest sympathy that we recall to mind our dear friend, W. F. Chipman, who departed from this life, October 23, 1918. Mr. Chipman was born in September, 1888, and entered the service of the Company, September

1, 1907. He was employed as a stenographer, and was made secretary to the head reconsigning and diverting clerk, W. H. Bittner. His marked ability during his assignment in this position found him at the time of his death first assistant to the head of the Reconsigning and Diverting Division.

Mr. Chipman was, above all, conscientious, and his relations with employes and others were actuated by a spirit of justice tempered by a kindness of heart that made many seek his counsel in their difficulties. In other words, he was a friend to all. His paramount thought was always in the interest of his employer, namely, the Baltimore and Ohio Railroad.

His death was a blow to the devoted wife and little daughter who knew his unflinching kindness and cheerful companionship; to the community that respected him; to the Baltimore and Ohio Railroad that benefited by his work; to the friends who felt the magnetism of his personality and knew the goodness of the man, and whose hearts are sore at parting with him.

The following fitting Memoriam appeared in the Baltimore papers of October 23 at the request of his fellow-clerks:

CHIPMAN.—In memory of our dear friend, W. Fred Chipman, who departed this life one year ago today, October 23, 1918.

'Tis sweet to be remembered,

And a pleasant thing to find;

Although you may be absent.

You are still kept in our m. d.

BY HIS FELLOW-CLERKS OF THE BALTIMORE AND OHIO RAILROAD, FREIGHT CLAIM DEPARTMENT.

Mr. William C. Montignani, State Railroad Secretary of the Y. M. C. A., gave a brief lecture in our office on October 10, for the benefit of the campaign which was being conducted for the purpose of remodeling the Y. M. C. A., Central Building. His talk was most interesting as well as humorous and was thoroughly enjoyed by all. As usual our office went "over the top" with their contributions.

Mr. Glessner attended the New York Claim Conference on October 7, 8 and 9.

We are pleased to report that Miss S. P. McKee of the Loss and Damage Division has returned to her usual place after an illness of four weeks with bronchial pneumonia.

That little fellow with his "bow and arrow" severely wounded the heart of Russell Elfrey, who slipped quietly away from his desk on October 10 to be united with Miss Emma Watkins at Mt. Vernon Place M. E. Church. His co-worker, Reginald B. Walker, acted as best man. The happy couple left immediately after the ceremony for New York. We extend our congratulations.

Do you wonder why "Little Mary" wears such a pensive expression? Because W. H. Ellifrits was transferred from L. & D. Division to Suspense Division.

Purchasing Department

Correspondent, S. O'NEILL



Miss M. Doris Roden

The accompanying picture is of the beautiful six year old daughter of Mr. and Mrs. Arthur E. Roden. Mr. Roden is a clerk in the Voucher Division and has been in the employ of the Railroad for sixteen years.

J. A. Downey of the O. S. & D. Division enjoyed a delightful trip to Los Angeles and the Golden West.

There is a certain young lady in this department making inquiries about a good hair tonic. She wishes it for a gentleman at Pier 8, Locust Point. Who can it be?

At the same time we would like to know why she likes to visit Pier 8. We are of the opinion it is the tall, handsome fellow in the Billing Department—are we right?

Our department has organized a duck-pin team with C. A. Miller as captain, and are now ready to challenge any team in the building. The members are: C. A. Miller, A. E. Roden, J. H. Loos, H. F. Ittner, E. E. Correll, G. L. Goeller.

For games, address captain C. A. Miller, care of Freight Claim Agent.

We understand that one of our popular L. & D. investigators is being overburdened with various invitations from the fair sex these days. From all reports he is seen quite frequently at Shipleys Station and so interested was he on one particular occasion that he forgot to flag the train and was forced to walk four miles in order to be on hand at 8.30 the next morning. Better look out C. R. or the "goblins" will get you yet.

Miss Alice Pfeifer, comptometer operator in the Lumber Agent's office, who has been with us about two years, is going back to her home in California. The office will certainly miss her and it is the sincere wish of all her associates that her future in the Golden State will be crowned with success and happiness.

J. W. Rowland, another veteran connected with the Lumber Agent's Department, is general tie inspector. "Bill" KNOWS cross ties. He entered the service as a clerk at Parkersburg, May 5, 1891, and became interested in cross ties; was made tie inspector in 1895, and was promoted to general tie inspector in 1905. We believe there is no man on the System who gives a bigger day's work to the Company. This is because he is of the old school which believes in the adage "Don't put off for tomorrow that which can be done today." With all his wanderings over the System there has never been one of the fair sex lucky enough to capture "Bill."

The accompanying sketch is of our friend Charles Hanley, better known to the boys of the Purchasing Department as "Ja Da." He is secretary to the chief clerk to the general storekeeper. You can see that he has a wonderfully developed suit of hair. Nevertheless, Hanley is a hard and conscientious worker.



Charles V. Hanley ("Ja Da")



Attractive Children of D. S. Helton, Foreman of
Telephones, Fairmont, W. Va.

With deep regret we have learned of the death of Albert Ashby, tie inspector, at his home at Oakland, Md., after a short illness. The Purchasing Department extends its sympathy to the bereaved family.

Miss Fannye Whitelaw Carscaden entered the service at the office of the general storekeeper on October 1, 1917, after working for several years at Cumberland stores. Her home is in Cumberland and Miss Fannye often tells us all about the wonderful scenery and mountains that are found near her home town. She makes frequent trips there, and we think that perhaps "Dan" Cupid is aiming in her direction.

Telegraph Department

Correspondent, DELLA M. HAIN

Norman Ardilius Murphy manages to display a different ring on his shapely hands every time he has occasion to be at this office—and some of the rings are beauties—millionaire's heirlooms, etc. "I'll say so."

We are pleased to announce the arrival of P. S. McDonald as material clerk. If he likes us as well as we like him we will get along swimmingly.

Mr. Brown wishes that the horse races at Pimlico would last all the year round—that's what he hopes.

Mr. Donnelly has had a clock on his desk for a few days in order to regulate it properly, and has cautioned all clerks "Hands off." Rather a queer time piece without hands.

A. Stevens, formerly general foreman, who was appointed special inspector on September 1, has completed thirty-five years of service with the Company. His headquarters are in Baltimore.

A staff meeting was held by the superintendent of telegraph on October 31, and was attended by foremen and linemen. Matters relating to the economical operation of the department were freely discussed. These meetings are productive of much good, and those present showed much enthusiasm. This is the second meeting of this kind we have had, but we hope to follow with other meetings, at which new matters will be developed in the interest of the general work and welfare of the department.

Circuit manager Adams, when on a recent trip, took in a show at Pittsburgh, and it is rumored that "his eyes were glued on the pretty maiden on the stage."

Miss Offutt doesn't want her name mentioned, but this is just to remind "you all" that she is still with us.

B. F. Thompson recently took a trip to the place where so many young folks go on their honeymoon, Buffalo-ward, and from thence to Canada. He reports a nice time and—well, how could he help it. Did you see any newlyweds, Mr. Thompson?

Will Carl Ebsworth please advise why his upper lip has been shorn of its beautiful tresses?

Transportation Department

Correspondent, MARGARET TALBOTT STEVENS

Miss Miriam Gilpatrick has left us to take a trip west on account of her health. By the time this goes to press, this smiling little stenographer will have arrived in New Mexico,



A. Stevens
Special Inspector of Telegraph

where she expects to spend six months with her brother, who lives there. You have our best wishes, Miriam, and may you come back to us in the spring and tell us of the beauties of the glowing west.

On October 10, we had the pleasure of hearing Mr. William C. Montignani, State Railroad Secretary of the Young Men's Christian Association, in a very pleasing and instructive lecture. Among the interesting things of which he told us was a description of his first aerial flight. He said that the sensation of riding in the air at the rate of 125 miles an hour made him homesick for a ride in a Baltimore and Ohio train. Mr. Montignani made a strong appeal for the Y. M. C. A., and judging from the manner in which his listeners responded to the spirit of his remarks, we believe that the financial response to this worthy cause was a liberal one.

One of the girls borrowed the can of alcohol to use in cleaning her typewriter. When she brought it back with the chains inside of it jingling, jingling, we heard a peculiar sniffing sound down in the rear of the room. To our surprise, there sat Simon Riley, of the mine rating bureau, with tears streaming down his cheeks and running all over his pretty polka-dot necktie.

"What's the matter, Si?"

"Oh, it sounds so-o much like the cow bells up home in Midland. Please stop: It makes me so-o-o homesick!"

"Aunt Mary" wishes to express her gratitude for the letters, flowers and post cards from various employes at Baltimore, Philadelphia, East St. Louis, Flora and Chicago, which were sent in appreciation of a few articles, poems, etc., which have appeared in the MAGAZINE. A good word from a fellow-worker goes a long way with an old lady like "Aunt Mary."

Dear Santa Claus:

Will you please do your best this year and bring to the folks of this department as much as you can possibly carry in one load? I can't tell you what they all want, but would like to mention just a few. First of all, bring Mr. Clarke a pair of those little boots with red tops and brass toes like the ones he used to wear when he was a kid. And he also would like to have two sticks of real lemon candy, a pair of woolen socks, and a nice big candy cane with stripes all around it like a barber's pole. Bring Mr. Bodie just lots and lots of nice things, and be sure to wrap them up in a whole lot of packages, because he loves to carry bundles home every evening. Mr. Widerman would like to have an automobile, and Mr. Blair says he's not particular as to what you bring him but will take all he gets and much obliged to you for that. Do you think you could possibly manage to bring Mr. Bruchey a set of tin vocal chords to use in talking over the long distance telephone? Miss Wright would be mighty grateful for a waste-paper basket in place of the one that "Charlie" Griffith took, while Luke Burns would heartily appreciate a twist of B. F. Gravely tobacco;

his supply is a little low because of the cost of high living, Christmas presents, etc.

We would like to mention everybody, but since we haven't the space, we'll close by saying that we hope that whatever you bring you won't forget that set of false teeth for "Aunt Mary."

Yours lovingly,

LITTLE GIRLS OF THE
TRANSPORTATION DEPARTMENT.

The following conversation took place the other day between our Miss Daley and Mr. Taylor, of the Car Service Department:

Esther: How do men who wear long whiskers ever manage to wash their chins?

"MOTS." In the same way that you girls wash your ears when you wear those big knots on the sides.

Esther: Indeed, if you please, I wash my ears by drawing my hair back in a knot on the top of my head, just like this:

And she proceeded to draw the following picture:



Note the tears caused by the nasty mean old soap getting into her little eyes.

Another clerk for the Baltimore and Ohio!

On Thursday night, November 6, there came to the home of our friends, Mr. and Mrs. Paul

L. Faustman, a young lady. She has not yet received a name, for at this writing she is not quite twenty-four hours old; yet Paul said that when he saw her for the first time, she tossed her head on one side and exclaimed: "Hello, Pop! I've come to stay!" He doesn't know as yet how much she weighs, but says that she is a pretty big baby and that she has blue eyes like her mother, who, by the way, was formerly Miss Fentress Kreuzer, file clerk of our department. Both departments extend their sincere congratulations to the happy little "family."

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

Keep Your Thrift Stamp Pledge

The close of the 1919 Thrift Campaign draws near and we would like to see all pledges redeemed. To those who have not as yet purchased their complete quota, let's get together now and close out the account.

From the following, it can be seen that the Victory Girls have a pretty safe margin and will win handily. However, even if the fellows cannot equal the high mark set by the girls, the difference can be cut down considerably, so get busy. The standing to date follows:

	VICTORY GIRLS	VICTORY BOYS
October sale.....	\$ 61.50	\$ 28.00
Previous sales....	1,027.25	582.00
Total.....	\$1,088.75	\$610.00

Anybody with tickets for an oyster roast, oyster supper, or, in fact, any affair where they serve 'em raw, need have no hesitancy in approaching Mr. Ritterbusch of this office. George simply goes wild at the mere mention of this product of the briny deep, and can eat his weight of them.

In addition to making claim of being a good clerk, John Muth also avers that he is an A-1 desk cleaner, taffy man and ink well washer. Anyone in need of expert services along these lines will do well to give "Johnnie" a trial.

Our veteran clerk, Sergeant George D. Johnson, is not only a Baltimore and Ohio veteran of thirty-four years' service but also a veteran of the U. S. Army, having served as Regimental Sergeant Major in the Fifth Maryland U. S. Volunteers during the war with Spain.

The Sergeant Major is Commander of Colonel Theodore Roosevelt Camp No. 6, United Spanish War Veterans, which meets on the first and third Mondays of the month at I. O. M. Hall, 630 and 632 West Baltimore Street, and is very anxious to have all Baltimore and Ohio Railroad employes, who served in the Army, Navy or Marine Corps during the war with Spain, the Philippine Insurrection or the Boxer Uprising in China, send their names and addresses to him at his residence, 40 South Fremont Avenue, so that his Camp may get into communication

with them with the object of having them become members of the United Spanish War Veterans.

Yea, verily, the days of the Bolshevik are here in our midst. Hardly a day passes but that the correspondent of this office is not bullied, slandered or blackguarded, until at times it seems as if life must be one continual threat after another, and all because he happens to record events as they occur. If such is the life of an obscure correspondent, my sympathy to the Editor, for I suppose what he must go through with is something fierce.

Not at all, Mr. Limpert. That's what correspondents are for—the first line of defense.—E.D.

During all the excitement attending the closing days of the world's series games, the stork paid a visit to the home of "Andy" (Wictim) Bickel. That old bird could find his way there with one eye shut, having called on three previous occasions. (Messrs. Brauer and Henry please note.) At any rate, "Andy" tells us it's another boy, and the most momentous question occupying his waking hours is a name for the youngster. If we might make bold to suggest, how would "Cincinnati" do, in honor of the world's champs? Or, "Pat," in honor of the Miracle Man? Joking aside, we wish the boy all the luck in the world and that he may grow up to be a credit to his dad.

Some people are awfully stingy about spreading good news. Why I know any number of people who would be just tickled to death to say, "Yes, fellows, it's a boy." But nothing was said about it and I suppose this party wanted to keep it quiet, so we won't say a thing about it, other than that we hope that when the lad gets big enough to run around by himself, he will like the 900 block Preston Street.

October 16 will go down in history as the day on which our "Little Johnnie" Sheridan put on his first pair of long trousers. Old "Daddy Long Legs" would have appeared to great disadvantage (according to "Johnnie") had the two been stood along side each other on that date. Guess it won't be long now before he gets a girl.

Canvas of the office by the following young ladies, for the Union Memorial Hospital Fund, resulted: Miss Ritter, \$40.00; Miss Ott, \$34.00; Miss Heiderich, \$14.00; Miss Newell, \$9.50. A total of \$97.50.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Albert L. Fitzgerald, who was furloughed because of having enlisted in the United States Navy, has been honorably discharged, and is back to work with us again.

Vernon W. Conaway has resigned to accept an appointment as junior accountant with the

Interstate Commerce Commission in Washington.

Elmer A. Rudy has been transferred to the Federal Manager's office.

While we are sorry to see these two fellow clerks leave us, we wish them every success in their new positions.

Lieutenants "Lou" Paige and "Tommy" Campbell, together with "Russian" Miller, who sailed from Frisco, July 26, arrived safely at Vladivostok, Siberia, after a wonderful trip and a stop at Honolulu. They are now quartered in barracks at Harbin, China, Russian concession, en route to Irkutsk, Siberia, where they will start working in the Russian Railway Service Corps. All are well and having the time of their young lives.

A baseball team was gotten together by "Lou" Becker of this office and they played the Car Service Department team on October 11 at Clifton Park. It was an easy game for our team, being called on account of rain in the seventh inning with score 17 to 4 in our favor. Cramer was on the pitcher's mound for the Car Service Department, while the all-star playing of Becker, Shanahan and Norfolk for our team was noted.

It has been rumored that "Dan" Cupid is shooting his little darts at a young man in the Maintenance of Way Bureau. Look for more in later issues.

While Miss Anna E. Brennan bid us farewell, telling us that she intended becoming a bride during the month, we were given quite a surprise upon opening a letter left with Miss M. I. Gaither, to learn that she was already married, the ceremony having taken place on August 15, at Alexandria, Va. The groom was Dr. J. Carville Fowler, who was formerly employed in this office, where the romance began. After an extended trip Dr. and Mrs. Fowler will take up their residence in Govans. We extend our congratulations and good wishes to both.

The home of Joseph France was visited by the stork on November 4, the gift, a baby girl. We congratulate you, "Joe," and also Mrs. France. May the stork arrive many more times.

Auditor Freight Claims

Correspondent, PAULINE M. FOGLE

Meet master Orem G. Houston, age two, the little man in the accompanying picture. Orem intends to be a railroader, for his one weakness is "choo-choo" cars. "Bob" Schaefer is very devoted to this little grandson, and we understand a goodly part of his small change goes to buy cream puffs.

Our little Red Cross nurse, Miss Lillian Prenger, had her first case the other day when her chair broke and Lillian was seen kneeling on the floor. Hope her knee is better.

Miss Marie Berry and Miss Grace Stanford entertained about twenty-five of their Baltimore and Ohio friends at a Hallowe'en mask ball at Marie's house. We had a wonderful time—plenty of music, dancing, refreshments and fun galore. Carroll Hook made a big hit, dressed in a red evening gown, with hat to match wig, high heels n'everything; but why did he put on bed-room slippers before the evening was over?

We were disappointed in not finding Frank Starke in his usual place this week. He has been on a furlough for a month to build his "heart" up. Frank, was this heart attack caused by a girl?

We regret to announce the illness of our fellow worker Percy L. Ritter, who is suffering from a slight stroke of paralysis. His friends from the office visit him at the South Baltimore Hospital and frequently send flowers to brighten the long hours. We hope for his speedy recovery.

Just a word of praise is due the whole office force for their hearty response to the Y. M. C.



Orem G. Houston

A., the Union Memorial Hospital and the Red Cross campaigns of the past month.

We haven't had a wedding since June, but judging from the signs every day at noon, needles flying in and out of handmade lace and center pieces, well, it looks as if the bells will be ringing for at least half a dozen of the girls before long. Why doesn't someone start something?

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

John J. Groeninger has been appointed assistant head clerk in charge of Miscellaneous Group Revision Department. P. J. Hamilton is appointed temporary assistant head clerk in the Correspondence Bureau, Mt. Royal Station.

George Bourne, one of our senior employes and assistant head clerk in charge of the miscellaneous group, Revision Department, came to an untimely end when struck by an auto on Rolling Road near Main Street, Relay, on October 2, about 6 p. m. Funeral services were held at the home in Relay and in the Episcopal Church by the Rev. E. S. Hinks, on October 6. The pallbearers were his fellow clerks: Irvin M. Hudgins, James Spurrier, R. H. Burchall, W. D. Lanahan, John Thomas and A. H. Atwood. Interment was in Loudon Park. Always of a pleasant, smiling, happy temperament, competent, able, and industrious, the organization will miss him and the family has our condolence.

The little fellow with the bow and arrow is at it again. This time he hit Miss Mae McLaughlin of the Local Settlement Bureau and Harry Hatton, former A. M. R. clerk, but now of the Transportation Department. Washington, D. C., and August 18, 1919, happen to be the place and date. The announcement came two months later. Best wishes to you on life's journey, dear friends.

Lest we forget—muzzle that sneeze and you may not spread that cold.

C. J. Greenwell, a former Baltimore and Ohio boy who served the Company well in various capacities in Baltimore and a number of Ohio towns, but now with the Southern Pacific Railroad in the desert town of Tucson, Arizona, was a recent caller. We were agreeably surprised and pleased with his visit.

Humanitarian ideals are ever among us and the Company's attitude in providing education in Home Nursing to the several selected young women is laudable. Those from this department to take advantage of the offer of fifteen lectures are the Misses Dorothy May Thompson, Helen M. Jones and Beatrice Addison, all of the Agents' Settlement Bureau.

For several years past the amateur dramatic talent in this department has participated in various entertainment features and in Lehmann's Hall, on December 9, it promises to outdo our

excellent minstrel show of last year in a Musical Comedy. Harry Doron has promised the most beautiful, bewildering, bewitching and girliest girlie show ever attempted in local amateur theatricals. Headliners who need no introduction are the Misses Anita Barrett, Marie Bredehoft, Helen Wehe, Bettie Ward and Ella Sims; the Messrs. Stanley Wolf, Frank Kelly and F. O'Toole. After perfection is attained it is expected to exhibit the show for the soldier boys and several institutions about the state. It is already booked for a benefit under the auspices of Mollville Post No. 160, Veterans of Foreign Wars, at Westminster, Md., on December 11.

By her subscription, Elizabeth of Belgium started the Red Cross drive for 1920. Every one who can should sign up, thereby helping to stamp out tuberculosis and make a stronger race. Let's see how many Elizabeths our household will produce.

A correspondence bureau has been inaugurated to relieve the accumulation on the various desks. Following is the organization: J. H. Ries, assistant head clerk in charge; H. E. Doron, Harry Huetcher, M. M. Gardner, E. E. Oldhouser, P. H. Starklauf, W. S. Donaldson, J. L. Massicott, J. Maguire, Earl Lee, Miss M. L. Ganzhorn, G. L. Donoho and Miss Edith Freeburger.

We've read a great deal about the Battalion of Death, but it has nothing on the gentler sex on the eleventh floor, south side. Zero hour is 12.25 p. m., and the dash is like that of a Roman phalanx. Remember, girls, to go on time, cautiously and let the slogan of SAFETY still be the standard.

Your correspondent desires to thank all who so ably assisted him in making these columns worth while during the past year. A continuance of past interest is requested.

The approaching season means much happiness and the writer wishes "our family" many happy returns of the season.

The Drive of the Union Memorial Hospital for \$750,000 to erect and equip a new and up to date hospital went over the top. Our office was credited with \$151.75 in cash and \$96.00 in pledges, the splendid total of \$247.75.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

The writer received a suspicious looking envelope which, when opened, disclosed a card on which appeared the following:

MR. AND MRS. H. A. FLINKMAN
Announce the engagement of their Daughter
EVELYN
to
MR. AL. ROTHMAN,
Baltimore 1652 N. Fulton Avenue

This, of course, was a surprise. We wish Miss Flinkman the best of luck, but what we would like to know is, WHAT BECAME OF "FRENCHY?"

Glen F. Anderson has left this office to assume new duties for the Railroad in Gassaway, W. Va. We have heard from Anderson and he seems to be well pleased with his new surroundings. Here's luck, Glen.

Our mail boy, "Mac," has now become Mr. MacDonald, clerk, filling vacancy created by George Bunting, who succeeds Mr. Anderson.

Among the newcomers are Miss Marianna Taylor and Harry Hurdell, of whom more will be heard in the near future.

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

When Frederick S. Johnson, correspondent from this office, was transferred to the staff of traveling auditor, the interests of the MAGAZINE reverted to George Eichner, who had just returned from service in the U. S. Navy.

Our friend "Johnnie" dropped into see us recently, and the smile he wore indicated that he and his new undertaking were great pals.

The return of J. Frank McMahon and George Eichner from service in the Navy completed our service flag. There was not the same spirit prevailing at the lowering as marked the raising, for the two gold stars meant much to every clerk. Charles L. Meyers and Harry Jeffries, who made the supreme sacrifice, were popular among the clerks and long will their deeds live in the memory of all who knew them.

The darts of "Dan" Cupid continue to find willing hearts among the fair sex.

One wedding a month is the average and the honors for October were bestowed upon Miss Edna Peddicord. Mr. Alfred Dayhoff was the fortunate party, and the best wishes of Mrs. Dayhoff's fellow clerks were expressed in the form of silver knives and forks.

To Miss Louise Brannan our clerks extend their sympathies in the death of her father. Her parents had celebrated their twenty-fifth anniversary on October 17. A floral design was the token of sympathy from her friends.

A trip was made to the Caverns of Luray on October 19, by a party from our office. It was an exceptionally fine day, just cool enough to make you feel good.

The scenery en route was truly beautiful. The trees were just putting on their autumn garb, and they made of the car window a frame for a succession of paintings by Nature, the greatest of artists.

The caves were wonderful. They made you feel that you were in the midst of some fantastic dream; made you think of Ali Baba and the robbers' caves; took you back to the fairy tales of your childhood into the place where the elves and gnomes forged their wonderful works.

Charles Purdy (alias Little Reno) supplied the crowd with apples which he secured while the train was side tracked. One of the ladies cruelly called his attention to the fact that he left one on the tree.

And the girls! They had every member of the train crew and all the young men of Luray "vamped."

Helen Will "vamped" the cave guide and now she calls him her "Cave Man."

The Norfolk and Western engineer (who looked "Bill" Hart's twin brother) invited Virginia Benson to ride in the cab with him, and the last thing we saw after changing engines at Shenandoah Junction on our return was that worthy waving his torch in farewell. He was a big chap, dressed in blue overalls, with a big red bandana around his neck, and a black sombrero turned up in front. And as he stood there against the dark background of the night in just the spot of light cast by his flickering torch he made an unforgettable picture.

This highly successful and enjoyable trip was due to the efforts of John M. Finn. In addition of Mr. Finn the following also ran: Mrs. John M. Finn, Mr. and Mrs. R. M. Billmeyer, Charles R. Purdy, Harry E. Morgan, Mrs. L. L. Shriver, Mrs. C. V. Chipley, Misses Dorothy Wulfert, M. A. Berry, Virginia Benson, Helen Will, Helen Tate, Blanche Broderick, Mollie Hammel and Mildred Eberhardt.

P. S.—Harry Morgan only ate one meal; that lasted from the time he left Baltimore until his return.

New York Terminals

Correspondent, JOHN J. DUFFY

Following sketch shows Carl Reiman and Miss Ida Hartwig, both of the Accounting Department. Carl seems to like the posting desk during lunch hour, and Miss Hartwig appears to be very well pleased at his choice. If Carl keeps on he should be able to do the tailor out of many odd jobs. Too bad he didn't start taking his instructions before the draft. It might have helped out while he was in camp.



"A Sonnet"
Words and music by K.R.

Drawing by J.J.D.



Above is J. J. Bayer, freight agent, Pier 22. This is a drawing from life and shows "Joe" demanding an explanation. There is evidently a reason for his apparent nervous condition. Perhaps the motorboat refused to go, or maybe the bungalow is leaking. Which is it, "Joe?"

We present in the same picture Miss Mary Tobin, stenographer to the agent and terminal agent. Mary is in the act of giving the high sign with her left eye, and F. McCardle claims that this should be answered with the right. You ought to know, Frank. Besides operating the Underwood all day, Mary is always ready to oblige by fiddling a jig. Oh, yes, Mary is Irish.

Here is another of the Duffy Clan, which is well represented at this station, but this one happens to be more fortunate than the correspondent, being blessed with a blond covering instead of red. Still he claims there is no color like red. You see, Francis does quite some traveling to Sparkhill, N. J., and you can hardly blame him when you take into consideration

the fact that a certain young lady in our office comes from there. Anna's hair is auburn, too!

Whenever there is anything to be purchased by the boys M. K. ("Mike") Mueller, our chief collector, is always delegated for the job, as he has a way of bringing home the bacon at reduced prices. And when it comes to collecting bills, "Mike" can talk the money out of a stone.

Our young friend, John Reardon, is employed in the Eastbound Department. His picture shows "Jack" in his working togs. You should see him dolled up, a regular heart-breaker with the girls.

Quite a few of the young ladies in the office are exhibiting classy sparklers and there is a promising outlook for more as some of the boys are slipping fast. It seems now that it is only a question of time when congratulations will be in order.

John F. Wunner, chief inbound rate clerk, is one of the veteran employes at the station and is well liked by all who know him. When it comes to solving problems pertaining to east-bound rate matters, John just shines. He is also a member of the advisory board of the Relief Department, having been elected to this position at the convention held in June, 1919. He also has the honor of being the first representative of New York Terminals to serve on this board.

Here we have our accountant and cartoonist, James Lynch, caught in the act of dictating to Miss E. Robinson, of the Accounting Department. James handles the accounting end of the government business at this station, and he naturally has considerable correspondence to dispose of and requires the services of a stenographer quite often. But, you see, James claims to like dictating. The picture shows him in one of his original poses, a sort of political effect, but that is only natural, for he is preparing to deliver several lectures in his spare time on the Irish question, and is receiving instruction from his "dad," who has become famous because of his eloquent lectures on this subject.



"Strictly business": J.L.-(office cartoonist)-dictating.

Any one who is thinking of purchasing a house or an automobile should get in touch with our terminal cashier, F. W. Nelson, during some

noon hour. I'll guarantee that by the time their little interview is ended they will want to buy one of each.

J. F. Wummer is a great advocate of the building and loan method of saving money, and is always ready to advise any of the boys in this regard.

J. J. Walsh, employed in the Accounting Department, and one of the veteran employes at this station, has been granted an indefinite leave of absence because of illness.

J. J. Hickey, Accounting Department, and another of the old timers, has also been granted a furlough because of illness, and has gone to White Haven, Pa., to recuperate.

Miss H. Malick of the Claim Department, has been away quite a long time because of sickness.

The boys and girls all wish these fellow employes a speedy recovery of health.

Staten Island Lines

Correspondent, G. F. GOOLIC

A. Roming, yardmaster, St. George, has been transferred in same capacity to Arlington Yard.

W. Langdon has been promoted to yardmaster, St. George Yard.

C. Kahler, chief yard clerk, St. George, has been promoted to assistant yardmaster.

Mr. Covell has been promoted to chief clerk at St. George Yard.



Master Douglas Haig Vidler

The accompanying picture is of Douglas Haig Vidler, son of chief clerk to division engineer, St. George. "Brown," as he is called, is trying to vamp the photographer.

Miss D. Reynolds, stenographer in Superintendent's office, has been made stenographer in Division Engineer's office, vice Miss E. Brennan, resigned.

Miss I. McCarthy, stenographer to master mechanic, Clifton, has been promoted to stenographer in Superintendent's office, St. George.

Our Pool Tournament was completed on October 25, the standings being as follows:

TEAM NO.	NAME	WON	LOST	PER CENT.
9	Goolic and Metcalfe...	17	1	.944
8	Ordeman and Vidler...	14	4	.777
6	Hill and Offerjust....	12	7	.689
4	Pape and Santora.....	13	6	.636
3	Costello and Doty.....	11	7	.616
2	Quirk and Longmore...	7	11	.390
1	Sharp and Seeger.....	5	13	.278
10	Langford and Kahler..	4	12	.250
7	Canlon and Rauscher..	3	15	.167
5	Anderson and Fabregas	1	17	.055

There were four prizes awarded to the first four teams. Teams 6 and 4 were tied for third and on October 28 a game was played to decide who would get this prize, team 6 defeating team 4 by a score of 50 to 32.

This Tournament was the best the Club ever held and great interest was taken by all members.



H. W. Ordeman, Division Engineer, at his desk

Staten Island Railroad Club

On October 31, there was an Old Fashioned Hallowe'en and Masquerade party held at the club rooms, Livingston, S. I. All those that attended had a wonderful time, including Messrs. Jones and Hunt, from Mr. Teder's office, Baltimore. Music was furnished by the Maintenance of Way painters, and Professor R. Guth.

Baltimore Terminal Division

Correspondent, THOMAS J. O'CONNELL

Our correspondent, Thomas J. O'Connell, has been appointed secretary to supervisor of terminals Horn. We all regret that "Tom" has left us and wish him success in his new endeavor.

"General" Bowers, while touring the Terminal during the recent Accident Prevention Drive, after finishing a short address and telling the assemblage how careful he was and how all others should be careful, sat among some young lady employes. While chatting with them, Ex-Senator Dick, who was then speaking, remarked, "You all heard the 'General' state how careful he was in everything he did. Would he be safe if his wife came down here now and saw him?"

"Mutt," of newspaper fame, observes that the cars on the head and rear ends are invariably involved in the accident. Why the railroads do not leave these two cars off the train is more than "Jeff" can figure.

Agent's Office, Locust Point

Correspondent, A. M. MILES

"Gus" Leimlack, night foreman, Locust Point Terminal, quietly slipped away and won a wife. Good luck to you, old boy.

Charles Eckert, timekeeper, went to Frederick, Md., during the early part of October and spent three days of his vacation visiting his old friends. We are afraid Charles is going to get married on the sly.

Joseph Clooman, at Pier 5, need not talk about anyone else getting fat. Since he slipped away and got into double harness, he has gained ten pounds himself. Be careful Joseph, the harness might break.

Sergeant W. W. Baldwin was one of the selected men to ride the race trains between Baltimore and Laurel, and to our surprise we have been told that he has thrown his chest out so far that he has torn his new uniform, recently purchased. Be a little more careful next time, Sergeant.

The "No-Accident Drive" was given a great boost at Cross Street Market Hall on October 24. Locust Point was well represented. There is no use talking, you cannot hold us down when it comes to hustling to get 100 per cent. records.

Agent's Office, Camden

Correspondent, W. H. BULL

On October 20, at the noon hour a "No-Accident Campaign" meeting was held in Section "K," Barre Street, Camden Station. L. J. Crossley, chairman, introduced the speaker for the occasion, former Senator Dick of Allegheny County, Md. Senator Dick gave a vigorous talk on the subject of SAFETY and was given undivided attention. Mr. Stacy of the Riverside Y. M. C. A. rendered cornet solos. Among those who attended the meeting were: L. J. Crossley, freight agent; H. J. Parker, chief clerk; L. H. Martyne, general foreman; C. J. Gillespie; J. M. Green, assistant foreman; M. D. Berger, assistant foreman; R. L. Parks, W. Z. Foxwell, Frank Davis, W. W. Catlett; also G. Lichlider, Charles Bromwell, and Charles Cochrane, Jr., of the Eastern Trunk Line Association. The Local Freight Department, and the freight handlers were out in force.

This meeting was one of the most successful and interesting ever held at Camden Station. Before it adjourned, a vote of thanks was extended to Senator Dick for his interesting talk. We also noticed at this meeting Mr. Barnes, general foreman, Bailey's, and his force, besides a number of Camden Warehouse men.

One of our young ladies from the Freight Department, Miss Gertrude LaBonte, was a bride on Thanksgiving Eve. Further particulars of her wedding will appear in our January issue.

Another "No-Accident Campaign" meeting was held at Cross Street Market Hall on the evening of October 24. It was presided over by superintendent Hoskins. This meeting was well attended by representatives of our office. Among those present were: L. J. Crossley, freight agent; J. H. Magee, stationmaster; F. D. Green, L. C. Green, W. S. Caples, T. F. McClellen and W. H. Bull.

Riverside

Correspondents, C. C. CAVEY, P. P. PURGITT and W. T. TRAVERSE

Some few weeks ago there were appointed by chief clerk G. R. Merryman three correspondents for the MAGAZINE, namely, C. G. Cavey, P. P. Purgitt, and W. T. Traverse. Several editions have been issued since this appointment, but little has been mentioned about Riverside. We have "laid down on the job," but from this issue on, Riverside will be on the map.

We were pleased to note the smiling face of "Joe" Henecke in last month's issue of the MAGAZINE. He left us to accept his present position as shop clerk in master mechanic Hodge's office at Keyser. Luck to you, "Joe," old top.

Someone might suppose from the proud expression of Paul Purgitt, that he has been promoted to master mechanic or general foreman, but such is not the case. He has yet a rough and dangerous road to travel, as he strolled away on October 1 and took unto himself a wife, *nee* Miss Bessie Sapp. As a proof of our good wishes we gave the bride and groom a beautiful set of silver knives and forks.

We have formed a duckpin league at Riverside, composed of the following craft: Freight and Passenger Roundhouses, Machine Shop, Pipe Shop, and last, but not least, the Office Force. We bowl every Friday night at the Plaza Bowling Alleys on Fayette Street, and anyone desirous of getting a few points on this game, would do well to come up some night.

One of the most pleasant evenings of the season was spent at the home of our man hour clerk, Howard T. King, on October 31, at a Hallowe'en party. Practically the entire office force of both the master mechanic and storekeeper were present, besides quite a number of his outside friends.

It certainly is a pleasure to have general foreman Ralph H. Cline back with us. Mr. Cline left his position early in 1918 to do his bit for Uncle Sam in France. If Ralph made the same showing on his 1150 in France as he did on Riverside's 1150 for the month of October, we feel quite confident that Uncle Sam felt very proud of him—he turned out ninety-three engines for heavy running repairs and eight for class repairs. Ralph surely did keep the wheels of progress moving, "as usual."

We also congratulate D. M. Ambrose, who so successfully filled the position of general foreman during Mr. Cline's absence. We feel sure

that "Dan" was glad to get back to his old job as machine shop foreman.

It looks natural to see Miss Mabel back in the Storekeeper's office again, and we are sorry the time is nearing when we will not see her so often, as she is only helping Mr. Westinghouse with the special inventory work. Mabel used to be one of our "regulars," but sometime ago she found a little fellow for whom she left Riverside. She is the same in her home as she was in the office—always "Furst" in everything.

Our file clerk, Miss Katherine Hetchens, had quite a compliment paid her by the engineer who ran the 5104 from Baltimore to Washington, carrying the Queen of Belgium. He stated that the Queen of Belgium was a queen by appointment, but Katherine was a queen by nature. Katherine is certainly a little queen, and always has a pleasant smile for everyone.

We have noticed lately that "Pete" Owens never passes the work report checkers' desk without stopping for a little chat with Miss Stunpf. "Pete" had better be careful, or he will make the rest of us jealous.

We are all hoping that our chief clerk, G. R. Merryman, will be so benefited by the treatment he is now taking, that an operation will be unnecessary, and that he will soon be the same old "Bob," with the same old smile.

When our chief clerk and R. Lee Traverse get a little more practice with the cue, Mr. Cavey and W. T. Traverse will entertain them at the "Y" during lunch hours. At present Mr. Cavey and W. T. Traverse feel as though they are the only parties in the game.

"General" G. A. Bowers, who delivered a splendid address at the Cross Street Market Hall "No-Accident" meeting, needs no intro-



Picture submitted by S. C. Grams, Passenger Car Foreman, Mt. Clear



Twin Year Old Girls of Harry M. Pumpian, Clerk in Schedule System Office, Mt. Clare

Operator G. S. Awalt, after taking the hand of his bride on October 2, went on a honeymoon to Florida. Good luck!

A ten pound boy was born to Mr. and Mrs. Louis M. Miller. "Daddy" says the youngster resembles him and has named him Bertram Kermit Miller. This addition brings a new ruler to the Miller home who will gladden the hearts of the parents.

J. R. Mulligan, clerk to trainmaster, has been awarded a scholarship at the Catholic University, Washington, and is now studying electrical engineering. Mr. Mulligan has our best wishes for his success.

Russell L. Gatchell, L. P. 1, clerk, Superintendent's office, expects to become a citizen of Florida shortly and take up trucking in those climes. We wish Mr. Gatchell success in his new undertaking. As mentioned in the columns of our previous issue, Mr. Gatchell's former vocation was burglar catching.

J. M. Strevig, clerk, Superintendent's office, is again at his desk after an attack of ptomaine poisoning. He thinks oysters did the trick.

The correspondent and H. Hambleton, second trick train dispatcher, Washington and Metropolitan Branches, are contending for honorable mention as to the number of buttons worn on their office coats. We think Mr. Hambleton has the lead at this writing.

E. A. Duffy has become clerk to the freight trainmaster in place of Mr. Mulligan, who is on a leave of absence.

duction. He entered the service as machinist apprentice way back in 1885 and has continually climbed until at the present time he rates the title of "master mechanic." He has always been a loyal employe, his motto in all his undertakings being "100 per cent."

Mount Clare Welfare, Athletic and Pleasure Association

Correspondent, L. A. MOGART

Picture on opposite page of the Gatun Locks in the Panama Canal was sent to S. C. Grams, the passenger car foreman at Mt. Clare, by his son, Vincent F. Grams, boatswain's mate on the U. S. S. Neptune. Vincent served in the Navy during the entire period of the war and has re-enlisted and we all wish him the best of luck.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

Assistant Correspondents

- J. A. CHAMBERS..... Machinist, Shops, Brunswick
- H. A. DIETZ.....Shop Clerk, Shops, East Side, Philadelphia
- C. W. HAMILTON.....Clerk, Freight Office, Wilmington (Joint Philadelphia & Reading and Baltimore & Ohio)
- V. J. HEGGLE..... Cash Clerk, Pier 22, Philadelphia
- J. E. McFARLAND.....Freight Conductor, East End, East Side, Philadelphia
- J. R. MULLIGAN..... Clerk to Trainmaster, Camden Station
- N. E. REESE.....Passenger Conductor, West End, Camden Station
- H. H. RAYMOND..... Conductor, East Side Yard, Philadelphia
- Miss ETHEL M. SICKLEY.....Clerk, Transfer Shed, Brunswick
- R. E. SIGAFOOSE.....Shop Clerk, Shops, Brunswick
- W. J. WILDE.....Chief Clerk, Terminal Trainmaster, Philadelphia
- E. H. ZIEGLER.....Special Representative, Freight Office, Hagerstown (Now under Western Maryland jurisdiction)



Picture by S. C. Tanner, Master Carpenter
C. & O. Canal Aqueduct Crossing the Monocacy as seen from our Bridge over that River



Our Fashion Supplement Fresh from Paris—
Miss Ida Rice

The accompanying photograph is of Miss Ida Rice of the Division Accountant's office, taken at her home. This is not her regular costume, but, we believe, a travesty on some of the prevailing fashions. This was given us with the dare to put it in the *MAGAZINE* and we pass it on to the Editor.

Mr. Tarr: Send some more like it—we enjoy them.—Ed.

C. A. Mewshaw has resumed his work as passenger trainmaster, covering both the East and West ends. C. E. Owen is freight trainmaster for the same districts.

Division operator E. E. Hurlock recently spent a few days on line with the supply train.

Brunswick

Correspondent, MISS ETHEL M. STICKLEY

S. A. Jordan, engineer maintenance of way and former assistant superintendent at Brunswick, was a recent visitor at that point with C. W. Galloway, federal manager, and party. Mr. Jordan was heartily greeted by his many friends.

Miss Mildred Fisher, mail clerk, Transportation Department, Brunswick, has been transferred to the Motive Power Department.

Miss Ethel M. Stickley, clerk, Brunswick Transfer, has been transferred to the Motive Power Department.

Robert Angel, freight inspector, Brunswick, took a brief furlough to become the husband of Miss Emma Cannon at Frederick, Md., on September 24. Good wishes are extended by all.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

The "No-Accident Campaign" has come and gone, and it is our proud privilege to state that we carried through without a single accident. It was the pleasant duty of your correspondent to call up superintendent Wilkes' office each morning and repeat the sentence "No one to report." We are holding our heads high on account of it.

A very successful SAFETY Rally was held on October 7 in the gymnasium of the Railroad Terminal Y. M. C. A. A large number of railroad employes and their families were present, and enjoyed the evening. The entertainment consisted of community singing, and a moving picture show indicating the dangers arising from the neglect of exercising watchfulness in attending to duty. Speeches were made by many present, including superintendent Wilkes, of the Washington Terminal, who also acted as chairman of the gathering, and, in his usual happy vein, kept the enthusiasm at the highest pitch. All who were privileged to be present felt that they had enjoyed a most profitable evening, and had received much valuable instruction on a very important matter.

Death has visited two of our number since the last issue of the *MAGAZINE*. Our car record clerk, Karl D. Fox, lost his grandmother, who had lived with him for many years, and whose presence at the family board will be sadly missed. S. E. Hardy, our yard delivery clerk, lost his father through an accident. He was run over by an automobile. It was hoped that he would survive the shock, but it proved fatal a few hours after the accident occurred. The sincere sympathy of all their fellow employes is extended to those who have thus been bereaved.

Miss Mary L. De Vaughan, our waybill clerk, has been stricken with pneumonia. The last reports show that she is getting along as well as can be expected, and we all hope to see her with us again soon.

The attached, taken from the *Washington Star* of Sunday, October 19, showing an event of fifty years ago, will be of interest to some of the veteran readers of the *MAGAZINE*, who may recall the opening of the Metropolitan Branch:

First Train Over New Road

Although unfinished, the Point of Rocks railroad of the New Baltimore and Ohio line,

eventually known as the Metropolitan Branch, was put to use fifty years ago, as stated in the following paragraph in *The Star* of October 14, 1869:

"The first trains on the Railroad from this city to Point of Rocks, Md., known as the Metropolitan Branch Railroad, went over the track today as far as Silver Spring, Md., to which point the road has been finished, to convey passengers to a grand tournament which is taking place there for the benefit of Grace Church. Trains were run out at 10 a. m., 12 m. and 3 p. m. in charge of conductors Henry Duvall and William Bullen and the run was made easily in eighteen minutes. On the first two mentioned trains, consisting of two cars each, there were about seventy-five passengers."

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
 LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

W. F. McBride, supervisor of track, is ill at his home on Goethe Street. C. T. Fetrell, of Romney, has taken over Mr. McBride's duties temporarily.

Miss Gladys Nightingale has taken a position as clerk in the telegraph office, vice Miss Vera C. Willison, resigned.

The Veterans Association of Cumberland had a large and enthusiastic meeting on October 4. After important business was transacted the members were entertained by president Allison and secretary Lucas with an account of some humorous experiences when they first entered the service.

The Division Accountant's office has started an Accounting School which will meet every Tuesday evening. It has been established to familiarize employees with Railroad Accounting.

Some car movement records were made on our division during the month of October: On October 26, the largest number of cars were moved in the history of the division, a total of 8,580. On that date 1,521 loads and 1,610 empties, a total of 3,131 cars, passed Altamont. On October 27, 3,214 loads and 2,127 empties, a total of 5,341 cars, passed Patterson's Creek. On October 25, 102 loads and 1,030 empties, a total of 1,132 cars, were moved west from Cumbo. The record west from Keyser on October 23 was 3 loads and 2,113 empties, a total of 2,116 cars from that terminal, including 2,042 coal cars. The record movement out of Cumberland east occurred on October 27, when 1,851 loads were moved.

Moving cars is where our superintendent "lives at."

W. F. McBride, supervisor, is still confined to his bed.

Uncle John Deneen, leverman at Viaduct, who spent the summer on his farm on the South Branch, is back looking ten years younger. He reports hay and grain crops good—fruit a failure. Uncle John has been pulling the levers to get the kinks out of his back and arms as he expects to go to work shortly.

"Charlie" Cotton, signal repairman, has the switches and signals in first rate working order at Viaduct Junction.

"Bob" Robboson, crossing watchman at Williams Street, says he is not exactly a "masher" among the fair sex—he is just "popular."

Roy Tabor was busy as three men last week. Mr. Tabor is yard clerk and says he can't do the work if he can't get the switches.

Uncle George Doughitt was unable to rent a house so he bought one rather than live out of doors.

Keyser

Correspondent, H. B. KIGHT, *Ticket Clerk*

We were very glad to receive the two succeeding pictures with the following letter written by conductor Herman F. Hauger of Terra Alta:

"The one picture is of my residence in Terra Alta, W. Va., which was bought through the Relief Department. The other shows my family, my oldest son in uniform just after having returned from France, where he spent thirteen months in the 46th Company, 20th Engineers. Standing beside him to the right is the eldest daughter, who is employed as clerk in the freight office at Grafton, W. Va. I entered the service of the Company on September 2, 1890, as brakeman, serving as such ten years, when I was promoted to conductor, the capacity in which I am now serving. My present run is what is known as the M. & K. pick-up between M. & K. Junction and Rinard, W. Va."



Conductor Herman F. Hauger and family,
 Terra Alta, W. Va.



Conductor Hauger, of Terra Alta, purchased this attractive home for his family through the Relief Department

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

The home of conductor and Mrs. John Manford has been gladdened by the advent of a baby daughter.

Born to machinist and Mrs. Wade Watson, a son.

Harry L. Marshal has succeeded Z. T. Brantner as superintendent of shops at Martinsburg. Mr. Marshal comes to his new job equipped with a knowledge of railroad maintenance gained by years of service. He is not a stranger to us and the boys can be depended upon to give him loyal support. With the hearty cooperation of the new superintendent and the men the old shop must go forward.

Mrs. Grace Koontz, wife of Calvin D. Koontz, an employe of the Baltimore and Ohio, died at the King's Daughter's Hospital after an illness of several weeks, age twenty-seven years. The husband and son survive.

Raymond Smeltzer, craneman at the local shops, stole quietly away to Washington and took unto himself a wife. The charming bride, formerly Miss Matthews of Compton, Va., and Ray, have been sweethearts since school days. The honeymoon was a ten-day visit to New York. Ray put one over on the boys; but just wait. He will have to come home sometime.

John Meredith Darlington, our popular clerk, and Miss Mabel Pearrell, were married in Cumberland recently, and are spending ten days in Detroit. "Red," as he is known to the boys, is very popular with the men and has their every wish for a long and happy wedded life.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Dr. E. M. Parlett, Relief Department, recently organized a First Aid Sanitation Corps, with Dr. J. H. Mayer, Martinsburg, W. Va., as instructor. Live interest has been manifested.

F. A. Sebold has been appointed clerk, succeeding R. J. Werner, resigned.

General foreman C. E. Lester, Signal Department, has completed the erection of a new signal supply storehouse at the plant.

W. C. Meredith, vice-president, Southern Wood Preserving Company, Atlanta, Ga., made a special trip to our plant recently and said that he had a profitable day. We are proud of our plant and glad to show 'em.

"I congratulate you upon the cleanliness and order of your plant. There is one thing particularly which deserves words of highest praise, namely, the absence of swearing among all the employes—something remarkable in railroad work."

This unusual statement was made by Mr. J. P. Werner, for thirty-one years conductor on the C. and O. R. R. after a visit to the plant. (It took our breath, and we are glad there were no derailments or open switches during his visit. It might have been different.)

With sincere regret we record the death of Captain Lee Montgomery, a veteran of our service. We were close to the Captain because he hauled many of us to and from work daily, having for a number of years run between Green Spring and Romney. We extend our heartfelt sympathy to his bereaved wife and family.

We were shocked to learn of the demise of Z. T. Brantner, a man whom we admired and respected. Our hearts are heavy and words fail us to express our feeling, yet we would extend our deepest sympathy to his family in their loss. Our desire is that when our task is finished, we may have been found as faithful.

"Dan" Cupid, who we were told in the November issue, had made the Pittsburgh Division his headquarters, has made at least an "inspection trip" to the plant; to wit, Earl S. Crawford, treating engineer, and Miss Ella Mae Montross, R. N., were quietly married at Cumberland on October 20, and spent their honeymoon somewhere in New York among relatives and friends, both residing there previous to entering the service, for they are both employes now. They did not tell anybody; but just wait till they get back.

Arlie Keister, painter, and Miss Goldie Smoot of Romney, are also recent newlyweds.

Wilbur Shanholtz, tie man, and Miss Edna Wagner of Alaska, W. Va., were victims of Cupid's trip, having been married in Romney recently.

Best of happiness be theirs—all.

Roy Ambrose, tie man, is justly proud of a recent letter of commendation from John T. Broderick, supervisor of Safety and Welfare Department.

Not a single accident during the National Railroad Accident Prevention Drive; almost beyond our fondest hopes.

Connellsville Division

J. J. RYLAND, *Office of Superintendent*, Connellsville, Pa.

S. M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.

J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.

Let's hope that our many little acts towards preventing accidents are still bearing fruit.

At last pork has descended. The moment Swift, Wilson et al. heard that Brady Cole, car inspector at Connellsville, had launched a hog farm, the miracle happened.

W. O. Schoonover, chief clerk to superintendent Brady, enjoyed a much needed and well earned month's vacation during October and November. P. A. Jones fitted very well into the vacancy created in the glass enclosed office.

H. D. Whip, relief agent, has decided to pay for the plumbing, paper hanging, etc., in his own home instead of imploring heartless landlords to do so in rented domiciles.

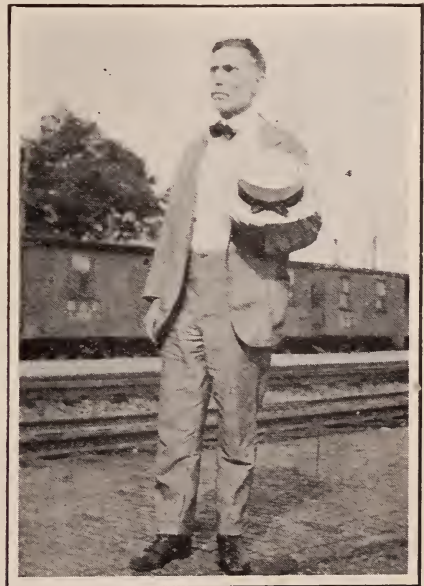
Sing Sing death house can't look any more dangerous than does our telegraph office since the installation of electric generators to replace old time gravity battery cells.

'Tis a pleasure to hear conductor Daniel Hunt call out his trains upon arrival at stations. No cause for travellers to miss these trains. It seems the longer "Tucker" stays in the game, the more interest he takes in his work.

There's a reward out for anybody who can prove that he smoked a cigar on that boy recently arrived at machinist H. Hershberger's home.

Tiring of the slow life of a freight engineer, "Mac" Patterson, popular engineman, has injected his personality and efficiency into the fast Connellsville-Fairmont passenger run, trains No. 65 and 66.

A. C. Robinson, formerly station baggmaster, Connellsville, has decided he can wear better clothes, look cuter and save wear and tear on his muscles by dispensing tickets through the window at Connellsville instead of hustling excess weight baggage through a car door. It's the ticket selling game for "Robby" in the future.



E. E. McDonald, Agent at Confluence, Pa.

John A. Hunt, of the Agent's office, on Saturday, October 18, stole away to Morgantown where he and Miss Nellie Katherine Stillwagon, a charming young school ma'am of Connellsville, were quietly married. We're sorry, "Tucker," that you did it so quietly, for we all figured on being at the wedding; anyway, we all wish you a long and happy wedded life.

October 26, E. D. Bailey, engineman, died at his Uniontown home from a paralytic stroke. He was born November 17, 1858, entered our employ as a fireman August 3, 1882, and was promoted to engineman, October 24, 1887, working as such until the day prior to his death. During Mr. Bailey's long career with our Company he had been known as a capable and steady employe and genial workmate, and he achieved a most enviable record. His host of friends sincerely mourn his untimely death.

"SAFETY" and "No Accidents Today" are terms that have become ineradicably stencilled on the minds of all Connellsville Division men, judging from their excellent achievement in overcoming accidents. Two weeks of the "No Accident" drive passed with only two minor accidents to prevent a perfect score on our division. This speaks volumes of credit for the men and it has elicited warm praise from the local press. But among those privileged to know our men it is felt to be only the natural results of a well defined policy of unremitting vigilance and a cheerful willingness to become interested in the prevention of injury not only to themselves but to their brother employes. How much better this than the old practice of carelessness and indifference and then a contribution on pay day for the support of an injured brother or his family?

May the days of such cheerful and hearty cooperation on the part of such a large body of men for such a happy result never grow shorter, and may such men increase in numbers to the total extinction of the careless and slipshod.

With regret we announce the departure of E. W. Mitchell, motive power accountant, to St. Joseph's Hospital, Pittsburgh, where he has been removed for stomach treatment. We are, however, sanguine of Earl's early return, completely cured.

Gentle reader, did you notice the sprightliness of our columns in the October issue? That was due to the meritorious work of our good friend DeHuff. May the old scout never weary nor ever be afflicted with a rusty pen.

We were much pleased to have our old friend, J. L. Lowney, restored to us. His return to the position of investigating trainmaster is a happy result that his host of friends here have wished for since his departure from this division. May his stay be as long and agreeable as is "Jerry" himself.

Hurrah! Correspondent "Jimmie" Ryland has at last located a house in Connellsville, and

has moved in from one of the suburbs. It is hoped that another prominent young suburbanite, J. D. T., will soon do likewise.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor*,
Office of General Superintendent

We were sorry indeed to sever relations with our congenial and efficient trainmaster, M. L. McElhaney, who has recently been transferred to the Connellsville Division. Mr. McElhaney has seen service on the Pittsburgh Division for a number of years, and was considered one of the heavyweights in our divisional organization. We are sorry to lose you, "Mac," but our good wishes go with you in your new field. Our loss will be our neighbor's gain.

To succeed Mr. McElhaney another shining light has been selected from our ranks in the person of W. J. Carroll, formerly located on the W. and P. District as assistant trainmaster. "Bill" will be remembered by others than his immediate associates as the good-looking stationmaster at Pittsburgh for a number of years. He has made a name for himself and we look for great things from him.

Harry Allen, who previously filled the position of assistant trainmaster but more recently has been employed as a conductor on the "Pike," has again been drafted for assistant trainmaster to fill the vacancy brought about by Carroll's promotion. Harry is a heavyweight and in more ways than one, too. Watch his smoke.

The accompanying photograph is of A. J. Angel, the popular and efficient statement clerk at Pittsburgh. Recently Mr. Angel assisted the police in the capture of a burglar, and, girls, he's single, even though he makes quite a number of flying trips to Johnstown.



A. J. Angel, Statement Clerk

Silent Drama—Ain't It the Truth?

Enter citizen through swinging doors.
 He places his foot on rail and smiles.
 Barkeep smiles in return.
 Citizen drops left eyelid ever so little.
 Barkeep shakes his head ever so little.
 Exit citizen through swinging doors.

Chorus:

Morning, evening, noon and night,
 As late as half past ten,
 They walk right in and turn around
 And walk right out again.

F. A. Sliger, who was formerly employed as boiler foreman at Connellsville, has been promoted to the position of district boiler inspector on the Pennsylvania District.

J. B. Gay has been transferred from the West Virginia District to the position of electrical supervisor on the Pennsylvania District, with headquarters at Pittsburgh.

We wish to extend our sincere sympathy to Harry Davenport, the popular boiler clerk, because of the loss of his old clay pipe. Although he claims that it was mislaid in some manner, we are of the opinion that it just naturally regained its strength to such an extent that it mustered up enough courage and walked off.

Who Can Answer?

Have angle worms attractive homes?
 Do bumble bees have brains?
 Do caterpillars carry combs?
 Do dodos dote on drains?
 Do vipers value veal?
 Do weasels weep when fast asleep?
 Can xylophagans squeal?
 Do yaks in packs invite attacks?
 Are zebras full of zeal?
 Will moles molest a mounted mink?
 Do newts deny the news?
 Are oysters boisterous when they drink?
 Do parrots prowl in pews?
 Can eels elude elastic earls?
 Do flatfish fish for flats?
 Are grigs agreeable to girls?
 Do hares have hunting hats?

Recently "Fred" Chart, agent in charge of Glenwood, called upon his chief, Mr. Campbell, for assistance, stating that one of his clerks had left. This conversation took place on Monday and he advised that his clerk had quit on Saturday. Inquiry was made as to why she had left on such short notice, whereupon Mr. Chart informed Mr. Campbell that the poor girl had left the ranks of single blessedness and taken unto herself a "man." Mr. Campbell made due efforts to get assistance for "Freddie," but in the meantime was agreeably surprised to learn that the rascal had won the girl himself. All this happened on October 8 in McKeesport and Miss Ethel Edwards was the girl in the case. To both of them we extend our congratulations and best wishes.

Miss Anna L. Kartub, stenographer, came to work the other morning with her face more radiant with smiles than usual. Upon making inquiry as to the why of all this ecstasy, it developed that the cause for her joy (although we expected something else) was the fact that she contemplated moving from Hays, Pa., to the smoky city.

Listen to this tale of woe:

If Andrews would Lamm Davenport for getting Weise to Sliger, would Smith beat up Angel and Norris in turn get Gay, necessitating extracting a Mohler?

Miss Bertha Ferguson, fuel clerk in the Division Accountant's office, asked permission to be off on October 26 and 27 to attend to some "important business." When she returned to the office all knew what the IMPORTANT BUSINESS was that called Bertha away so suddenly, for she was wearing a wedding ring. Bertha, now Mrs. Gilbert Sexton, entered wedlock at Wheeling on October 27. Congratulations and best wishes.

Now for a surprise which startled the entire office force of the Division Accountant's office. Miss Nellie Jeffries, file clerk, and Mr. E. D. Duffey were married at Philadelphia on July 9. Mrs. Duffey didn't wear her wedding ring and we did not suspect a secret marriage. But when Miss Ferguson (now Mrs. Sexton) told of her fate, Nellie gathered enough nerve to tell a few who were working overtime.

The employes of the Division Accountant's office presented each of the brides with a reading lamp. The question now is "Who will be next?" Don't all speak at one, please.

On the morning of September 29, C. D. Woodburn, shop accountant, came to the office unusually late and was wearing a humdinger smile. When interrogated by the chief clerk as to his lateness, he was heard to exclaim in one breath, "It's a boy, and weighs 15 pounds." During the noon hour it was suggested that the boys smoke, and it was then that the real facts came to light, as "Woody" said "pshaw, it's a girl and only weighs seven pounds—we will not smoke." "Woody," however, has one consolation in that he has a pair, and he was heard to remark that it takes something pretty good to beat a pair. Mr. Fisher, who is experienced along some lines, immediately acquainted "Woody" with the fact that "three of a kind" beats a pair any time, and "Ed" knows.

In the November issue of the MAGAZINE it was stated that L. C. Redman had become a benedict. On November 23, Mr. Redman wrote the division correspondent, denying the statement and we are glad to make the correction. Handling as many items as the able correspondent of this division does, in addition to his regular work and to make the MAGAZINE more interesting to the employes of the division, he assumes that articles sent to him are submitted in good faith. The person who sent in the article owes Mr. Redman and Mr. Fairgrieve an apology.—Ed.

Glenwood Shops

Correspondent, FRANK RUSH, *Shop Clerk*



"Andy" Bennett, Glenwood Shops

The picture on this page is of "Andy" Bennett, tinner in Maintenance of Way Department. Mr. Bennett is widely known about the shops as he is catcher on our baseball team.

Monongah Division

Correspondent

E. S. JENKINS, *Secretary to Division Engineer*
Grafton, W. Va.

George Cavanaugh, clerk in the Timekeeper's office, has resigned and returned to his home in Indiana.

Miss Lillian Powell has accepted the position made vacant by Mr. Cavanaugh's resignation.

Miss Helena Bradford has been promoted to tonnage clerk, vice Benard Goeke, who resigned to attend Medical College.

Miss Agnes Goeke, stenographer in the Maintenance of Way Department, spent her vacation visiting friends in Baltimore, Md.

A. P. Lavelle spent his vacation taking in the sights of New York City.

W. A. Mitchell, our congenial SAFETY agent, enjoyed the breezes of Atlantic City during his two weeks' vacation.

Charleston Division

Correspondent, C. W. DIXON, *Car Distributor*

Some class to us. Pickens and Carpenter win first and second prizes, respectively, in the "No-Accident" contest. Someone said Pickens got his inspiration on Accident Prevention from the stand taken by Japan during the World War. He sure is entitled to wear a larger size hat; but the only difference we can see is that he wears his stogie at a more dignified angle.

Fail! Fail! the word's not known,
Success is what we all want,
Success is what we'll all have.
Fail! Fail! the word's not known,
Success is what we must have now.

The above, composed by C. W. Dixon, was our "Divisional Anthem" during the N. R. A. P. D., and it kept us from failing. The only time we thought of the word "fail" was when we were singing the song. "What?" you say. "Is that a song? Where's the music?" Well, we won out in the drive, and as no one was hurt or killed, we might sing "Hail! Hail! the gang's all here." Guess you don't need a "tunin'" fork now to get it, do you? Now, all together, sing it and apply it to everything you do.

The Accident Prevention Drive on our division was launched at Gassaway in a burst of enthusiasm such as has not been witnessed in this locality for some time. The fact of the matter is that this thing has gotten into the blood of the citizens of Gassaway, where our divisional headquarters are located. We expected it to be of vital interest to the wives, mothers, sisters, brothers and children of our employes, but we hardly expected it to be taken up by the other citizens of the town, as was the case at our big rally in the Y. M. C. A. on the night of October 17.

The meeting was presided over by O. B. Street, division master mechanic, who is also chairman of the Divisional Safety Committee. The first speaker of the evening was J. H. Bowen, secretary of the Y. M. C. A. at this point, who explained fully the object and import of the campaign. Mr. Bowen was followed by Mr. Trapnell, superintendent, who also gave an excellent talk. Mr. Chalmers, shop employe; Mr. Mitchell, district safety representative; Mr. Ware, district storekeeper, and Mr. Dixon, car distributor, were other employes who spoke. Interesting talks were also given by Gassaway citizens: Reverend J. N. Harold, Reverend P. Metheny and Attorney C. W. Flesher.

These talks were interspersed with some delightful musical selections by the Misses Sylvia Thompson, Mary Fink and Kathryn Boggs, which were greatly appreciated. The musical program was under the direction of "Professor Uncle Doc" Staley.

Our Freight Claim Prevention Campaign is being given increased momentum through the untiring efforts of superintendent Trapnell,

representative C. M. Criswell and several of our enterprising and wide-awake agents. We do not think another division on the System has the benefit of the assistance rendered by the shippers, Chambers of Commerce and local Boards of Trade in this great movement as well as on our division. This has helped wonderfully, as recent results show.

Mr. Criswell is the man whose untiring efforts in the Company's interest during the big flood of 1907 brought such good results at Wheeling. During those strenuous times Criswell played out completely, and found it necessary to lay up for rest on a store-box in front of the Register building. Criswell is the same man who attempted to relieve congestion in local freight service during power shortage period by the use of elephants on local freight trains. However, he ran up against some opposition in the person of "Charley" Steel, at Benwood, and was forced to abandon the idea because of not being able to secure a hostler for the elephants. Steel suggested a man for the position but Criswell claimed that his scheme would not work out unless he had someone to handle the elephants who knew more than the elephants themselves.



Agent L. A. Rollyson

The accompanying photograph is of agent L. A. Rollyson of Frametown. Lloyd was in the service of the Coal and Coke Railway for about eight years, and was taken over by the Baltimore and Ohio last year, with other fixtures. During the war Mr. Rollyson was one of the most patriotic employes in his locality, and subscribed liberally to all five of the Liberty loans. He is noted for his strict attention to business, his politeness and progressive spirit. He keeps his station and

surrounding grounds clean and tidy; and the traveling auditor tells us that his books look just as well.

Western Lines

General Office

Correspondent, W. A. HOWELL

"Ferd" Hornbach has been made chief of Embargo Department in Superintendent of Transportation's office. His many friends are pleased to hear this.

Alice Conroy has been placed in charge of the Trace Desk in the Superintendent of Transportation's office. Her friends are glad to have her back in the tracing game again. Miss Conroy gained many friends while handling the Tracing Desk for the Continental Lines.

O. W. Ferris, the confirmed bachelor of "SG" Telegraph office, has fallen a victim to the charms of a pretty woman at last. He was married at Boston, Mass., on October 30.

The Western Lines have established a Cost Department under the supervision of W. J. Spaul. The organization consists of the following: L. E. Emmitt, accountant; James Spires, accountant; J. J. Kolker, accountant; A. C. Bambeck, clerk; Miss Edna Bayer, clerk; R. T. Carrol, traveling accountant.

James Spires, cost accountant in the Chief Engineer's office, was confident all season that the "Reds" would win the pennant, and during the world's series he won quite a sum of money. "Jim" treated each of the girls in the office to a pound box of fine chocolates. Better watch your step, Spires, or you will not remain a bachelor long with those tactics.

Henry Iuler, formerly chief clerk to general superintendent of the Northwest District, has returned to Cincinnati as chief clerk to federal manager, vice H. F. Wyatt, promoted.

H. F. Wyatt's host of friends are glad to hear of his promotion to assistant trainmaster. Good luck to you, Harry. We are sure it will not be long before we will hear of another boost.

E. G. Lane was stricken with appendicitis while on road, October 15. He was removed to a hospital at Wheeling about midnight and operated on the following afternoon. The operation was successful and Mr. Lane is improving rapidly.

Frank Slaine, formerly stenographer in the office of district engineer maintenance of way, who left the service about two years ago, has returned as stenographer in the Chief Engineer's office.

Changes in Chief Engineer's office include: Blanche Stephens promoted to stenographer to chief clerk, vice Ashby, resigned; C. J. Curry promoted to stenographer to assistant chief clerk, vice Stephens, promoted; E. C. Youcum,

file clerk, promoted to progress clerk, vice J. Spires, promoted; Helen Lorentz, stenographer, takes Yocum's place; Miss Kuechler promoted to secretary to chief draftsman, vice R. T. Carrol, promoted.

G. F. Oberlander, claim agent, is the proud father of a baby girl weighing about nine pounds, who was born on September 17. George, our readers will be expecting to see a picture of her soon.

Cincinnati Terminals

Correspondent **JOSEPH BEEL**, *Chief Clerk to Supervisor of Terminals*

George R. Littell, assistant freight agent, has purchased a new home in Madisonville, where he will be at home to his many friends.

Miss Mary Ryan, stenographer at Storrs, is now parting her hair in the middle. The reason for this is on account of being too weak to hold all of her hair in one bunch, so she decided to even up and take the burden off her mind.

The accompanying reproduction is of the old No. 89 which is now used as the shop engine at Ivorydale. The engine is equipped with automatic starting valve for bell ringer to start the bell when the throttle is opened. With this engine, reading from left to right are: William McGee, shop engineer; M. Moran, turntable operator; C. Arnold, roundhouse foreman;

George Poppe, assistant roundhouse foreman; Paul Haaf, air brake foreman.

We were all glad to have our file clerk, W. H. Bachmann of the Superintendent's office, back with us after being off several days on account of illness.

The discharged soldiers still continue to make their appearance in our midst. We now have back with us H. C. Vogelsang and E. Kaley, engineers, after an absence of two years. Both of these boys saw active service in France and later were with the Army of Occupation.

Mrs. Wolf of the cashier's office, Second and Smith Streets, is making great preparations for the reception of her new Dodge.

Miss Norinne Hudson was the center of attraction among the fair sex at the local office at Fifth and Baymiller Streets when she appeared the other afternoon wearing a diamond ring on her left hand. No announcement has been made, but we are patiently waiting.

Our chief clerk at Storrs, H. E. Swepston, is back on the job again after spending several weeks in Cuba. "Someplace," he says. "Joe" Auberger tells us that while the "chief" was away a pack of tobacco would last a whole day, but now two packs will hardly carry him through a day.

"Jack" Beck, looking hale and hearty after thirteen months in France, is back on the job holding down the correction desk at Smith Street. The boys gave him a royal reception.



No. 89—Veteran Shop Engine at Ivorydale, Ohio



Office Force at Ivorydale

The accompanying photograph is of our office force at Ivorydale on the Toledo District. Top row, left to right: Charles Baetke, rate clerk; George Huber, utility clerk; "Bob" Kemper, chief clerk; George Stappe, cashier. Lower row, left to right: "Willie" Baden, yard clerk; Roy Hartman, interchange clerk; Edward McGinnis, bill clerk; J. F. Wheeler, agent; "Fred" Frank, settlement clerk; "Joe" Dolan, inbound clerk.

James F. Donegan is all smiles over the arrival of a fine baby boy, Master Walter Edward. Congratulations, "Jim."

The Welfare Association, Girls' Branch of Second and Smith Streets, held a social and business meeting during the lunch hour on Wednesday, October 22, in the Welfare Room. The tables were artistically decorated with autumn colors and flowers. As if by a magic wand, the work of quick and willing hands prepared a feast fit for a king. About forty members were present and enjoyed the luncheon, after which the business of the club was discussed. The Suggestion Box was found to be running over with many helpful hints, which were read and voted upon by the members. The club is growing and with the increase in membership it is found necessary to adopt new rules that this growth may be taken care of. At one o'clock the meeting adjourned, feeling that the time had been only too short. We realize that it is only through untiring efforts of the official members that the girls are given the opportunity to spend such an hour, and at this time we wish to thank all who in any way assisted with this luncheon, and especially to Mr. Perrin do we wish to say we never tasted better soup.

Messrs. William Saul and Grant Hurdle, of the Smith Street office, have been on the sick list for the past few weeks. They have the best wishes of all for a speedy recovery.

Thomas O'Brien was groomsman and Miss Lucille Baumgartner was bridesmaid at a very pretty wedding at Elmwood recently. There are rumors current in the local office at Fifth and Baymiller Streets that the popular couple mentioned came very near being the principals in the affair, so we have something to look forward to.

"Ed" Clark, who was injured at Norwood recently, is now a convalescent at his home on Price Hill, having been confined at the Seton Hospital for several weeks. We all hope to have "Ed" back with us again before the coming holidays.

Frank Jelleff, of Second and Smith Streets, is enjoying his new home, recently purchased among the beautiful hills of Fairmount.

The Rekop Club, a social organization made up of employes of the local freight office at Fifth and Baymiller Streets, held an election of officers on November 2. The following were the successful candidates: George A. Grogan, president; Clifford Backer, secretary; Harry Buelterman, treasurer; directors, William Dean, Edward Weckermeyer, James Geornor and Roy Steinwert.

The high cost of living has been solved by H. E. Swebston, chief clerk at Storrs, and clerk C. D. Swebston. The way these two fool Old Man High Cost is by eating BEANS every meal. They now are boarding with our chief painter, M. V. Guard, better known as "Yellar Breeches," and they both look like the "Last Rose of Summer" since cooking their own meals



Howard J. Hise

Here's our musician, who is also trace clerk in the superintendent's office, Howard J. Hise. Howard can do everything but make the piano talk, and when it comes to jazzing, oh, my! This picture was taken while he was in France.

The following is the last Will and Testament of Miss Mazie H. Hall, first trick clerk at Stock Yards, upon leaving the Baltimore and Ohio service:

To "Pete" I will my trials,
 May they be far between.
 To "Eb" I bequeath my files,
 They're the keenest of the keen.
 To George I leave my work tools,
 They're always on the job,
 They do like scientific schools,
 Cost but a B. & O. "bob."

Farewell, good pals, my time has come,
 I'm goin' to leave you now,
 And may you all get a raise—then some,
 To cheer you along somehow (?).

Good-bye old files, and desk, and all,
 Good-bye L. P.-1's and I. C. C.'s,
 May you never from your high place fall,
 Nor have an untimely decease.
 Good-bye, farewell, au revoir again,
 Best wishes to you "Bunch."
 Good things are coming to all, I ken,
 Here's hoping they come with a punch.

Attention Mr. Wiehe: Isn't there something familiar about the poetry above?

It is with regret we said good-bye to Miss Hall, for we, like she, have enjoyed her short stay in the service and wish her "Good-bye" and "Good Luck" in her undertaking.

W. C. Andrews of the Maintenance of Way Department has left our midst to accept a position as traveling car agent. Mr. Andrews has been with the Baltimore and Ohio for a great many years and during this time has acquired a host of friends, who extend to him their best wishes for his success in his new position. Mr. Andrews has been succeeded by M. Spurgeon, of the local freight office at Fifth and Baymiller Station.

Hav-a Laff on the Car Desk

From the size of some of the mustaches that we see, there must be a contest on to see who can raise the smallest.

Always tell the truth and if you are wrong, acknowledge it; but if you are right, stick to your story.

We once knew a married man who came home late and truthfully told his wife the time, but he died.

After they are married about two years some women look like something the cat dragged in; but if hubby dies, they turn out as very charming widows.

The o. f. man that used to smoke a stone front and strike the match on the side of the pipe, now has a son who smokes Russian cigarettes and lights the match with his thumbnail.

When hubby lamps the first breakfast that "dovey" gets and notices that the bacon resembles little automobile tires, the honeymoon goes down in the cellar and dies.

Since Prohibition came many men have turned out to be expert brewmasters.

New Castle Division

- A. C. HARRIS, *Assistant Chief Clerk to Superintendent, New Castle, Pa.*
- P. W. ADAMS, *Telegraph Operator*
- O. C. BEDELL, *Telegraph Operator*

Divisional Safety Committee

PERMANENT MEMBERS

- D. F. STEVENS,Superintendent, New Castle Junction
- J. A. TSCHOR,Master Mechanic, New Castle Junction
- L. W. STRAYER,Division Engineer, New Castle Junction
- R. A. MASON,Terminal Trainmaster, New Castle Junction
- DR. F. DORSEY,Medical Examiner, New Castle Junction
- A. T. HUMBERT,Master Carpenter, New Castle Junction
- J. W. CLAWSON,Signal Supervisor, Ravenna, Ohio
- J. D. JACK,Claim Agent, Youngstown, Ohio
- M. B. EARLE,Captain of Police, Youngstown, Ohio
- J. M. GRIFFIN,Division Operator, New Castle Junction
- W. C. GUTHRIE,Storekeeper, New Castle Junction
- H. C. STROHM,Division Passenger Agent, Youngstown, Ohio
- R. R. McWILLIAMS,Secretary, New Castle Junction

ROTATING MEMBERS

MISS RACHEL ALLEBRAND	.....	Clerk, New Castle Junction
MISS MABEL WHARTON	.....	Clerk, New Castle Junction
W. C. COFFMAN	.....	Yardmaster, Haselton, Ohio
S. H. RHOADS	.....	Agent, Warren, Ohio
P. THORNTON	.....	Supervisor, New Castle Junction
L. B. FRITZ	.....	Signal Maintainer, Newton Falls, Ohio
W. I. MILLER	.....	Carpenter, Lodi, Ohio
CHARLES MARTIN	.....	Carpenter Foreman, New Castle Junction
E. M. MITCHELL	.....	Freight Engineer, New Castle Junction
Q. E. FRYE	.....	Passenger Fireman, Willard, Ohio
HOWARD SHRIVER	.....	Freight Fireman, Willard, Ohio
FRED J. LEWIS	.....	Freight Conductor, New Castle Junction
I. J. BROOKS	.....	Freight Brakeman, New Castle Junction
J. M. MEEKS	.....	Yard Conductor, Haselton, Ohio
E. W. HOTT	.....	Car Foreman, Haselton, Ohio
H. A. GELDBAUGH	.....	Car Foreman, Painesville, Ohio
O. C. NEFF	.....	Roundhouse, Painesville, Ohio
DENNIS KENNEDY	.....	Machinist, Haselton, Ohio
W. A. MOSS	.....	Machinist, New Castle Junction
C. P. ANGELL	.....	Trainmaster, New Castle Junction
W. E. SAMPLE	.....	Road Foreman Engines, Willard, Ohio
WILLIAM WESTLAKE	.....	Conductor, DeForest Junction
MICHAEL SHULLER	.....	Electrician, New Castle Junction

The returns for the "No-Accident Campaign," for period October 18 to 31, show that our division made a good record, with only two personal injuries for this period. This places us in second place on the Western Lines, with two divisions reporting no injuries and tied for first place. On our division the campaign has served to more forcibly impress upon the employes the need for extreme care in performing their duties, and the results indicate just what can be accomplished when accident prevention is given the attention it deserves. With interest aroused as at present, the campaign should prove of lasting benefit. The end of this campaign will not mean the end of the efforts made for elimination of accidents.

An Industrial School has been opened in New Castle, through the efforts of the local Board of Trade and school authorities, operating under the direction of Pennsylvania State College, sessions being held three evenings each week in the local High School building. Various courses have been planned to train students for positions of greater responsibility in the particular industrial line in which they may be employed. Or training may be secured in some other branch. An intensive campaign conducted among the industries of New Castle resulted in an enrollment of 800 students and our employes are well represented in this school. At New Castle Junction shops a number of the employes are enrolled in the engineering classes, such as electrical engineering, mechanical engineering, etc., while the office and yard employes are taking up a number of different courses.

Lee Hanna, the genial and obliging chief clerk in Terminal Trainmaster's office at New Castle Junction, has lately seemed more gracious than ever. He is also noticed indulging in day dreams and, during the trance, a beautiful smile gradually steals over his features. And Lee can surely smile. If awakened suddenly he will admit without argument that the twelve pound boy and the mother are both doing well.

Frank Truman, baggageman at Youngstown passenger station, has left for a trip to Phoenix, Arizona. Frank will be remembered by many as carpenter foreman in charge of the carpenter gang in the Maintenance of Way Department, and usually located at New Castle Junction. Frank is making the trip to the west in the hope of benefiting the health of Mrs. Truman, who has been ill for some time.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

The death of S. F. Moore, passenger conductor, at his home in Newark, removed a leading figure among local railway men. Mr. Moore was a pioneer in railway operation and, by force of character and energy, became a leader in railway organizations.

He entered the service of the Baltimore and Ohio, November 30, 1872, as a brakeman. He was promoted to freight conductor, April 10, 1876, and entered the passenger service as a conductor, September 12, 1865. He continued actively in the position until his death, June 16, 1919. He leaves a family to mourn the death of a father who was all a parent could be to them.

Mr. Moore possessed the fine faculty of making and holding friends, and he met with recognition among his fellows. He was successively elected Chief Conductor of Licking Division on No. 166, O. R. C., in the years 1889,



The late S. F. Moore, Conductor, Newark, Ohio.

1892, 1893, 1894 and 1895. His fellow members mourn the loss of his counsel, advice and encouragement, and revere his memory.

The predominant virtue of his life was his neighborly love. He never failed to extend the helping hand to those in need. Rigorously and intensely moral in his personal life, he was considerate of the frailties of others. He will not soon be forgotten.

Harry L. Kent, chief clerk to division accountant, spent his vacation down in the hills of West Virginia.

O. C. Reel, "the little fellow" who keeps the C. T. payrolls, has had a "grin that won't come off" ever since the "Reds'" awful drive captured the world's series.

Thomas Methias Brooks, our able, hard-working and good-natured assistant motive power timekeeper, spent his vacation in the far north, fraternizing with the Cannucks. His fish and game narratives "listened" all right, but we are wondering "did he?"

George Rickrick has taken a new route to and from the office. George, who is one of the main pillars of the Accounting office, says chief clerk Kent used to pick him up in his "Henry F.," but not any more; that he is tired pushing and really prefers to ride, and anyway, Harry's gasoline supply never could be counted on.

John S. ("Jack") Price, C. and N. division accountant, after having spent a week in the hospital, is again "watch dog" on the Columbus and Newark Division desk. We're glad they were newly able to keep you there a week, "Jack."

Columbus Freight Station

"Larry" Miller, our cashier, spent several days recently at Buckeye Lake. We have no report of the quantity or quality of the "catch."

Edward Dauer, cashier clerk, is smiling again—a fine new girl.

Miss Sarah Stone, cashier clerk, spent a leave of absence in New England and Canada. Miss Mildred Cambell filled her place. Glad to have "Stumpy" with us again.

"Jack" Price, chief clerk, was off duty for two days, moving into his new home.

E. D. Baldwin, agent (the boss), has returned after spending a pleasant vacation in New York, Boston, Philadelphia and Baltimore, accompanied by wife and son.

Ray Jones, utility desk, has also returned from a trip to New York.

Earl Funke, house foreman, was called back from his vacation by the death of his mother. The force extend sincere sympathy.

Miss Wiley, tonnage clerk, chaperoned a "bunch" from the office on a trip to Zanesville on a recent Saturday. They all vow that she is "some" walker.

Maude Baker, stenographer, is our official "high flier." She took a trip in an aeroplane over Rochester, N. Y., while spending her vacation in that city.

"Dave" Howard, claim clerk, left us on November 15 to go back to the West Jefferson Creamery. He says he will keep us in cream and buttermilk next summer.

Nellie Wernz, waybill clerk, leaves us this month, we learn, to join the matrimonial ranks. More success and good luck to her.

"Davy" Reese, rate clerk, spent his vacation in Colorado, visiting his brother, invalided from "over there."

"Doc" Logsdon, assistant rate clerk, and wife, spent their vacation in Washington, D. C.

Our freight station piled up a record in the month of August. The revenue was double that of any previous month. September was also a heavy month.

Zanesville Shops

Correspondent, CHARLES B. L. HAHN

The flag at our shops was lowered to half mast on November 5 to show our respects for Christian Mautz, an employe who departed into the great beyond at seven o'clock that morning. Death resulted from a five days' illness of asthma. Mr. Mautz was a member of the Pilgrim Evangelical Church and the Loyal Order of Moose. He was born in Germany but had been a resident of Zanesville for nearly forty years. Besides his widow he is survived by two sons.

The funeral was held on November 8 at the home, the Rev. Mr. Fillbrandt officiating. Burial was in Greenwood Cemetery.

Mr. Mautz had been a faithful employe of the Baltimore and Ohio for many years at Zanesville and supervisors and employes extend their sincere sympathy to the bereaved family.

We regret to announce that on October 19, J. L. McCann, superintendent of the Reclamation Plant, was called home because of the sudden death of his brother, Raymond, at his home in Baltimore, Md. The employes at this station extend their heartfelt sympathy to Mr. McCann and family.

Cleveland Division

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

S. H. Jewett, division accountant, who is absent through illness, is improving, and we hope to have him back with us again shortly.

C. C. Craig, conductor on trains Nos. 58-59, who is laid up because of sickness, is improving, and his many friends hope to see him back on his run shortly.

Dispatcher F. E. Weeks (West End), who has been sick for several weeks, is reported improving.

Captain N. M. Baul, of the Signal Corps, who served "over there," is back with us again in "CS" office, Cleveland.

First trick operator Somers, of Seville, made a "hurried trip" to somewhere in Massachusetts in October and returned "hitched." Congratulations, old boy, and good luck.

tor, celebrated Hallowe'en by submitting to the reins of Cupid. Good luck to you both. We're much obliged for the smokes.

Massillon

Fireman Wallace has returned to duty after an absence on account of sickness. Glad you are better, Mr. Wallace.

Trainmaster's clerk W. E. Brugh and wife have returned from their honeymoon trip through the east. "Bill" says there was lots of work waiting for him; also some railroaders waiting for smokes. Too bad the girls don't smoke!



Massillon Third District Run Crew

We regret very much to announce the death of Gertrude, the fifteen year old daughter of first trick operator Hillyer, of Freeport, Ohio. We extend our sincerest sympathy to the family.

The picture on this page of the Massillon Third District Run Crew, shows, reading from left to right: brakeman W. H. Heyer, conductor R. L. Long, brakeman H. U. Brugh, brakeman J. M. Ziegler, engineer H. F. Schnerlie, roundhouse helper Heiserer, roundhouse machinist "Gus" Martin. Standing on the side of the engine is L. Groff, fireman.

Miss Gay Robinette, stenographer in the Trainmaster's office, appeared one Saturday morning displaying a beautiful diamond ring. The girls in the office became very inquisitive and on the following Monday they learned that she was Mrs. Saxton.

Miss Esther Spitler, trace clerk in the Superintendent's office, and J. E. Fahy, car distribu-

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*

F. S. De Veny, assistant road foreman of engines, has been appointed trainmaster to succeed J. W. Dacy, whose death is mentioned elsewhere in this issue.

"Sam" Cunningham has returned from St. Louis, where he attended the convention of the Supervisory Association.

Joseph J. Kennedy, chief clerk to the master mechanic, made a trip to Toronto, Canada, with his brother William Kennedy, who was formerly employed at Garrett Shops.

F. K. Moses and family are wearing happy smiles these days because of the return of the son, Harold, to civil life. The boy has been



At Work on Section 54-A, Chicago Division

in the army for two years, several months of which were spent in Siberia. He relates some interesting experiences.

Mrs. E. Notter, formerly clerk to car foreman D. M. Julian, has resigned. She has been succeeded by Miss Della Coffee.

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

George D. Winters, agent at Dundas, has been given a leave of absence for sixty days, his second vacation in twenty-seven years. He and his wife left on October 9 for Seattle, where they will be joined by his brother, Dess. They will visit Lower California.

J. G. Brine is filling the vacancy, and the situation gave rise to the following parody submitted by operator W. E. Stanton:

The days are cold, and dark and dreary;
It rains, and the wind is never weary;
We have no hope of seeing snow,
For Winter to the west did go,
And the day is dark and Brine(y).

In twenty-seven years of work,
George was never known to shirk;
Garfield Brine his place did take,
With many a groan and many an ache,
And the days are dark and Brine(y).

Be still, sad heart, and cease repining,
In sixty days he'll be returning;
For Christmas cannot come, you know,
Unless we have a "Winter" snow;
Some days must be dark and Brine(y).

Yard conductors Harry Smith and William Gickler and families, while on their way to Circleville Pumpkin Show, met with a rather peculiar automobile accident on October 25.

While attempting to pass another machine going in the same direction, Mr. Smith lost control of his machine, cramping the steering gear and causing it to crash into the ditch and turn completely over. The other machine sped on and offered no assistance to the unfortunate party, who were unable to extricate themselves, until another automobile party stopped and, with the aid of several farmers, succeeded in releasing them from their perilous position. Both Mrs. Smith and Mrs. Gickler sustained fractured collar bones. Mr. Smith and Mr. Gickler fortunately escaped with only a few bruises. The car was almost totally demolished.

A most distressing accident occurred on October 26. John Oakes, apprentice steam pipe fitter, was in a restaurant when an N. and W. freight train passed over the crossing. He ran to board it, telling his companions that he was going to Waverly to call on a lady friend. In some unknown manner Oakes was thrown under the wheels of the train, both legs being mangled below the knee and his skull fractured. He was found by the train crew after the train had passed, and when his cries for help were heard. He was immediately taken to the hospital but passed away at 11.30 p. m., after heroic efforts to save his life had been made by Drs. Holmes and Perrin and hospital attaches. Mr. Oakes was popular among his co-workers, who join in extending their greatest sympathy to the bereaved family.

The accompanying picture is of James E. Hayes, passenger car inspector at Loveland, Ohio, for twenty-five years, who died on October 6. Mr. Hayes was so well known among the employes of our division that we know they will appreciate seeing this picture of him as a small tribute to his memory.



The Late James E. Hayes



Agent C. E. Ausbrook

One of the most interesting and effective things done by any of our employes during the National Railroad Accident Prevention Drive, was the issuing of a strong placard by agent C. E. Ausbrook at Noble Illinois. The superintendent and one of our trainmasters thought so well of this that they wished it to be reproduced in full in this issue of the MAGAZINE. Unfortunately the Editor, on receipt of the copy, said that there would not be room for it in its entirety notwithstanding the splendid way it was gotten up and placed before our employes and the public. Mr. Ausbrook, whose picture appears on this page is to be congratulated on the fine spirit of initiative and cooperation that he manifested during the drive.

On September 27, Patrick J. Clifford, of New Vienna, went over to Wilmington where he and Mrs. Laura Simmons were quietly married. This move came as a complete surprise to all. Mr. Clifford was formerly a section foreman at New Vienna but is now retired on pension. We all join in wishing "Pat" a happy and prosperous married life.

Clyde Oyler, steel car helper, who was off duty because of injury, is able to be back on the job again.

Isaac Young, tank repairer, has purchased a "tin lizzie."

On October 22, Everett Drummond, machinist helper, and Miss Ada Moss were quietly married. Congratulations.

O. C. Kibbler, chief clerk, Washington, C. H., has been promoted to the position of supervisor of agents for our division. His many friends extend their congratulations.

Fireman C. H. Harper is the proud father of a baby boy, born on October 26. "Harp" says he does not know if the record should be 2.00 o'clock or 1.00 o'clock for it was just at the time to set the clock back one hour.

C. R. Duncan, chief clerk to superintendent, has been promoted to chief clerk to general superintendent Scheer. Mr. Duncan began service with this Company April 8, 1893, as office boy, and by hard and faithful work has steadily been climbing the ladder to his present position. The clerks of our division presented Mr. Duncan with an Elk ring, in appreciation of his past association with them. He has our best wishes for success in his well merited promotion.

R. H. West succeeds Mr. Duncan as chief clerk. Mr. West is well known at Chillicothe (in fact he is "one of us"), beginning his railroad career here in 1912 as stenographer in the Maintenance of Way Department. He left less than a year ago to accept position as assistant chief clerk to general superintendent Scheer. We welcome "Westie" back again and wish him the best of success in his new position with us.

It is with sorrow that we announce the death of Mrs. Clark, wife of supervisor P. Clark, of Washington C. H., who passed away October 9, after suffering over a year with cancer. She leaves a large family to mourn her death and cherish her memory. The division extends its sympathy to Mr. Clark and the entire family.

Miss Osma Foster, of the Division Accountant's force, who has been off duty because of illness, is again with us. Welcome back.

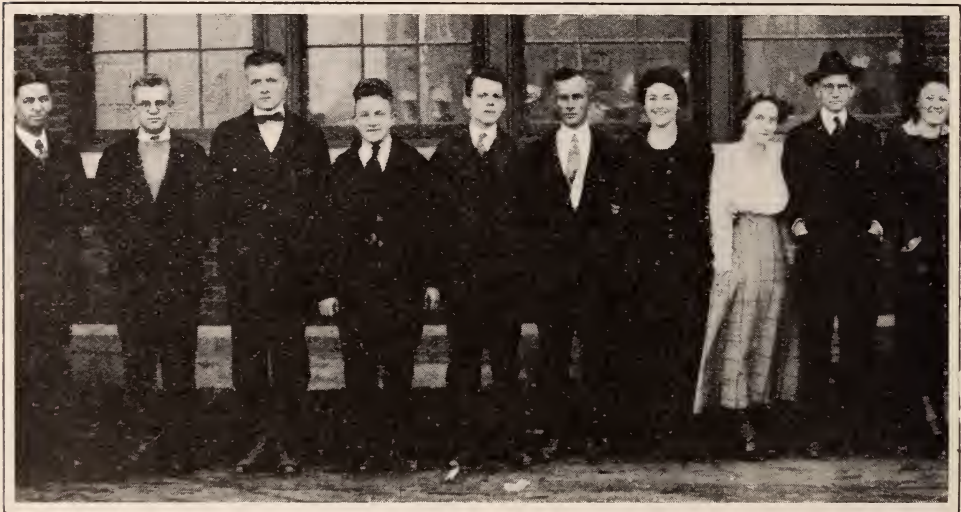
Miss Georgia Northcraft, of the Division Accountant's office, has resumed work, having recovered from injuries received while getting off a street car, when she was struck by a carelessly driven automobile. We are glad to have Georgia back with us again.

W. H. Timmons, ticket agent, Washington C. H., is back on the job after several days illness.

Miss Bernice Bowsher has accepted position as stenographer to the master carpenter.

The picture on the next page is of the Division Accounting force at Flora.

Reading from left to right are: F. A. McLemore, motive power timekeeper; Joseph Hettinger, temporary clerk; L. E. Smith, shop order clerk; Robert Jefferis, conducting transportation timekeeper; E. G. Arndt, maintenance of way distribution clerk; W. C. Shehorn, junior clerk; J. E. Puckett, fuel performance; S. P. White, temporary clerk; E. W. Berry, maintenance of way timekeeper; L. E. Kellums, conducting transportation time clerk; H. L. Vermilion, conducting transportation time clerk; C. F. Stanford, stores clerk; W. A. Wood, maintenance of way accountant; A. D. Shriner, temporary clerk; Ruth Barringer, income tax clerk; Maud Russell, stenographer;



Ohio Division Accounting Force at Flora—Read left to right and down the page—see Note

W. S. Hopkins, division accountant; Carrie Johnson, fuel statistics; Hazel Conner, general clerk; S. H. Newby, man hour clerk; A. Malinsky, tonnage clerk; Helen Dillman, motive power distribution; Jessie Taylor, motive power distribution; W. E. Smith, chief clerk; Edna Pearce, conducting transportation time clerk; E. E. Bunch, motive power timekeeper; F. C. Klaus, motive power timekeeper.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

PERMANENT MEMBERS

- A. A. IAMS..... Chairman, Superintendent, Seymour, Ind.
- J. B. PURKHISER..... Trainmaster, Seymour, Ind.
- H. S. SMITH..... Trainmaster, Seymour, Ind.
- C. E. HERTH..... Division Engineer, Seymour, Ind.
- J. M. SHAY..... Master Mechanic, Storrs, Ohio
- S. A. ROGERS..... Road Foreman of Engines, Seymour, Ind.
- M. A. MCCARTHY..... Division Operator, Seymour, Ind.
- DR. G. R. GAVER..... Medical Examiner, Cincinnati, Ohio
- R. J. BARKLEY..... Patrolman, Seymour, Ind.
- F. L. SCHTRR..... Claim Agent, Seymour, Ind.
- B. H. PRINN..... Signal Supervisor, North Vernon, Ind.
- W. H. HOWE..... Master Carpenter, Seymour, Ind.
- Miss M. W. TASKEY, Representative Female Employees, Seymour, Ind.
- P. T. HORAN..... General Foreman, Seymour, Ind.

- D. CASSIN..... Supervisor, North Vernon, Ind.
- W. M. DOWNEY..... Supervisor, North Vernon, Ind.
- T. ROWLAND..... Supervisor, Seymour, Ind.
- E. G. MASHER..... Secretary, Seymour, Ind.

ROTATING MEMBERS

- C. ALEXANDER..... Yardmaster, North Vernon, Ind.
- J. E. SANDS..... Agent, Louisville, Ky.
- J. M. HOOK..... Signal Maintainer, Milan, Ind.
- E. A. RILEY..... Bridge Foreman, Mitchell, Ind.
- J. A. FERGUSON..... Bridge Carpenter, Mitchell, Ind.
- M. A. STUBBLEFIELD..... Passenger Engineer, North Vernon, Ind.
- I. L. JAMES..... Freight Engineer, Seymour, Ind.
- J. D. FRAZER..... Passenger Fireman, Seymour, Ind.
- F. O. WELLS..... Freight Fireman, Seymour, Ind.
- G. L. DURLAND..... Passenger Conductor, Cincinnati, Ohio
- L. ROBERTSON..... Freight Conductor, Seymour, Ind.
- CHARLES FOX..... Passenger Brakeman, Cincinnati, Ohio
- A. C. MCGINNIS..... Freight Brakeman, Seymour, Ind.
- L. B. THOMPSON..... Yardmaster, Seymour, Ind.
- JOHN LEMMON, Shopman, Locomotive Department, Seymour, Ind.
- A. J. KEENE..... Car Foreman, Seymour, Ind.

PATENTS

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J. V. Clapp, Former Agent, Indiana Division

J. V. Clapp, agent, Sparksville, who has been in the service of the Company about twenty years, has made application for pension and will be relieved. Mr. Clapp was born in Clark County, Indiana, May 10, 1853, and began service with the Company as agent at Nabbs in March, 1898. He was transferred to Marysville in 1900 and to Sparksville in 1911, where he has been in continuous service since that date. His present health is not the best and he is leaving his work with deep regret. He has been deeply interested in the Railroad and we know that this interest will continue. He cherishes many pleasant memories of the service and his co-workers which will brighten the remainder of his life. As soon as relieved he will return to Marysville, Ind., where he has a comfortable home, many relatives and friends. It is his intention to engage in some line of work that will keep him occupied, but not beyond his strength.

Mr. Clapp has been one of our family for so many years that he will be greatly missed, and our best wishes are extended for an improvement in his physical condition and that he may enjoy many happy years at his old home in Marysville.

J. D. Romes, recently appointed supervising agent with headquarters at Seymour, is about the happiest man on the division. A fine eleven-pound boy and, further, it has been named "J. D. Jr."

James D. McGrath, fireman, with the Company for the past few years and Miss Stella Downey, the accomplished daughter of supervisor W. M. Downey, Louisville Sub-Division, were married at North Vernon on October 9. Congratulations!

One of the prettiest weddings of the season took place in the First Methodist Episcopal Church, Seymour, on October 11, when Miss

Bernice White was united in marriage with Samuel Hodapp. Only the immediate members of both families were present.

The bride was employed in our Timekeeper's Department. She is a charming young lady with a large number of friends who join in extending her their best wishes.

Mr. Hodapp is the son of Mr. and Mrs. Samuel Hodapp, 514 East Third Street. He is also employed now with the Company.

Our division officers are much gratified at our splendid showing made during the National Railroad Accident Prevention Drive.

During this period we had but two minor injuries. At Sparksville on October 18, a carpenter was unfortunate enough to strike index finger against cross-cut saw when removing a splinter and was out of service eight days. A brakeman with local freight train No. 83 at Huron on October 29, stumbled on a tie in main track, straining muscle of right leg below knee and was incapacitated for five days.

Our superintendent has issued an appeal to all employes to continue the special observance of SAFETY during November and December. The employes constituting special committees on SAFETY will remain intact and every effort will be put forth to improve the good record made during the National Drive.



A Popular Springfield Sub Division Engineer
"as was" in 1903



Engine 1539 in 1907

Illinois Division

Correspondent, **OMER T. GOFF**, *Secretary to Superintendent*

The accompanying picture is of engine 1539 working in Flora Yard in 1907. The members of the crew of this engine are still in service with the exception of the fireman who is shown on the extreme right. The members still in service, reading from left to right are, switchmen Long, Dunnigan, foreman Schroyer, and engineer Schermerhorn.

The photograph on page 116 is of one of our good-looking Springfield Sub-Division enginemen, taken during a street fair at Flora in 1903. This was a long time ago, but John is still the same old fellow, although his feet have now straightened out and his parasol has possibly been worn out for some time.

Washington Shops

Correspondent, **J. R. MINTER**

During the National Railroad Accident Prevention Drive, Washington Shops did not have an accident. This two weeks drive should be an incentive to the men to always be careful, not only for their own benefit, but for the benefit and welfare of their families.

During the drive the following daily reminders were posted throughout the shop, and were furnished by painter foreman J. J. McNamara:

- First Day—Work begun is half done.
- Third Day—Men, watch your step.
- Fourth Day—Caution your fellow workman.
- Fifth Day—All pull together.
- Sixth Day—Keep up the good work.
- Seventh Day—Wonderful progress.
- Eighth Day—Promote cooperation.
- Tenth Day—When you are right go ahead.
- Eleventh Day—We are bound to succeed.
- Twelfth Day—See what we can do by—
- Thirteenth Day—United action and brotherly love.
- Fourteenth Day—Thank you, men, keep up the good work.



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Write me today—**Send No Money**, just name and address. I will enroll you as a member of

The **ILLINOIS' Famous** \$ **250**
Santa Fe Special
And **BUNN Special**
Adjusted to Six Positions
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my **Second "5,000 Watch Club,"** for 1919, and will send you my Big New Watch Book, **Free**. Select watch you want. I will send it for you to see **WITHOUT ONE PENNY DOWN**; wear it 30 days **FREE**, then you may buy it on Easy Payments, at the **ROCK BOTTOM PRICE** quoted to Members only on a binding money-back guarantee. My **Cut-Profit Club Plan** saves you one-third to one-half the money and gives you the best Watch the money can buy.

ALONZO S. THOMAS, President, Santa Fe Watch Co.

HON. CHAMP CLARK, House of Representatives, Washington, D. C.

I have carried a "Santa Fe Special" for three or four years and find it to be an admirable timepiece.
 Champ Clark.

If You Failed to Get Yours

Don't postpone another day! **The rush to join my Second "5,000 Watch Club,"** so as to get one of these magnificent Watches, on my **Startling Cut-Profit Club Plan**, continues. The Christmas demand will, probably, take the last one of them by the middle of this month. So write today for my Free Watch Book and select your Watch before this offer expires, and before the 5,000 Watches are all gone.

This Special Offer expires with the Old Year, 1919.

Orders for Christmas must all be filled by December 20.

These Watches are **Guaranteed for a Lifetime of Satisfactory Service** not only by the Santa Fe Watch Co., but by the Great Illinois Springfield Watch Factory. I want you to see the latest designs in Engraved Cases, and the three-color enamel inlaid work—shown in colors in my New Watch Book. Christmas is near with only a few of these 5,000 Watches left, so write for the Watch Book today and make your selections without delay.

Santa Fe Watch Co.

Dept. C-25, Thomas Bldg., Topeka, Kansas (Home of the great Santa Fe Railway)



A letter, post card or this coupon will bring my Free Watch Book

SANTA FE WATCH CO., Dept. C-25, Thomas Bldg., Topeka, Kans. Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

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Address

State

Fuel inspector D. E. Dick has been here several times recently but has not had time to demonstrate his typewriting ability. We understand that he has discarded the "Hunt and Peck" system for the "Peck and Hunt," and uses a machine with water cooled bearings.

The stork recently visited the home of tinner Harry L. Alberty and left a big baby girl. Harry now has a boy and a girl and is displaying a forty-five inch chest.

Yes, statistician James Harold Bourgholtzer makes his regular Sunday trips to Seymour, Ind. What's the trouble, "Burg," has the H. C. L. got you bluffed?

J. C. Swift, machine hand in the car department at this station, is a live wire in the SAFETY movement. "Jake" is always on the job, looking out for unsafe conditions and having them corrected, and cautioning his fellow workmen to be careful. He is to be commended for the good example he sets.

W. L. Robinson, division master mechanic, has moved his household goods and family to this city.

We have now motorized the back shop and are using "juice" from Edwardsport, Ind. It comes in, hot stuff, at 33,000 but we tame it down to 440. The old Russell shop engine, which has so faithfully pulled the shop and the big D. C. generator since 1891, is resting peacefully. The shop has been divided into five independent groups. This saves the expense of running the entire shop when only one machine is to be used as on Sundays and holidays. The electricians are now busy wiring for A. C. power in engine house, tin shop, blacksmith shop and on coal chute and turntable.

"Bill" Birx, pipe fitter, claims to be the champion card player of the tin shop. But it takes James Jasper Rose, the snake hunter from West Virginia, to put him in the shade.

We are glad to note that Henry B. Jones, tinner, is back at work after having undergone a very delicate and serious operation.

The writer is glad to note that our MAGAZINE is improving. It is getting to be more interesting from all standpoints and the "Among Ourselves" department is surely coming to the front. It does one good to read something about some acquaintance on other divisions. Let all of us pull together to make our MAGAZINE the best railroad magazine in the country. I respectfully request that the men at Washington Shops furnish me with notes and pictures not later than the first of each month.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*

The accompanying photograph is of an extra gang under the supervision of foreman John Popoff, who is at the right with pipe in mouth. They are all Macedonians, including the foreman, and have worked between Lima and Toledo continuously since 1914. During the war Popoff held a good size gang in the face of the jump after jump of wages in commercial industries. Every one of these fellows was a heavy buyer of Liberty bonds. Some bought for spot cash as much as \$300 at a time. They are all sober, industrious fellows, and always ready to respond to duty.

Effective October 15, M. S. Kopp, assistant superintendent of Toledo District, Rossford Yards, was transferred with same title to Willard, Ohio. Our employes, while glad to see Mr. Kopp get this recognition for efficiency and loyalty, regret that he has left us. He is a self-made man, having risen from clerk to train dispatcher, to trainmaster, and from that to the position he has just left. J. W. Kelly,



A Gang of Macedonians who are Good Americans—Toledo Division

Jr., who occupied the position of assistant superintendent at our Dayton office, was, effective same date, transferred to the territory vacated by Mr. Kopp. Mr. Kelly has not been with us long, but has made many friends, and has shown great efficiency.

Most of our readers have probably learned of the serious illness of trainmaster H. W. Brant, to whom the writer expresses the voice of all employes in saying that we trust and hope for his speedy recovery. Mr. Brant, like Mr. Kopp, is a self-made man, having advanced from the ranks as an operator through the dispatcher's office and then to trainmaster. During his leave of absence T. J. Daly is trainmaster. He comes to us from the Newark Division, and, with only a short acquaintance, we believe he will become a popular man on the division. This change was made effective on November 1.

D. A. Fowler, accountant in agent Hockett's office, had the misfortune recently of having the wrist of his right arm broken. He has continued to supervise the work of his department, although not able to handle pen or pencil, and is rapidly recovering.

G. A. Rozell, who was formerly agent at Leipsic, Ohio, has been transferred to Richmondale, Ohio, as agent-operator, effective October 2.

A. E. West, general yardmaster, Hamilton, Ohio. Yard, has for sometime been recognized as a fellow full of pep. He outclassed anything known in history, however, when recently it was necessary for him to go to the hospital for an operation and have an incision made in his abdomen. The next day he arose from his bed, went to his office and returned to duty. He says it is not advisable for any one to do this; ask him, he will tell you why.

Dr. R. C. Potter, who has been our medical examiner at Dayton, Ohio, was transferred, effective October 1, to the Ohio Division, with headquarters at Chillicothe, Ohio, in the same capacity. While with us the Doctor made many friends and we hear many expressions of regret that he has left us.

David Garrett, our popular passenger conductor running between Chillicothe and Dayton, has just returned to duty after an illness of several days' duration. C. V. Windell looked after the cash fares and the attractive ladies during Garrett's lay off.

A. R. McNamara recently returned from a vacation which was mostly spent in New York City. There is a strong rumor that on or about October 18, Miss Jessie Munch became the wife of Mr. McNamara, but whether or not she accompanied him to New York has not been proved. Both of these young people work in the Division Accountant's office.

A. E. Ransbottom, freight engineer of long standing with the Company, has not been fit for duty for about three months, because of neuritis. It is hoped that an early recovery will take place, for the boys all miss him on his runs.



“Look At Him Today!”

“Six years ago he started in here just as you are doing. Now he's General Manager and makes more in a day than he used to make in a week. The first week he was here he began to train for the job ahead by studying in spare time with the International Correspondence Schools. Inside of six months he got his first promotion. You've got the same chance he had, young man. Follow his example. Take up some I. C. S. course right away. What *you* are six years from now is entirely up to you.”

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Street and No. _____

City _____ State _____

7-26-10

We are desirous of emphasizing to the employes of our division that it was by their hearty cooperation that we won the "No-Accident Campaign" championship banner of the Western Lines. This is a large pennant bearing the SAFETY emblem of the Railroad, and the words—"NO-ACCIDENT CAMPAIGN" CHAMPIONS, WESTERN LINES. It measures 10 x 20 feet, and is displayed on the first floor in the front part of the building at the corner of Webster and Third Streets. Any time that any of the employes of the division can do so, we shall be glad to have them look at it, and at the same time remember that they were among the several thousand employes who helped to bring us this honor.

Rossford

Mrs. M. G. Terry, claim clerk of the local office, has just returned to her desk after a severe illness at Mercy Hospital.

M. L. Henning, tracing clerk of the local office, attended the world's series at Chicago on October 6, and witnessed "Hod" Eller put it over on the Sox.

C. S. Dryden, posting clerk of the local office, has returned to duty after a brief illness.

Frank Langers, correction clerk, of the local office, while a highly efficient man on "corrections," is also some painter. He enjoyed a recent vacation, putting several coats of paint on his Forest Drive bungalow.

Miss Thelma Winters, who was until recently employed as Lake Coal demurrage clerk, in assistant agent's office, resigned recently and has accepted a position as "chief cook" to Herman Evers, one of our popular trainmen. Mr. and Mrs. Evers will make their home in Lima, Ohio, and we wish them much happiness.

During the latter part of September, A. B. Tiemann, who is chief clerk to general foreman, Mechanical Department, was united in marriage to Miss Bertha Wehrle, of Toledo. We express the thought of all in wishing them long and happy lives.

East Dayton Shops

Correspondent, EDWARD M. MANNIX

Now that the year is coming to a close, East Dayton Shops are all activity, getting prepared for the winter. The old back shop is being dismantled and cleared up to make room for the many improvements scheduled for the coming Spring.

In the "No-Accident Campaign," just closed for the Western Lines, it is a safe prediction that this point will be found way out in front, for nothing has been left undone to assist in this undertaking.

For the last six months at the East Dayton Shops and Roundhouse we are able to say that not one fatal or even serious accident has occurred. Carefulness is the watchword of all.

Our general superintendent, F. B. Mitchell, general master mechanic G. R. Galloway, and our division superintendent, R. B. Mann, visited the shops recently and were much pleased at conditions, especially at the showing made by our master mechanic, A. E. McMillan, who is striving to make this place a criterion for all.

We have small signs reading "Danger—Look Out" that are used at any dangerous place noticed. The writer recently saw a large plank missing at one of our drop pits, and he immediately placed a danger sign at this place. It was late at night, yet inside of ten minutes, our night tank carpenter, Herman Owens, had a new plank placed over the hole.

It is pleasing to walk down the repair tracks and notice how free from obstruction the passages are, and what care is exercised in the handling of cars. It is hard to beat O'Neil or Jackson at this game.

While we know that all our engineers are a whole-souled and fearless body of men, we see something in those we come into contact with daily that is pleasing. No more of those old frowns or sneers, but, on the contrary, a smile, a "good morning," or "good evening," or "hello, old scout." This is the kind of seed to scatter.

Assistant superintendent J. W. Kelly, Jr., has been transferred, with headquarters at Toledo. While we regret his removal from our city, we are glad he is still on our division, and wish him bushels of good luck in the lake city.

"Little Bob" Mannix, as he is known to all the men at the East Dayton Shops, recently put one over on his father that sounds good. It was on pay day, and his father sent him to the bank to have his check cashed. He asked his father if he could have the odd pennies and was told he could. Then he got the bank cashier to give him eighty-five pennies, and when he returned, handed his father the even money, showing him what he called the odd pennies. He kept the pennies all right, too.

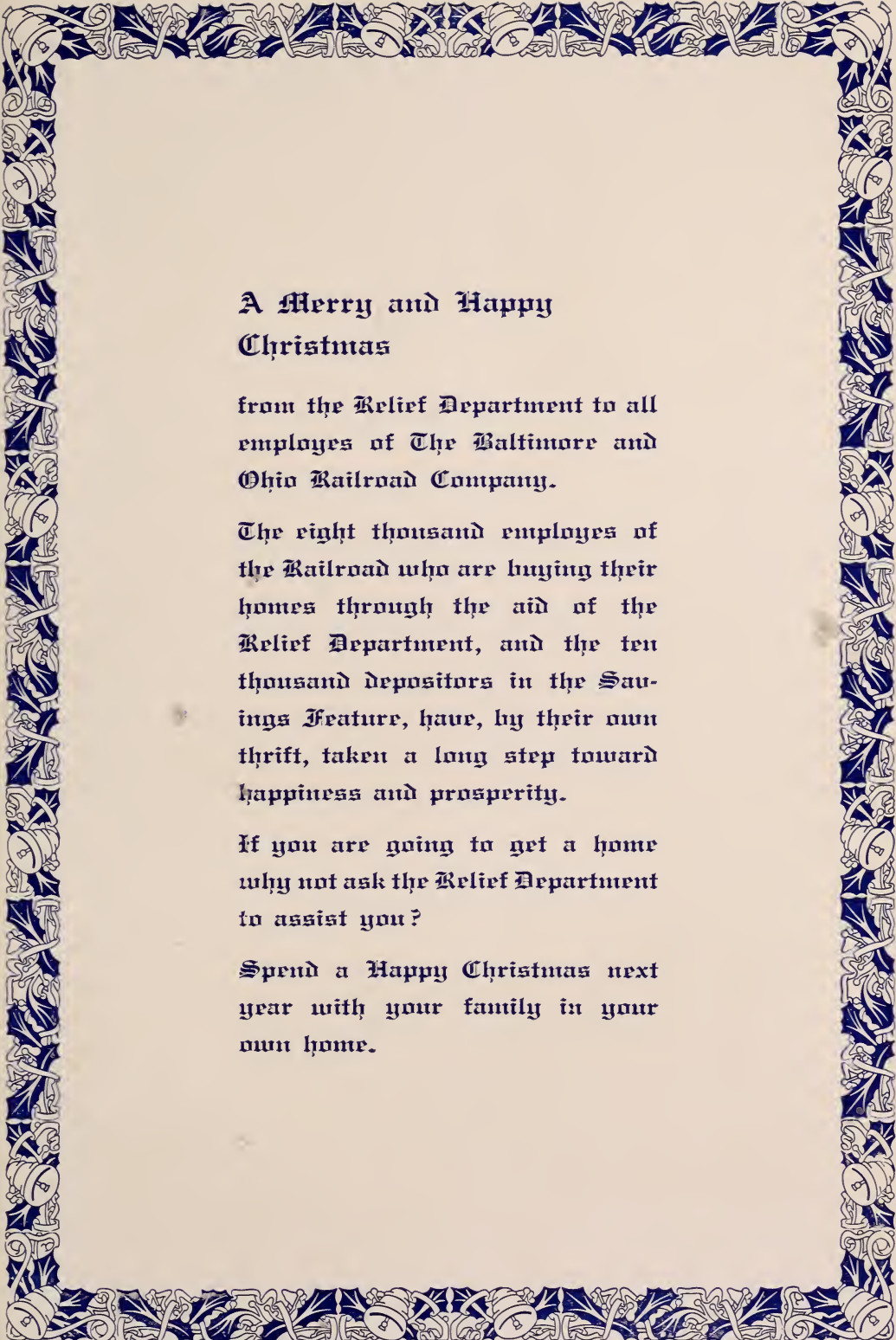
As we are now about to enter upon the holiday period, with the Thanksgiving feast at hand, we desire to extend our thanks to all of our superior officers and to our shop men, and wish to them, one and all, the world's choicest blessings at this season.

One on Pa

Stern Parent: "Marie, what were you and young Jessom doing last night when your little brother caught you?"

Marie: "Nothing, pa, except quietly discussing practical experimentation at osculatory theories."

Stern Parent: "And that little devil told me that that man was kissing you."—*Nebraska Awgwan.*



A Merry and Happy Christmas

from the Relief Department to all
employes of The Baltimore and
Ohio Railroad Company.

The eight thousand employes of
the Railroad who are buying their
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Relief Department, and the ten
thousand depositors in the Sav-
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thrift, taken a long step toward
happiness and prosperity.

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year with your family in your
own home.

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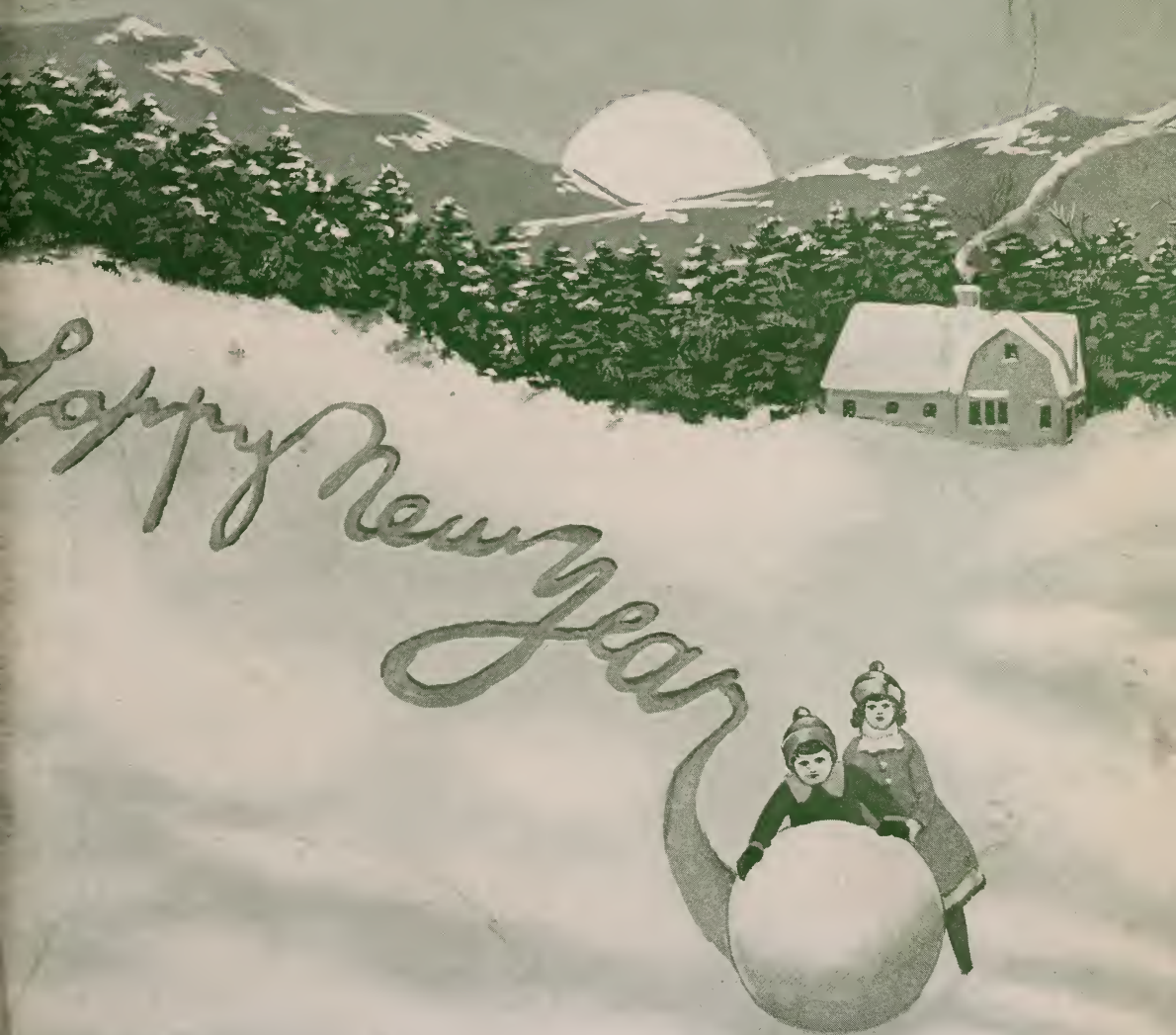


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Baltimore & Ohio Employes Magazine



Happy New Year

January
1920

ILLINOIS



WATCHES

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ADJUSTED
TEMPERATURE
SIX
POSITIONS

Choose a watch that doesn't have a weak spot in it

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Originally, railroad watches were not adjusted to positions.

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Now, the inspectors are not allowed to pass any watches adjusted to less than five positions.

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

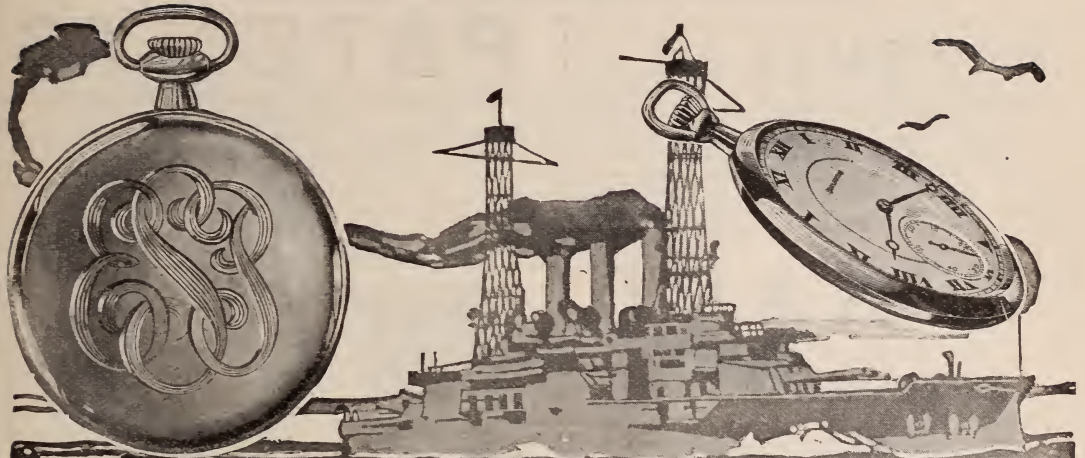
So why take any chances on a five position watch when you can just as easily get the superior, all around adjusted

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16 size Illinois watches which are adjusted to temperature, isochronism and SIX POSITIONS?

Ask your jeweler for these watches

Illinois Watch Company
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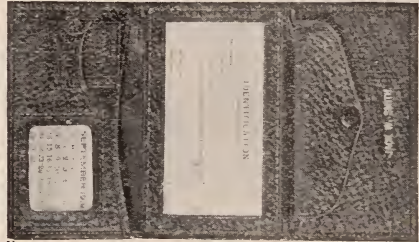
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—Le Pele-Mele

"Come along, Jack! What are you thinking about?"
 "You, darling."

There is not much use in starting on the right road unless you keep on moving. Save regularly and get ahead with your War Savings Stamp fund. : : :



BUY W. S. S.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 7

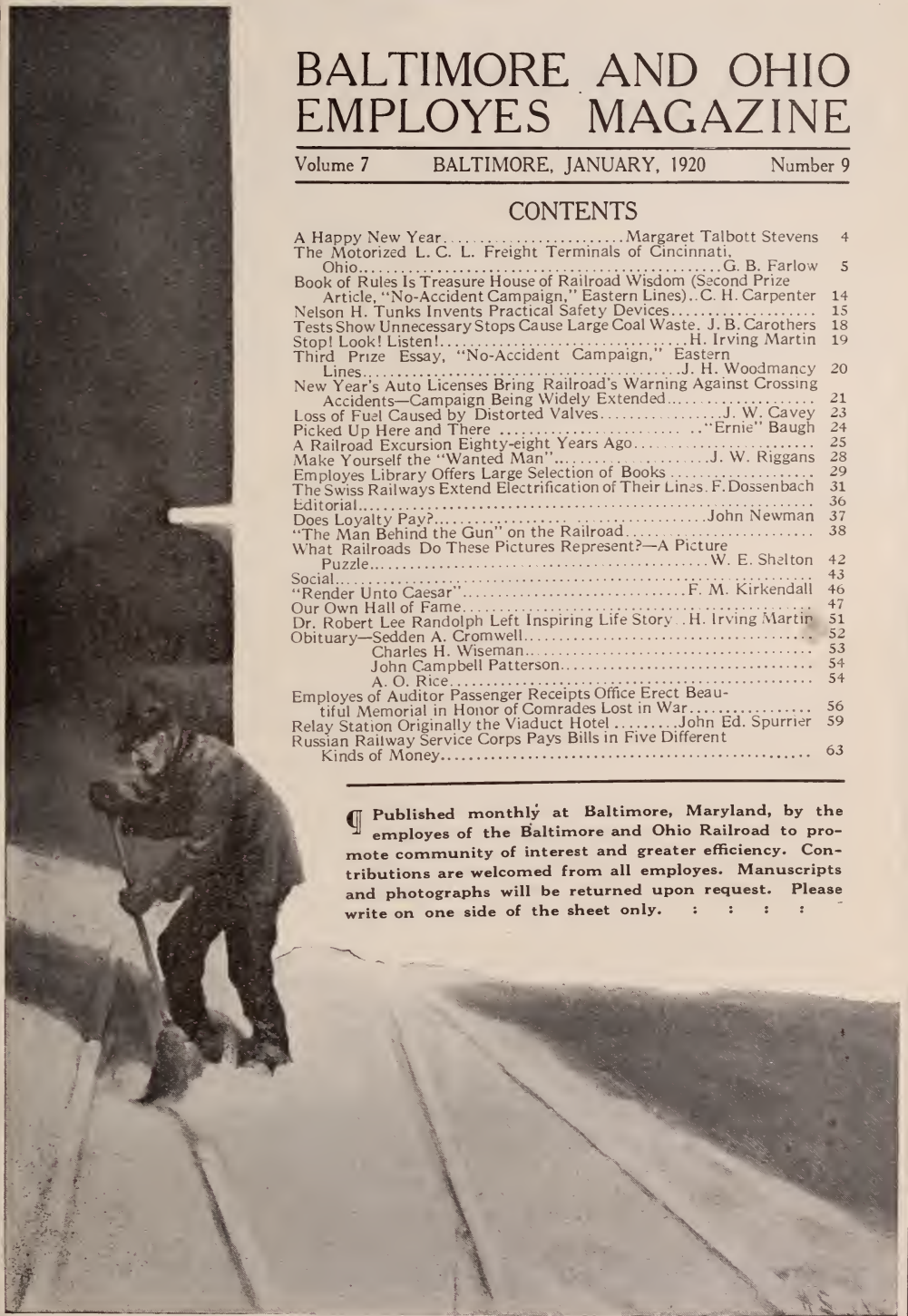
BALTIMORE, JANUARY, 1920

Number 9

CONTENTS

A Happy New Year.....	Margaret Talbott Stevens	4
The Motorized L. C. L. Freight Terminals of Cincinnati, Ohio.....	G. B. Farlow	5
Book of Rules Is Treasure House of Railroad Wisdom (Second Prize Article, "No-Accident Campaign," Eastern Lines).....	C. H. Carpenter	14
Nelson H. Tunks Invents Practical Safety Devices.....		15
Tests Show Unnecessary Stops Cause Large Coal Waste.....	J. B. Carothers	18
Stop! Look! Listen!.....	H. Irving Martin	19
Third Prize Essay, "No-Accident Campaign," Eastern Lines.....	J. H. Woodmancy	20
New Year's Auto Licenses Bring Railroad's Warning Against Crossing Accidents—Campaign Being Widely Extended.....		21
Loss of Fuel Caused by "Distorted Valves".....	J. W. Cavey	23
Picked Up Here and There.....	"Ernie" Baugh	24
A Railroad Excursion Eighty-eight Years Ago.....		25
Make Yourself the "Wanted Man".....	J. W. Riggins	28
Employes Library Offers Large Selection of Books.....		29
The Swiss Railways Extend Electrification of Their Lines.....	F. Dossenbach	31
Editorial.....		36
Does Loyalty Pay?.....	John Newman	37
"The Man Behind the Gun" on the Railroad.....		38
What Railroads Do These Pictures Represent?—A Picture Puzzle.....	W. E. Shelton	42
Social.....		43
"Render Unto Caesar".....	F. M. Kirkendall	46
Our Own Hall of Fame.....		47
Dr. Robert Lee Randolph Left Inspiring Life Story.....	H. Irving Martin	51
Obituary—Sedden A. Cromwell.....		52
Charles H. Wiseman.....		53
John Campbell Patterson.....		54
A. O. Rice.....		54
Employees of Auditor Passenger Receipts Office Erect Beautiful Memorial in Honor of Comrades Lost in War.....		56
Relay Station Originally the Viaduct Hotel.....	John Ed. Spurrier	59
Russian Railway Service Corps Pays Bills in Five Different Kinds of Money.....		63

Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only. : : : :





A Happy New Year



Somebody says that the world is upside down! Well, according to geographies, the world is upside down half of the time anyway, but isn't it funny that we still manage to stick to it? And if the world is any "upside downer" now than it was ten years ago, we're sticking to it just the same—and we're going to make the best of it!

What do you say to changing our schedules for the year? "Oh," you say, "What schedules? Freight or passenger time tables?" Neither one; I mean the changing of our own schedules. Let's look ourselves over and take stock. Figure out what we ought to be worth—physically, financially, mentally, morally. Then, if we find that we fall short, we know something is wrong and we need to change our schedules.

Sure, we'll turn over a new leaf, but on that leaf we're going to write out our list of troubles, tear out the page and throw it into the fire.

Then, let the old world be upside down according to philosophy, geography, or H. C. L., we'll stick to it just the same; we'll follow out our new schedules and make this the happiest New Year ever. Let's go!

MARGARET TALBOTT STEVENS
File Clerk, Transportation Department

Decoration by STANLEY M. BELL
Valuation Department

The Motorized L. C. L. Freight Terminals of Cincinnati, Ohio

Effect Many Economies Over Old Trap Car Method

By G. B. Farlow

Special Engineer, Office of Chief Engineer, Western Lines



ALTHOUGH the railroads of this country have made phenomenal strides in the last decade, there are several phases of the transportation problem that are generally conducted along the same lines as in the pioneer days. One of the most striking instances of this is the handling of L. C. L. freight at large terminals where the horse-drawn dray has handled the transfer of freight since the roads were organized.

The need for improvement has long been felt by railroad managements and experiments have been made in an effort to adapt the modern motor truck to this service. This attempted development had not met with sufficient success to justify a change until the idea was conceived of using portable bodies which could be loaded in the freight house and placed on the motor chassis by means of hoists which travel on an overhead carriage.

At the Cincinnati Terminals it is estimated that sixty-five per cent. of the less than carload tonnage is for transfer to connecting lines or sub-stations. This was handled by the horse-drawn drays of the Cincinnati Transfer Company. This company, however, could not keep up with the increase in tonnage, so that during the year 1917 only about fifty per cent. of the available tonnage was handled. This forced the railroads to

the use of trap cars for the interline L. C. L. tonnage to relieve the congestion of floor space and to keep freight moving.

Trap Cars Not Economical

The trap car is not an economical unit for handling freight. In its use the freight is loaded into a given car, which, if it contains sufficient tonnage at the end of the day, is carded to the connection desired and interchanged in the usual manner. It has been found that the tonnage so handled averaged only nine tons per car. The rehandling involved increased materially the cost per ton, the liability to loss and damage was greatly increased, and the average time required to move freight to a connecting line was from two to five days. Trap cars take for terminal non-revenue movement cars that could be used in main line service. This item, when the general car shortage is considered, is sufficient to warrant serious consideration, for it is estimated that there were 154 trap cars per day in service of all the railroads in the Cincinnati Terminals, or 56,000 cars held out of revenue service annually.

New Working Agreement

After a detailed investigation by representatives of all the railroads, and an eighteen months trial by one of the leading carriers, The Motor Terminals Company of Cincinnati was organized,

and all the railroads entering the city agreed to participate, signing a contract based on the following terms:

The Motor Terminals Company to furnish:

- 1. Motor truck service between main and sub-stations, and L. C. L. interchange between railroads.
- 2. Truck bodies and chain hoists necessary for the placing and removal of truck bodies.
- 3. Assume all operating and maintenance cost of such equipment.
- 4. Assume liability of loss and damage of freight while in its possession.

The railroads agreed:

- 1. To purchase the service above described at the price prescribed in the agreement.
- 2. To supply the superstructure at the freight house necessary to handle the truck bodies and make such alterations in the buildings as required.
- 3. To furnish and maintain a system for routing and dispatching the motor trucks, such as would secure maximum traffic benefits, high tonnage and mileage efficiency.

4. To allow a minimum of two tons for all loads less than that amount.

5. To furnish labor necessary to load and unload truck bodies from the truck chassis, and the handling of freight to and from said bodies.

Advantages Expected

The advantages to be derived from the operation of The Motor Terminals Company, are:

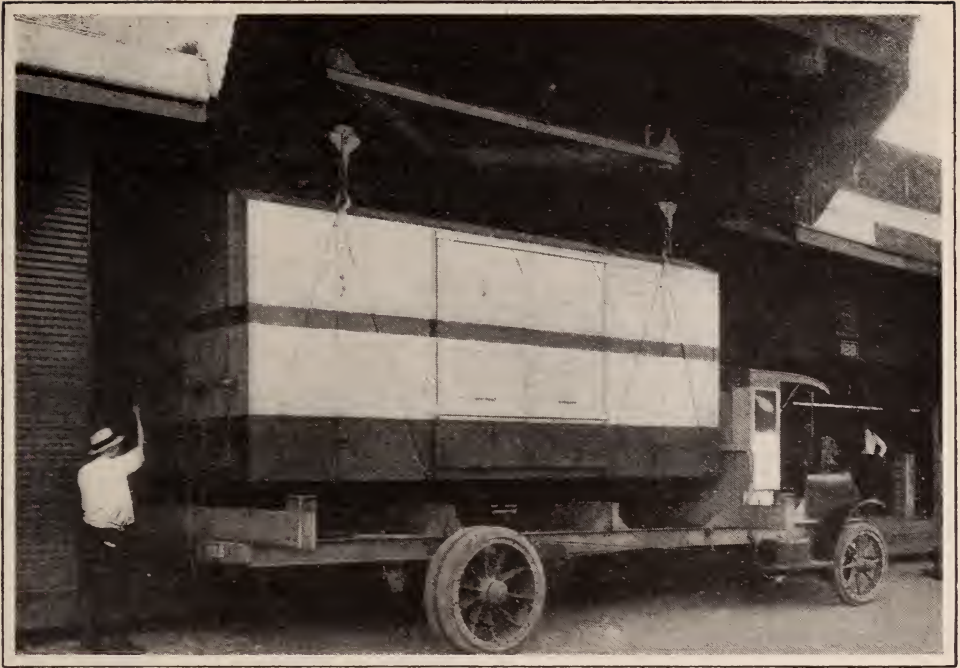
- 1. Effect a net economy per ton on all L. C. L. freight handled.
- 2. Shorten the time in freight movement.
- 3. Increase the station rail capacities.
- 4. Increase station tonnage capacity by continuous movement of freight.
- 5. Lessen the liability for loss and damage to L. C. L. freight.
- 6. Eliminate trap cars now used in connecting line, main and sub-station service.

Plan of Operation

The plan of operation consists in having a sufficient number of movable truck bodies distributed at each station, and either spotted on the floor of the



General view of freight house, entrance, superstructures, Motor Terminal Company's electric hoists, unit demountable bodies, and motor truck chassis. Body shown in position ready to be unloaded from truck chassis



Unit demountable body being removed from motor truck and trolled into freight house

freight house or left suspended under the superstructures so that inbound freight is loaded by direct run from the car to truck body, without rehandling. At sub-stations, outbound freight can be loaded direct into the portable body by the shipper, and from there loaded into cars at the main station. All bodies are moved as soon as loaded and a new empty placed. The switching of bodies and routing of trucks is handled by the dispatcher.

For instance, a freight car comes into the inbound house. The bills for the contents are delivered to the checker, who with a gang of four men constitute an unloading unit. He determines the destination of each piece and as the trucker loads out of the car, checks his load, and hands him a slip or ballot showing where it is delivered. If a shipment is for transfer to a connecting line or sub-station, it goes by "motor terminal" and the ballot given the trucker indicates the location of the motor body. With the first load a copy of the bill is sent to the receiving checker at the motor body, who checks the pieces as they are loaded. A special bill listing the con-

tents of each body is made up by the receiving checker, copies being sent to the agent and the Motor Terminals Company. The motor truck driver delivers a copy to the receiving station. This special bill forms the basis of settlement with the Terminals Company for the amount of freight handled. The receiving checker handles the hoist apparatus and with the assistance of the motor truck driver places the body on the chassis. He also must keep the dispatcher informed so that loaded bodies can be promptly replaced with empties.

On reaching an outbound station the body is raised from the chassis, the special bill delivered to the checker and the contents checked and distributed by the checker's gang to cars. Here the double ballot system is used and it is not necessary to check the pieces when they are delivered to the car, but the trucker returns to the checker a car ballot with his load ballot which shows the destination reference and the car number where the piece was placed. From the car ballot the checker notes on the through bill the car number.

Cost of Handling Reduced—Other Economies

The average cost of handling L. C. L. freight by trap cars and drays was \$1.342 per ton. The estimated cost of handling by truck bodies is \$1.171 per ton—saving per ton \$0.171.

This figure does not include the capitalized value of time saved in freight movement, which, by trap car, is 62.4 hours between connecting lines; 55.2 hours between main and sub-stations, and 72 hours by Transfer Company, while with the Motor Terminals Company, a daily ten hour service will be maintained, which will reach destination in time for current loading into main line cars, or for consignees' delivery at sub-station. This means an average advance movement of freight of 52.4 hours.

The daily average number of trap cars forwarded and received between connections was twenty cars, and the number handled between main and sub-stations was eighty-eight cars. With an average rail space of 40.4 lineal feet per car, this represents the equivalent of an increase of 4363.2 feet in station rail capacity.

The continuous movement of freight, with the elimination of the floor space required by the Cincinnati Transfer Company for storage and assembling

freight awaiting dray, figures an equivalent of unit increase in platform tonnage capacity of 14.8 per cent.

The elimination of rehandling and the movement of freight in a sealed body lessens the liability of loss and damage.

The Cincinnati Motor Terminals Company's service has been in operation on the Baltimore and Ohio since August 1, 1919.

At the bottom of the next page is a list of the terminal freight stations equipped.

Interchange Connections

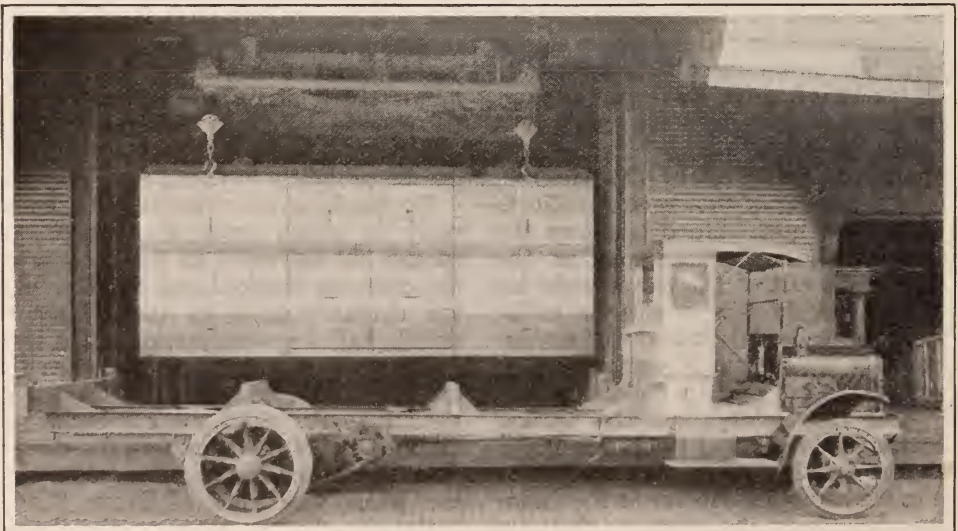
Interchange is made with the following railroads:

Cleveland, Cincinnati, Chicago and St. Louis; Pennsylvania; Norfolk and Western; Louisville and Nashville; Cincinnati, New Orleans and Texas Pacific; Chesapeake and Ohio; Cincinnati, Lebanon and Northern; Erie.

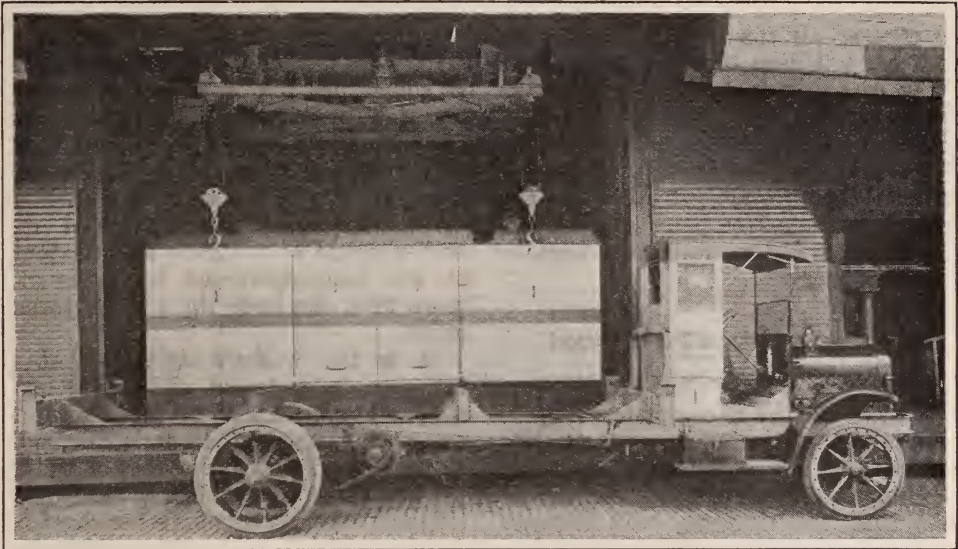
The average distance between our main stations and those of connecting lines is one mile. The average distance between our main and sub-stations is eight miles.

Equipment Includes New Patented Devices

The motor equipment used is the five ton White truck with special chassis for holding the removable bodies. The de-



Body trolled into freight house ready to be lowered on platform



Body lowered on platform and motor truck chassis ready to leave for adjacent superstructure

mountable bodies are composite steel and wood construction; inside dimensions seventeen feet six inches long, eight feet wide, and seven feet high, capacity 10,000 pounds with standard interchangeable side and end doors. The doors are equipped with sealing and door protection bars, requiring four seals per body. Electric hoists are provided to lift the body from the chassis. They consist of a special bridge frame with a patented weaving device of the Motor Terminals Company's design, to meet the demands of body and truck alignment and are equipped with the Sprague Electric Company's Type 2-W Standard Hoist Units. At present the bodies are trolleyed by hand on the steel superstructure but this method will be replaced by electric trolley as soon as delivery of motors can be made.

The superstructures are of varying designs to meet the individual conditions encountered at each freight house, but in general consist of a structure steel framework supporting the two overhead trolleys from which the hoisting device is hung. Where the building construction would permit the trolleys were constructed parallel to the side of the building so that a number of bodies could be placed in the freight house. Where it was necessary to build the superstructure parallel to the end of the building, the number of bodies that could be placed is limited by the width of the station, and the necessity of keeping a clear aisle for trucking.

Facilities Not Yet Adequate

Since the Motor Terminal Company has been in operation it has been found

	UNITS PROPOSED	TRUCK BODIES ACCOMMODATED	UNITS INSTALLED	TRUCK BODIES ACCOMMODATED	REMARKS
Smith Street, Outbound.....	5	10	5	10	Main Station
Smith Street, Inbound.....	5	10	5	15	Main Station
Sixth and Baymiller Streets.....	8	16	None	None	Main Station
Kenyon Avenue.....	6	12	4	8	Main Station
Brighton.....	1	4	1	4	Sub-station
Norwood.....	1	4	1	4	Sub-station
Oakley.....	1	3	1	3	Sub-station
TOTAL.....	27	59	17	44	

that there is not sufficient equipment to take care of all the freight handled so that it has not been possible to eliminate all trap cars. In fact, there will always be a few trap cars used in handling machinery too heavy for a truck body, but the number of cars will decrease as additional facilities are provided and the Motor Terminals Company and freight departments of the railroads become more coordinated.

Agents Enthuse Over New Method

The new facilities have not been in service long enough for a complete study to be made of the economies resulting, but freight agents are enthusiastic over the results already obtained and there is no doubt that the efficiency will increase with further development. The need of additional superstructures has already been suggested as a means of overcoming the one objection raised, *i. e.*, the longer haul from the truck body to the car which has increased the cost of handling L. C. L. freight on the platform. This is especially so at Smith Street. The

freight house is approximately one-fourth of a mile long and as shown in the statement has only five units installed. It sometimes happens that a body designated for a certain point is at one end of the house while the shipment is in a car at the other end. This necessitates trucking the full length of the house. With additional units provided more bodies would be available and the length of the haul shortened by designating more than one body for a given transfer point.

It is the writer's opinion that the ultimate development will be the use of similar equipment at all large terminals and an increase in the number of bodies, so that in congested districts of the east the bodies may be loaded on flat cars and shipped between terminals for short haul freight. This will combine the advantages of the European idea of small unit loads with the economy of our heavy transportation equipment.

Due credit is given the Motor Terminals Company and railroad executives who made possible the Cincinnati Motor Terminals Company. The superstruc-



Showing motor truck chassis leaving for adjacent superstructure to receive another unit demountable body



Interior of freight house; unit demountable bodies being unloaded by freight house forces; also sectional view of superstructures and electric hoist

ture design and building alteration on the Baltimore and Ohio were done by the Engineer of Buildings, under the supervision of the Chief Engineer, Western Lines.

War Savings Stamp ever so often at the beginning of the year, start now. Make system help you save and make secure the future of yourself and family.

Are You Building for the Future?

THE Treasury Department reports large numbers of new buyers of War Savings Stamps; also more regular buying on the part of many people.

Savings clubs on the Railroad during 1919 netted big returns to many of our employes. These clubs are good morale builders—they make people think of safe and profitable investments; they bring a vision of a home into the family circle; they picture and prepare for the time when the boy or girl can be sent to college.

The secret of successful saving is system. If you didn't start buying a

Freight Rates

Railroad rates may seem high in comparison to the old rates, but never at any time in the history of railroading were the rates so relatively low. A man can travel further now on a day's wages than ever before, or on the price of a ton of coal or bushel of wheat. The railroad rates are not high in relation to the present value of the dollar or of anything else.

—Daniel Willard.



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Lined up at the bar to quench the literary thirst. Many prominent men and women attended the opening of the Booklovers' Tavern at the Majestic Hotel, New York, when the bar was turned over to books instead of booze. This conversion was the initial step in a nation-wide movement to turn the bars of the country into booklovers' taverns. The bar was christened by breaking an empty bottle on it, Mr. Horace B. Liveright performing the ceremony, after which Miss Katerina Astra, actress and writer, very appropriately started in plying a lively trade in selling the book, "In the Sweet Dry and Dry." All the atmosphere of the bar was still present, but the bottles still lined up on the shelves were empty.



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A trainload of sugar cane on a Narrow Gauge Cuban Railroad on its way to the mills in the heart of the sugar growing district. This trainload would cause a riot if it were suddenly to appear in this country just now; for, as previously remarked, there's many a slip twixt Cuba and the lip, and consequently we're not getting as much of the sweet as we used to.



Copyright, Underwood & Underwood, New York

Dr. Alexander Graham Bell, inventor of the telephone, has invented a flying boat capable of making seventy-one miles per hour. The boat, which is known as the H. O. 4, is equipped with two 400 H. P. Liberty motors and has a series of blades forward and aft, and on each side under the so called wings. Nine of these blades are used in each place. As the boat gains speed the action of the water raises it so that when travelling at sixty miles an hour, the boat is practically clear of the water. In other words the boat at top speed is travelling on the last set of blades and the body is about four feet from the top of the waves. There is no vibration or lurching about as is the case with a sea sled. In fact, one could enjoy a meal while travelling at top speed. This photograph of the "H. O. 4" was taken during a trial spin off Cape Breton Island, Canada.



Copyright, Underwood & Underwood, New York

In the middle of the Nevada desert lives Harry Hogo, an eighty-two year old, one-legged hermit, who is operating over eighty mining claims. His partner, Christine Cornelius, sixty years old, on the left, supplies the money for the running of the claims. Beside Hogo in the photograph is "Rawhide Jack" Davis, famous Nevada prospector and mining man. Hogo lives in North Tonopah, six miles from Tonopah, across desert country. He was engaged in running slaves into the Southern States from the Congo before the Civil War. He discovered the Three Towers gold mine at Queensland, Australia, when he was twenty-two years old.

Book of Rules Is Treasure House of Railroad Wisdom

Obey It and Be Safe

By C. H. Carpenter

Train Dispatcher, Gassaway, W. Va.

(Second Prize Article, "No-Accident Campaign," Eastern Lines)



THE best way to avert accidents on a railroad is to carry out the rules and regulations that are issued to cover operation. Think of it—over ninety per cent. of the accidents on the railroads in the United States each year are caused by failure to obey the rules.

As a preamble to the book of rules on every railroad in this country there are three or four general rules something on this order.

SAFETY is of the first importance in the discharge of duty.

Obedience to the rules is essential to SAFETY.

To enter or remain in the service is an assurance of willingness to obey the rules.

You will find these three rules, word for word as above, in the General Notice at the front of our own Book of Rules. These three short sentences form the foundation of our rules of operation and the basis of everything that pertains to the SAFETY movement.

And since obeying the rules is essential to SAFETY, it behooves every man on the railroad to have a thorough knowledge of the rules and to live up to them.

If you go through the Book of Rules and Regulations of the Operating Department, the SAFETY and Sanitation Rules or any other rules that have been made for us, you will not find a rule that should not be lived up to. They have been developed by the best brains of the railroad craft from the earliest days of railroads down to the present time. The men that have made and passed on these rules are men that have had years of varied experience in their field and every

rule has been thoroughly gone over before it was put into effect.

Sometimes a case might come up that is not covered by the rules and for this reason a clause has been put in the General Notice in our Book of Rules as follows: "Cases arising not covered by these rules demand sound judgment in applying correct principles of SAFETY, efficiency and economy. Such judgment should be to supplement the rules and never to deviate therefrom."

But such cases are very rare. The average railroad man might not come upon such a case in five years. There are rules to cover practically every situation, and if the rules and regulations of our railroad were obeyed to the letter, accidents would be reduced to a negligible figure.

We have good rules. We have a good railroad. We have a well regulated railroad. We should have very few accidents, large or small. We should have few personal injuries.

Before he does a thing, every man on a railroad should be sure he does that thing right; does it in the way common sense tells him it should be done; does it according to the rules and regulations of the Company.

Let every man study the rules thoroughly and often; let every man live up to these rules; let every man see that his fellow worker lives up to these rules; then accidents and personal injuries will decline. Whenever an old employe sees a new employe or a careless employe ignore a rule, such as failing to see that switch points fit up properly after throwing a switch, or holding a tool in a dangerous

manner, or any such thing, let him in a friendly way call the attention of the careless man to the risk he is running and impress upon him the importance of doing the thing right. Let every employe report to the SAFETY committee anything that he sees is unsafe. By this means he may prevent an accident or save himself or some one else personal injury.

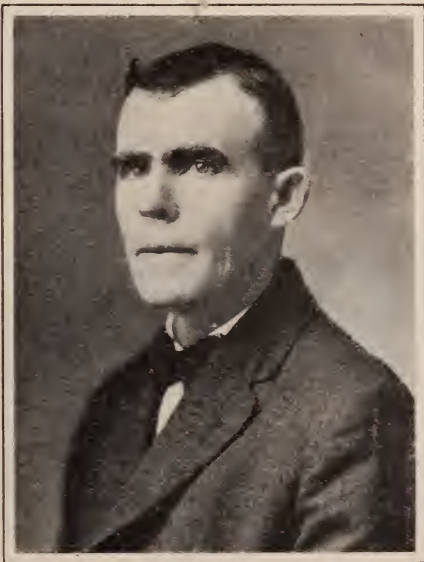
Let every railroad man say each day before beginning his work:
 I know the rules.
 I will obey the rules.
 I will take no chances.
 I will think before I act.
 I will be sure that I do everything right.
 I will do nothing that endangers another man.

Nelson H. Tunks Invents Practical Safety Devices

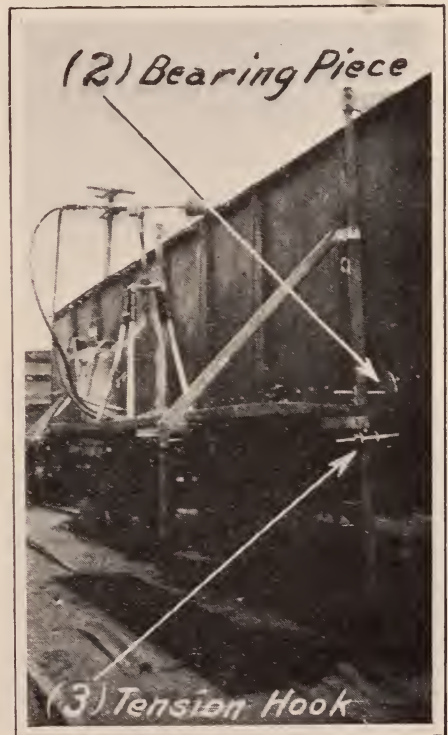
Lima, Ohio, Steel Car Foreman Offers Them to Other Shops on the System

AT the General Safety Meeting held in the office of R. N. Begien, federal manager, Western Lines, on September 11, 1919, mention was made of some SAFETY devices used at Lima, Ohio, on steel car repair work. W. Malthaner, acting superintendent, Maintenance of Equipment, was requested to make a report on them and he has

forwarded this report as described in pictures and paragraphs in this issue of the EMPLOYEES MAGAZINE.



Nelson H. Tunks



No. 1—Scaffold Brackets or Hangers



No. 2—The scaffold is strong enough to support ten men, an oil tank, stand and burner

The first device consists of scaffold brackets or hangers, arranged to be hung either on the inside or outside of car as shown in the pictures on these pages. The scaffold is adjustable to any height, and by adjusting the bearing piece marked (2) in view (1) it can be maintained in a horizontal position regardless of the shape of the sides of the car.

With the adjustable bearing piece (2) against the car and the tension hooks, marked (3) in view (1) drawn up tightly, the scaffold cannot be forced away from the car.

On a test, the scaffold supported fifteen men or approximately 2,742 pounds, in addition to one full ten gallon oil tank, stand and burner.

The device does away with the necessity of having wooden trestles and ladders lying around repair tracks.



No. 3—Tool Support Stand showing Disc or Shield, A, to protect man holding bar



No. 4—Tool Support Stand and Protecting Shield

Two men can apply this bracket in ten minutes and its estimated cost is \$10.00.

Tool Support Stand and Protecting Shield

The next device illustrated, the Tool Support Stand, is used to support Chisel and Back out Bars, Rivet Buster and Heating Torch. The round disc or shield "A" in View (3) protects the man holding the bar from being struck by spawls, pieces broken off end of bar and being hit by sledge, should sledge miss end of bar.

Tests showed that all pieces broken off end of bars, etc., struck this shield; and also, when sledge missed end of bar, the workman holding bar was perfectly safe.

This stand is also adapted to holding Rivet Buster as shown in Views (7) and (8). This relieves the man holding the Buster from holding the weight of the Buster or sixty-five pounds, whereby the



No. 5—Tool Support Stand and Protecting Shield



No. 6—Another view of Tool Support Stand and Protecting Shield



No. 8—Tool Support Stand with Rivet Buster

cramping of the chisel is done away with and prevents a good many chisels being broken.

By removing disc "A," View (3) and applying part "B," View (9) the stand can be used to support oil torches in any desired position. The stand prevents the torch from being knocked over and protects workmen from heat.

Air Hammer Stand

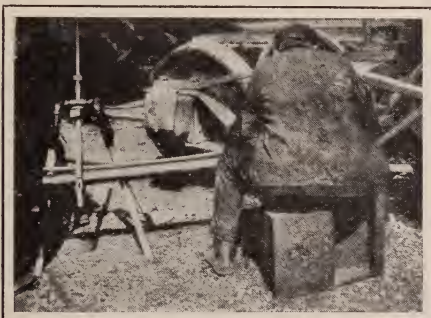
View (10) shows an air hammer stand which is designed to prevent air hammers from being carelessly left lying on the ground, and dirt, etc., getting into the valves. Also, if the trigger should be accidentally touched the set would be forced into the ground, this being a safety element of this device. The cost of manufacturing is about \$1.50 each, using second-hand material.

Rivet Catcher

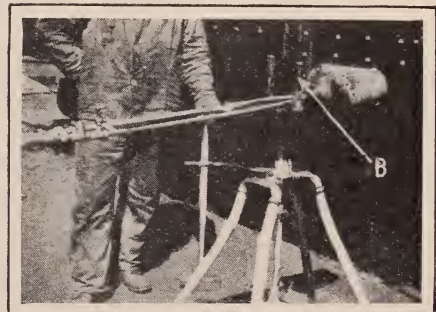
View (11) shows a device designed to prevent rivets, when backed out, from

striking anyone passing a car. It will be noted that the catcher is adjustable and may be raised and lowered. Its action is self explanatory from the view, which shows the rivet striking the catcher and being deflected downward.

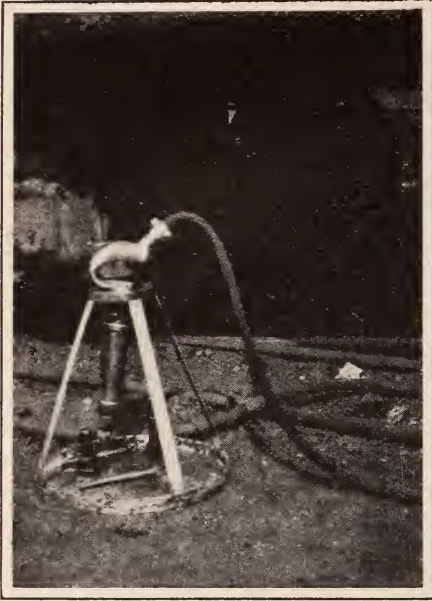
These inventions are the result of special study which Nelson H. Tunks, steel car foreman at Lima, has given to the question of how the work of our employes can be made safer by the introduction of mechanical devices. That his investigations have been well worth while is the opinion of the practical men who have seen these devices in action, and Mr. Tunks is to be congratulated on the fine results he has obtained. He has perhaps shown more interest in the perfecting of safe tools for employes than any other man on the System and will be glad to answer any inquiries in regard to the manufacture of these devices if not made clear in the accompanying descriptions. Specifications may be obtained by writing him at Lima.



No. 7—Tool Support Stand used for holding Rivet Buster



No. 9—Tool Support Stand used for holding Oil Torch



No. 10—Air Hammer Stand



No. 11—Rivet Catcher

Tests Show Unnecessary Stops Cause Large Coal Waste

TO ALL CONCERNED:

Eighteen tests have been made recently, by Road Foremen of Engines, on Baltimore and Ohio—Western Lines, for the purpose of determining how much coal is required to stop and start a slow freight train. These tests were run an average of $7\frac{1}{2}$ miles each, one trip without a stop and one trip coming to a full stop, with the following results:

Average coal consumption when making stop.....	1,532 pounds
Average coal consumption when no stop is made.....	1,204 pounds
Excess coal consumed per stop.....	328 pounds

It will be noted that 328 pounds of coal are required to stop and start a slow freight train, or, that 21 per cent. more coal is used than if no stop is made over the same stretch of track. Unnecessary stops are caused principally by the following:

Signal failures
Failure of operator to give clear signal promptly
Unnecessary slow orders

Unnecessary flagging by Maintenance Department
Indifferent train dispatching
Poor train inspection

J. B. CAROTHERS,
Assistant to Federal Manager.

Stop! Look! Listen!

An Inspirational Challenge for the New Year

By H. Irving Martin

Relief Department

THE old Hebrew philosopher, seer, prophet, predicted there would be made straight in the desert a highway; that every valley would be exalted and every mountain and every hill would be made low; that the crooked would be made straight and the rough places plain.

Can we not separate his words from the realm of the miraculous, and believe that he but foretold the work of the modern construction engineer who exalts the valley by tossing into it the mountain?

These engineers—these dreamers and doers—who build railroads and make them real highways of progress. Who make these highways secure by the use of safeguards and mechanical devices which force the crooked places straight and the rough places plain.

Then, that he that runs may read, they place near the railroad the sign which reads: "STOP, LOOK, LISTEN."

This compact phrase is commonly accepted as the great-grandfather of all the so-called "Safety First" projects, or devices, whereby our transportation systems safeguard the public in its approach to the physical property of the railroad.

It is possibly true, as has often been told in print, that the luminous brain of some legal gentleman was the source of these words of warning, and that the owner of that brain received fifteen or twenty thousand dollars for coining that epigram. Surely, to him, these were golden words.

Yet to me there is a higher and better meaning. I see in this terse expression something nobler and more stimulating

than a mere warning of immediate and transitory danger. To me these words *ring* as a battle call. They serve to awaken the young student and nerve him to fight to win the battle of life. Do they not carry this meaning to you?

Do they not say: STOP! Young man on the threshold of your life work. Take stock of your intellectual belongings. Are you fully equipped to bear the burden of a long and arduous career?

Are your mental muscles so developed that no matter what problem presents itself you will be prepared to submit a scientific and workable solution?

Is your brain so lubricated that every train of thought will function properly and move without friction to its proper and logical terminal?

LOOK! Have you so trained your imagination that you can see what lies inside the doorway to your new world of work?

Can you, like Columbus, see that this Atlantic of your first effort does not bound your world, and that there is an undiscovered land of wealth and work and reward beyond these waves?

Can you be a dreamer and doer, and by looking into your own soul see therein your possibilities?

LISTEN! Will you hearken unto that voice of duty and that spirit of ambition which say to you "Be not a mere creature of one idea?" Be broad-minded if you would direct big things. If you are to be a real railroad manager, a Willard or a Hill, a Kruttschnitt or a Galloway, hear and accept that call.

Listen to others that through conference with them you make them work

with you. Thus you will be able to initiate and finish work which involves the handling of large forces of men, forces distributed over large reaches of territory. Each problem will develop its own solution. You will make out of masses of men a successful, efficient and cooperating organization.

Is it not true that this is a possible portrayal of what may come to any ambitious employe of the Baltimore and Ohio Railroad? At some time in your life have you not heard the voices which say: "STOP, LOOK, LISTEN?"

Let me recall to your minds that old story from Grecian mythology. Antaeus, you will remember, was the chap, who, when he was thrown down, drew new strength from The Earth, his mother.

When Hercules wrestled with him he came back stronger every time that Hercules threw him to the ground.

The successful railroad men whom we have mentioned, like Antaeus, came back stronger every time they were apparently downed by a herculean job. The sand

in their systems enabled them to climb the grade to the top.

An American financier has told us that successful business and prosperous industry need more than the two elements—Labor and Capital. They need also the master hand of MANAGEMENT, and without this flux to make the others mix, merge and weld, the whole is valueless. The success of our Willards, our Hills and our Harrimans is due, above everything else, to their keen sense of the value of what the financier terms MANAGEMENT.

We do not confer orders of knighthood upon men of this type or bestow upon them patents of nobility, or pin decorations on their breasts to show that they are Captains of Industry. America does not honor her successful business men in such fashion.

We cover it by saying that as industrial managers and executives they have "made good," and that to Americans means more than a mere ribbon of the Legion of Honor or the Victoria Cross.

Third Prize Essay, "No-Accident Campaign," Eastern Lines

By J. H. Woodmancy
Section Foreman, Huston, Pa.

My way of thinking and railroading may be of some use in the "No-Accident Campaign," so here it is:

In the first place I just imagine that I own the Baltimore and Ohio Railroad, so naturally I don't want my cars and engines broken up or my material wasted, and above all, I don't want any one hurt so as to have to suffer the rest of their lives; or any one killed and thus forced to leave a widow and children or other loved ones to mourn their loss all their lives. So when I see any one doing anything that may cause an accident or cause an injury I say: "You stop that." And if he doesn't, I report him to the proper officer whether he is my own man or not.

So I think that if every man on the Baltimore and Ohio would think this way and do this there would be a good many accidents averted. While I know I don't own an inch of the Baltimore and Ohio actually, just the same I have saved enough in the last few years to buy me a home and have had plenty to eat and wear, so why shouldn't I want to protect the hand that's feeding me?

New Year's Auto Licenses Bring Railroad's Warning Against Crossing Accidents— Campaign Being Widely Extended

IF you, Mr. Railroadman, happen to be an owner of an automobile, you were probably surprised when you opened the package containing your 1920 license, to receive a message from your employers, the Baltimore and Ohio Railroad. And perhaps that message may turn out to be the most important single communication you will receive during the year, for, were it not for its timely and emphatic warning for you to "Stop, Look and Listen" at all railroad crossings, it is conceivable that you might be numbered among the thousands of automobilists who each year help swell the list of crossing casualties.

All of which is simply to bring home in a personal way the fact that in practically

all of the cities through which the Baltimore and Ohio runs, the commissioners of motor vehicles are cooperating with our federal managers to reduce crossing accidents by sending out with the 1920 licenses, a small reproduction of the striking two color poster recently distributed so widely at strategic points on and near our System.

The Commissioner of Motor Vehicles of the State of Pennsylvania has taken 500,000 copies of these. Other states will not need as many on account of the smaller number of cars licensed by them, but several of the larger states which we reach are taking very large numbers of the posters to enclose with the licenses to their respective motorists for 1920.

The scheme briefly outlined in the



This poster is better known to our employes and to automobile owners along our lines in its larger and more striking two color form

December issue of the MAGAZINE for placing the large two color posters in stations, hotels, garages, gas filling stations and automobile garages, has brought a most encouraging response from the public. Our federal managers have received letters of commendation from automobile owners, promising their hearty support and congratulating them on their foresight in trying to reduce these preventable casualties.

The new scheme of sending the small size poster with the licenses ought to strike home with a telling note. The beginning of the year, when licenses are distributed, is the time for good resolutions, and when an automobile owner gets his copy of the striking warning, just as he is preparing his car for use during the year, he is being struck at the psychological moment with the good sense of all that the warning means; he is likely to pause and say, with the picture of the disastrous wreck before him, "I will Stop, Look and Listen."

Another development in this interesting subject is now under way. Our traffic department is giving our federal managers the names of at least one large industrial concern in each of the more important cities along our lines. These concerns will then be sent a supply of the small size posters sufficient to enable them to enclose one in each of their outgoing letters for a period of ten days. Their cooperation in this humanitarian plan is confidently expected.

Furthermore, the principal departments at our home office have been given a supply of the posters and are now enclosing one of them in each of their outgoing letters to the public.

One of the congratulatory letters that federal manager C. W. Galloway, has received was from an automobile dealer who was impressed with the way the Railroad is handling this campaign. It contained an appropriate if homely little verse, which is now being sent out on blotters in the following form:



**There was a man who fancied,
By driving good and fast,
He could get his car across the track
Before the train came past.
He would miss the engine by an inch,
And make the train crew sore,
There was a man who fancied this,
But—there isn't any more.**

Safety and Welfare Department.

We have no doubt that this well organized, sensible and comprehensive plan for reducing automobile accidents at our grade crossings will show large results during the year 1920.

Freezing

Every year many people freeze their fingers, toes or ears because of lack of protection.

PROTECT YOURSELF—

by wearing ear muffs, warm gloves, warm underwear, warm stockings and warm shoes.

AVOID UNDUE EXPOSURE!

Rather than take chances of freezing, stop in at a drug store, restaurant, and even a private home.

FIRST AID:

Rub the affected part with snow or cold cloths until the part becomes warm. **IF BLISTERS OCCUR** and the skin is not broken, treat as you would a burn. **IF THE SKIN IS BROKEN** consult a doctor at once as there is danger of infection.

Loss of Fuel Caused by Distorted Valves

By J. W. Cavey

Road Foreman of Engines, Baltimore Division

THERE are a hundred and one conditions that will cause waste of fuel, but I am only going to mention one, namely, valves out of square.

Square engines steam better than lame ones. As a general proposition, when an engine is lame, steam is being used in the cylinders at points where it exerts less power on the leverage of the driving wheels and crank pins. This means that we get less work out of it at the drawbar than if applied so that it would exert the right force on the right leverage at the right time. If an engine is getting steam in one of its cylinders long before the piston reaches that end of the cylinder, it is working against excessive pressure in that end and this just at the time when there is the greatest leverage on the drivers on the other side. When it does not get steam until long after the piston reaches the end of the cylinder we are short of power in that end of the cylinder just at the time when the leverage is the greatest on that side and less on the other side, so the loss is not so much on account of the extra steam used as it is on account of the way it is being used.

When valves are out of square, to a certain extent they take the economical operation of the locomotive out of the hands of the crew. The hands of the latter are practically tied because they are robbed of the control of the power applied to the locomotive in their charge. With an indifferent crew this loss will increase, because they will sometimes say: "Oh, if she is good enough for the Railroad in this condition, she is good enough for me." They will also say to each other: "Listen to her; she only has three exhausts. We will drop her down and

get the other exhaust; the mechanical stoker is firing her anyway." When this is done, it is done at an additional expense in fuel. There is no way that we know of by which we can get as good results and get them as quickly and at as little cost as by squaring valves. There is no extra material used, nor does it require very long to square the valves. It only costs a few dollars more to do this work well and only a few dollars to do it at the time when it is first needed. It should be done then and will begin to pay dividends the first trip after it is done.

The superintendent of Motive Power will not allow a lame engine on his territory if he knows it. Our division superintendent will also call your attention to every engine he hears with the valves out of square. And I can tell you that he knows three exhausts from four.

We are spending a lot of money generating steam in as economical a way as possible by using brick arches and superheater devices. Then why waste it by running engines with the valves out of square? This is saving at the spigot and losing at the bunghole.

Many and many a drawbar has been pulled out by lame engines because the power is not evenly distributed in the cylinders, for this causes the engine to hop or lunge when starting. Our present day long and heavy trains must be started slowly and evenly and it is impossible to do either if the valves are out of square. Just think what it costs in fuel alone when a drawbar is pulled out, forty-five or fifty cars back in the train, outside of the cost of the damage to car and the delay to the shipment and other trains.

I have some data on fuel losses in stopping and starting trains, and, of course,



J. W. Cavey

Road Foreman of Engines, Riverside, just before leaving Camden Station on an inspection run

there is more fuel wasted if the valves are out of square. You have heard some men say, "her valves are perfectly square but she will not travel and she burns a coal mine." Here are some of the causes: Suppose the engine has too much lead evenly distributed on all four points, or suppose she is blind on all four points? We have an engine that sounds square in both cases but one that will require excessive fuel to get it to do its work: This is on account of the power not being applied at the right time to exert the right force on the right leverage of the drivers.

In conclusion let me say that very often it is said that an engine is not properly counterbalanced when the trouble should really be laid at the door of improper distribution of steam.

Square valves use less steam and do more work with the coal that is used, and consequently require less draft to make steam. Draft is used to burn coal, so the less draft used the less coal the engine will burn.

"Economy is too late at the bottom of the purse."—*Seneca*. Save first with W. S. S.

BUY W. S. S.

Picked Up Here and There

By "Ernie" Baugh

of the Dining Car Department

On No. 1

I asked a soldier (God bless him) if he was going home. He replied: "No; I am going back to the house and town, but my mother died while I was over there." Oh, boy, you said a sermon.

By Mail to Me Anonymously

"Your pickups about 'corn feds' are not humorous." No? Neither am I to blame if your latest Fairbanks report shows an increase. I have a perfect forty-two of my own at home.

I Wonder

We have two wild squirrels in the block where I live. Does it mean anything if they use our porch for a hunting ground?

Smoking Room On No. 34

"My wife does not like chicken." I simply said: "I second that." Then they woke up and made it unanimous.

You Solve This One, It's Too Hot For Me

General claim agent Clarence Egan, in the Maryland State Penitentiary, Sunday: "Ernie, would you like to hear this band play 'Home, Sweet Home.'"

Not Guilty—Page Mr. Egan, Please

We Should Think!

"Don't you think," thinks a contrib, "the following suggests a grim, even if unconscious, humor, coming from Baltimore and Ohio Railroad men and addressed to gentlemen who, for the present, are removed from risk of railroad accidents?"

At the regular church services held in the Penitentiary yesterday Clarence W. Egan, general claim agent, and E. V. Baugh, superintendent of dining cars of the Baltimore and Ohio Railroad, were the principal speakers. They dwelt mostly on the urgent necessity of being prepared to meet death and referred to fatal accidents on the railroad's system—*Snipped from a story in a Local Contemp.*

Friend of Mine in No. 6 Dining Car

"Ernie how can you operate a place where people eat and never have a kick?" That's easy—Cut off their feet.

A Railroad Excursion Eighty-eight Years Ago—

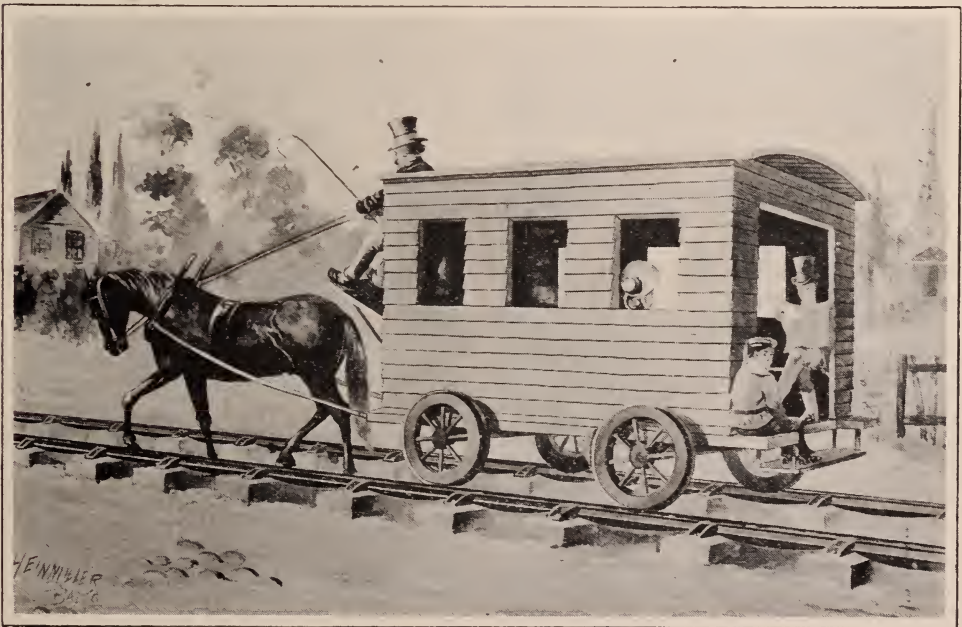
And Still It's the Editor's Job to Wonder and Write

MR. GALES, Editor of the *National Intelligencer*, wrote on October 31, 1831, giving an account of his journey between Baltimore and Ellicott's Mills on the Baltimore and Ohio Railroad:

"We travelled in a large car drawn by one horse, carrying eight or ten persons.

"In the distance between Baltimore & Ellicott's Mills the horse was changed once, going and coming. In going we did not accurately reckon time, but in returning, the whole distance of 13 miles

was performed in 59 minutes—the limit to the speed being the capacity to the horse in trotting, rather than the labor he was tasked to perform. The locomotive steam machine, in the train of which cars loaded with persons are occasionally drawn, as well as those loaded with materials of commerce, is propelled at about the same rate and might be propelled much more rapidly if it were desirable. But for our part we have no desire to be carried, by any mode of conveyance more rapidly than at the rate of 13 miles the



A Baltimore and Ohio Passenger Car in 1830



—Picture by courtesy of C. N. Esender, former employe and now with the Salt Lake Line

The Board of Directors Goes Inspecting from the Mount Clare Station in 1831

hour. A much greater speed we are satisfied would be attended with considerable liability to accidents and with no little injury to the road. Even at that speed the greatest care and circumspection are necessary, and we do not think we should feel entirely safe, under any circumstances, in travelling on a railroad by night at anything like that speed.

“As a great highway of commerce the canal is beyond comparison. The canal is far superior to the railroad in reference to economy, accommodation and general adaptation to the wants of the country.

“It will require great care to guard against accidents. For ourselves, we met with no accident of any sort. One of the cows, which we overtook, cast a suspicious glance toward us as the car rapidly passed her, which filled us with a momentary alarm lest she should attempt to cross our path, but luckily, she took a direction from the road.”

The first thought that comes to mind as we read this quaint editorial report is: “What a simple old fogy he was.” And yet—

Can you picture your own feelings had you been on that airplane “excursion” of Alcock and Brown from Newfoundland to Ireland? It is as easy to laugh at the conservative old gentleman of 1831 as it is hard to believe that he got as much thrill from the horse-drawn railroad car as did those gallant aviators when, for instance, they found themselves upside down only ten feet over the sea and driving through a blinding fog at a speed of 125 per.

No; we can’t imagine how perfectly safe it will be twenty, perhaps only ten or fewer years from now, to dine in New York and breakfast in London after an all night trans-Atlantic flight, any more than could editor Gales project in his mind the five-hour New York-Washington Express train.

These comparisons in speed and manner of transportation make us wonder, and the latest of them is simply amazing. They must be veritable bombshells to the slumbering minds of the conservatives who say, “It can’t be done.” They are certainly stimulating to anybody who does not wish to be left at the post in these fast moving times.

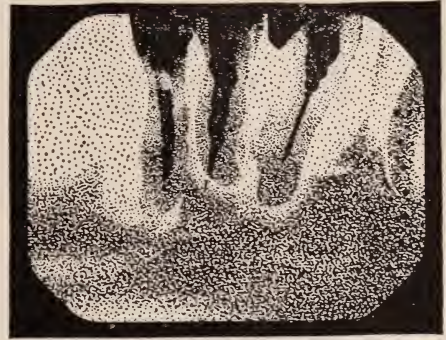
An Unusual Result of Tooth Infection

From "How to Live"

Issued by Life Extension Institute

PERHAPS the most essential feature of the periodic examination is the X-ray, without which the discovery of some sources of physical impairment would be impossible. An instance of its value is the story of a man who was suffering severe rheumatism and cystitis. He had severe pain and had lost weight very much before coming to the laboratory. During the examination it was discovered that, although most of his teeth were gone, he had still about half a dozen, all of which were loose, and he wore a plate. An X-ray of his teeth showed that all of them were abscessed, which caused a continuous drainage of poison into the system. He was advised to have his teeth out. Ten days after-

ward he returned to the Institute. His rheumatism and bladder trouble had practically disappeared and he no longer suffered pain. After six months it had not returned. Infected teeth often cause rheumatism, as almost everyone knows, but the interesting feature of this case was that the bladder trouble apparently also came from the same source.



X-ray of teeth, showing extensive abscesses

Employe Accident Prevention Drive, November and December 1919, Showing Comparison, Same Dates, 1918, Results by Divisions

Division	1918		1919		Per Cent. Decrease
	Killed	Injured	Killed	Injured	
Ohio.....	0	40	1	29	25
Indiana.....	1	38	1	20	46
Illinois.....	0	37	0	19	49
Toledo.....	4	43	0	29	38
New Castle.....	0	26	3	29	23*
Cleveland.....	2	37	0	27	31
Newark.....	0	56	0	37	34
Chicago.....	0	86	1	83	2
Total.....	7	363	6	273	25
B. & O. C. T.....	1	36	0	19	49

* Denotes increase.

Eastern Lines and Potomac District

Division	1918		1919		Per Cent. Decrease
	Killed	Injured	Killed	Injured	
Mt. Clare Shops...	0	157	0	87	45
Baltimore, E. End.	1	12	1	13	8*
Baltimore, W. End.	0	123	0	31	75
Baltimore Terminals.....	0	2	1	21	1000*
Cumberland, E. End.....	2	67	2	73	9*
Cumberland, W. End.....	1	45	0	50	9*
Monongah.....	5	57	3	47	19
Wheeling.....	0	27	0	30	11*
Ohio River.....	0	35	0	8	77
Charleston.....	0	0	1	12	100*
Connellsville.....	0	45	1	36	18
Pittsburgh.....	4	59	2	36	40
Glenwood Shops...	0	14	0	1	93
Hagerstown.....	2	71	0	25	66
Elkins.....	0	45	2	26	38
C. & P. R. R.....	0	6	0	3	50
Cumberland Valley	1	38	0	14	64
Total for—					
Eastern Lines and Potomac District	16	803	13	513	36
New York.....	0	13	0	6	54

* Denotes increase.

Make Yourself the "Wanted Man"

By J. W. Riggins

General Supervisor, New Castle Division

THE opportunity is here for expert men in all lines of business. The war is over, peace is signed and an immense program of reconstruction is to be carried out.

¶ The haphazard hit or miss method must give way to exactness, efficiency and skilled handling of problems both old and new.

¶ That means men who are keen analyzers, who can map out programmes for work and plan it, create organizations such as railroads require. Men who can eliminate waste of time and money and know how to put economical policies into operation are WANTED MEN. Every man must have this ability if he is to meet present day competition.

¶ The man who can produce the quantity and quality of work required is the man to whom positions of responsibility will be given.

¶ Are you using all your intelligence and energy in that direction? There are in all of us hidden reservoirs of ability. Perhaps we do not know that they are there and often we go along comfortably without them. We do not, will not bother to dig down and find them. We hate to make the effort.

¶ We dismiss possibilities with a casual remark, as "Oh! what's the use, we're having a jolly good time as it is." Being bigger or doing something that the world calls better takes effort, even if it is only the effort of being different. Then, perhaps, curiosity or desire to show that you can do what somebody says you cannot do, makes you make the effort and the surprising result is this: you discover that the real satisfaction is not in showing somebody else, but in showing yourself what you can do.

¶ The best soil in which ambition can grow is that of achievement. To accomplish one thing gives impulse to accomplish something else. We grow by what we do. The man who hustles is the man who wins. You will grow if you have ambition to succeed. If you are contented with little things, you will never score high. Use all the power that you have and make yourself THE WANTED MAN.

Employes Library Offers Large Selection of Standard and Technical Books

NOT all, but many of the representative self-made men of America, attribute their success to the early cultivation of the book habit. We often read of a man who says, "Then someone gave me this book to read and it marked the turning point in my life."

All the books in the world won't make a man successful unless he has the basic qualities fundamental for success. But whether or not we agree that books count for much in the measure of our material welfare, our minds and spirits are always quickened and benefitted by them. In the mature years of life it is delightful to be able to look back to childhood and youth and recall the fascinating characters we have met in the pages of beloved volumes. Their companionship is always fresh and stimulating; they remain true comrades to the end.

If the real book lover could only persuade his employe friends of the infinite delight which a fellowship with books means, the resources of our Employes Library would be totally inadequate. Truth is, we are not availing ourselves of these resources, however, and in order to increase the value of the service we will print in succeeding issues the names of some of the better books in the library.

A glimpse at the names of those given below will reveal riches untold for the book lover. Thackeray, Stevenson, and Scott offer an almost incomparable choice in the romantic and historical novel. And the more realistic and modern novel is standard in the writings of the Russian authors mentioned. All of the books on this list, in fact, offer interesting and profitable hours to any employe who avails himself of the privilege of using this service.

Make 1920 a Year of Systematic Reading—Our Library Is at Your Service

Author, Sir Walter Scott	Author, Frank R. Stockton	Treasure Island.....6556
The Abbott.....6788	Late Mrs. Hull.....5762	Virginibus Puerisque.....2965
Anne of Geirstein.....6804	Round About Rambles....7541	Child's Garden of Verses..2077
The Betrothed.....6829	Ting a Ling Tales.....7655	
The Antiquary.....6806	Transferred Ghost.....7590	Author, Thackeray
The Black Dwarf.....6830	Bee Man of Orn.....7118	Ballads, etc.....2065
Bride of Lammermoor....6837	Casting Away of Mrs. Lecks	Book of Snobs.....5140
Count Robert of Paris....6871	and Mrs. Aleshine.....5191	Christmas Books.....5233
Fair Maid of Perth.....5426	Christmas Wreck.....5236	Early and Late Papers...5378
Fortunes of Nigel.....5468	Floating Prince.....7254	Henry Esmond.....5594
Guy Mannering.....5535	Hundredth Man.....5645	History of Pendennis....6190
Ivanhoe.....6945	Jolly Fellowship.....7354	Hoggarty Diamond.....5619
Heart of Midlothian....5569		Luck of Barry Lyndon....5099
Kenilworth.....6957	Author, Robert Louis	Newcomers.....6055
Pirate.....6228	Stevenson	Roundabout Papers.....6322
Monastery.....5966	Inland Voyage.....5671	Vanity Fair.....6615
Old Mortality.....6108	Kidnapped.....5721	The Virginians.....6645
Peveril of the Peak.....6199	Merry Men.....5930	Yellow Plush Papers....6772
Quentin Durward.....6264	Prince Otto.....6246	
St. Rowan's Well.....6428	Silverado Squatter.....6392	
Tales of a Grandfather...7040	Travels with a Donkey....6555	

(Continued on next page.)

Author, Harriett Beecher Stowe	Author, H. Stretton	Author, Tolstoi (Russian)
Agnes of Sorrento.....6794	Bedis Charity.....5114	Anna Karenina.....7973
Dog's Mission, etc.....7216	Cobwebs and Cables.....5246	Childhood, Boyhood, Youth.....6849
Dred.....5368	Hester Morley's Promise..5609	Cossacks.....6865
Little Pussy Willow.....7387	In Prison and Out.....5655	Invaders.....6943
Minister's Wooing.....5946	Through a Needle's Eye...6532	Ivan Ilyitch.....6944
My Wife and I.....6021		Katia.....6955
Old Town Folks.....6111	Author, C. M. Yonge	My Religion.....6927
Pearl of Orr's Island.....6180	Armorer's Prentices.....5060	My Confession.....6928
Pink and White Tyranny..6224	Dove in Eagle's Nest.....5364	Russian Proprietor.....7024
Poganuc People.....6231	Heartsease.....5574	Sebastopol.....7029
Queer Little People.....7511	Heir of Red Cliff.....5582	War and Peace.....7072
Sam Lawson's Fireside Stories.....7545	Kenneth.....5720	What I Believe.....5007
Uncle Tom's Cabin.....6597	Lady Hester.....5745	What People Live By....6687
We and Our Neighbors...6671	Magnum Bonum.....5853	What to Do.....2976
	Nuttie's Father.....6082	
Author, Turgeneff (Russian)	Pillars of the House.....6217	Author, Anthony Trollope
Fathers and Sons.....5440	Three Brides.....6523	Eustace Diamonds.....5417
Liza.....5800	Two Sides of the Story...6586	Eye for an Eye.....5421
Smoke.....6407	Young Step-Mother.....6778	He Knew He Was Right..5561
Spring Floods.....6418		MacDermots of Ballycloran.....5837
Virgin Soil.....6644	Author, Mark Twain	Phineas Finn.....6206
	Innocents Abroad.....5674	Ralph the Heir.....6270
Author, Tourgee (Russian)	Life on the Mississippi...5781	Sir Harry Hot Spur.....6396
Bricks without Straw.....6835	Prince and the Pauper....6247	Tales of All Countries...6478
Fool's Errand.....6904	Sketches Old and New...6403	Vicar of Bullhampton...6626
John Eax and Mammelon..6947	Connecticut Yankee in King Arthur's Court.....10174	
	Puddin'head Wilson.....10246	

Isn't This Kind of Service Worth Recommending?

The three following letters complimenting our Dining Car Service are good examples of hundreds received each month by E. V. Baugh, Superintendent Dining Department. They need no comment!

I recently was a passenger on No. 5, Baltimore to Chicago, and wish to express to you my appreciation of the service on the diner. It was excellent and better in every respect than any other dining car service that I know of. Mr. Joseph E. Smith is a very courteous steward.

Yours truly,

S. T. COLLINS, Jr., Chicago, Ill.

A critical passenger, used to good living through eating at clubs and the best hotels, both here and abroad, gladly states it to be his opinion that the dinner this evening (November 20, 1919) is as good as any that can be had anywhere. Good food, well cooked, nicely served.

C. F. AHSTROM, New York.

I must say that this dinner (Train No. 527, Car No. 1026, November 19, 1919) was one of the best meals I have ever gotten on any diner. I have found that as a usual thing, Baltimore and Ohio meals are above the average.

DUDLEY D. LAWTON, Ridgely Street, Baltimore, Md.

The Swiss Railways Extend Electrification of Their Lines

By F. Dossenbach

THE introduction of electric traction on the lines of the Swiss Federal Railways has, in these latter years, on account of the acute shortage of coal occasioned by the war, received the foremost attention of the authorities and has now emerged as a very practical economic question.

The principal nerve of the Swiss railway system is Government owned. The electrification of these lines is simplified by the vast store of unused water power which the country possesses. According to an official survey, verified in 1914, including the stowing and improvement of lakes, the water power of Switzerland is capable of producing an energy equal to 2,173,000 horsepower. If old plants were replaced by new ones it is even estimated that the highest efficiency of

the total water power reserves could be raised to as much as 8,000,000 horsepower. On January 1, 1914, the electric power already in use in Switzerland amounted to 887,000 horsepower.

The Swiss Confederation owns some 1,800 miles of the entire railway system of the country, which covers 3,216 miles. Of the 1,416 miles owned by private companies 622 miles are already electrical, but only an insignificant percentage of the Government railroads has so far been operated by electricity.

The first important Federal standard-gauge road to be chosen for electrification was the Gothard Railway, one of the important international highways, featuring moreover in many sections the brilliantly conceived engineering of mountain railways. The electrification of the sixty



2,000 horsepower electric locomotive on the Loetschberg Line, Switzerland

eight miles section Erstfeld-Bellinzona was approved in 1913 and it is expected that it will be opened this fall. This section, with twenty-eight per cent. of its length consisting of tunnels and a grade of 2.5 to 2.7 per cent. for twenty-five miles, was chosen for an experiment because of its enormous traffic with Italy, which caused large consumption of coal with resulting smoke in the tunnels.

The sections Bellinzona-Chiasso and Erstfeld-Lucerne are expected to follow in 1921 and the consulting experts have found that the big power stations at Amsteg and Riton, the first yielding 26,000 horsepower and the latter 32,000 horsepower, will also suffice for these lines, even if the traffic should increase some sixty to seventy per cent. Another series of plants yielding 70,000 horsepower is planned for eastern and central Switzerland.

The cost of electrification of the Erstfeld-Bellinzona line is estimated at \$8,000,000. The cost of electrifying the

entire Federal railway system is estimated roughly at \$200,000,000.

In 1918 the electrification of the following railways using steam traction was decided upon and work on them commenced at once: the sections of the Federal Railroads Sion-Brigue and Berne-Thun; the section Hasle-Langnau of the Emmenthal Railroad and the section Bevers-Filisur of the Rhaetian Railroads.

The to be electrified section Sion-Brigue will be a continuation of the electric traction Simplon tunnel, which was opened for traffic in 1906, with its northern exit at Brigue.

The electrified Berne-Thun line, connecting with the electric Berne-Loetschberg-Simplon railway, which latter was inaugurated in 1913, was opened for traffic in May last. It now provides excellent and frequent train connections between the Swiss capital, the Bernese Oberland resorts and—in connection with the Loetschberg line—the Valais and Northern Italy.



The Loetschberg Railway in the Kandersteg Valley, Switzerland, where it is seen passing on viaducts at different altitudes



Bietschtai Bridge of unique design, connecting the Bernese Oberland with the Simplon Route

The new locomotives which are being used by the Swiss Federal Railroads on the section Berne-Thun, besides those of the Berne-Loetschberg-Simplon line, are each equipped with four single phase-alternate current motors, each of 450 horsepower. The electric parts were furnished by Brown-Boveri & Company, Baden, and the mechanical parts by the Swiss Locomotive and Machine Company of Winterthur.

The electrification works on the Bevers-Filisur line were completed by the middle of last April and from April 16 steam engines have been duly replaced by electric motors, the current being supplied by the Power Station of Bevers, which furnishes the necessary energy for the Engadine lines, which were electrified in 1913.

Taken Up

To the Editor of THE STARS AND STRIPES:

I seen in your issue of February 21 the challenge of Harold A. MacCallum for a spelling and reading competition, and while far be it from

me to uligize myself (guess that word would sort of get him) I'm not the sort as hides a bushel under the light—especially as most of the company knowes my qualerties and gets me to help them out whenever they has serus letters to write and wants to imperscutiously use big words.

It don't matter to me where and when we meet, and his rules is satisfactory to me as promologated—but if it's all the same to everybody, I'd like to make it San Francisco sometime early next month. As to not less than one 1000 words or more than ten 1000, all I can say is my spelling is just the same regardless of quantity.

While I aint so good maybe at reading, I'd just as leaf take him on for a bit of that, and would name "Ivenhoe" or "Dinkie Merriwell to the Death" as suitable literehur—and since his nam's MacCallum "wa might gae on wit' a bit o' Bobby Burns."

THEODORE J. RILEY,
D. L. R., A. P. O. 703,
Care Adjutant, L. R. C. S.

P. S. My spelling is more on the fonetic style, but I can use either.

P. S. S. Could also enter a pie or doughnut eating contest, or could take on any man of the A. E. F. for a 1 mile dash. My record for the mile was established last October when the company arrived in the Argonne, and was executed under—that is, started under—severe shell fire.

Current Events As Seen

"Where Do We Go From Here?"

Why, Willim! Where Did You Come From?



(Copyright, 1919, New York Tribune, Inc.)

Why All This Fuss About Taking Their Own Medicine?

Just Dropped In to Help Out Around the Kitchen



Coming Sooner or Later!



(Copyright, 1919, New York Tribune, Inc.)

by the Cartoonists

A Labor Problem



"I don't know, Bill, what these here capitalists want. They ought to abolish labor, then there won't be no strikes, neither."

"Wait, Fred; it'll be just like that. They'll do everything with electricity. Somebody presses a button and the work is done."

"That will never do, Bill. What if the button pressers should go on strike?"—*Kladderatsch, Berlin.*

The Tempter in a New Guise



(Copyright, 1919, New York Tribune, Inc.)

Waiting



—From The Atlanta Constitution.

"Waste" is as big a question in England as it is with us. The English taxpayer is shown in the cartoon trying to get a satisfactory answer from the English Premier, David Lloyd George, but David has only a play on words to offer him.



David: "No, I haven't exactly dammed it yet, but I never hesitate to condemn it!"



Baltimore and Ohio Employees Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

Get the Habit

THE first secular proverb I learned was on habit: "Habit is a cable. We weave a thread of it every day and at last we cannot break it."

It was a great favorite of our prim old maid school marm. She thought us all bad boys and repeated it dolefully on occasion as a warning of what we were coming to.

Nearly all habits go through a process of mental training before they grip us physically. The toddling baby surveys carefully and long that awful distance from chair to chair before the attempt is made to go it alone. The will to do it must be there. But how quickly the conscious will to bridge the gap gives way to the unconscious habit as the little body grows stronger, the footing firmer and the blessed soul more confident with increasing courage.

The baby's life is continually attended by these changes from conscious will power to unconscious habit. The movements of the body change from voluntary movements to involuntary. That is, they are done without thinking.

The ideal railroad SAFETY man is the one who has so trained his habits that he does not have to ponder which is the safe way. He chooses the safe way instinctively—unconsciously. His goggles go on as he picks up the maul or grasps the oxy-acetylene torch. He picks up flag and fuses and gets back quickly to a safe flagging distance. Kicking couplers is as

foolish to him as thrusting his foot under a trip hammer.

Happy the railroad man with whom SAFETY has become a habit. And happy and contented his family, freed from the worry which the careless worker inevitably causes.

The League of Nations

WHEN President Wilson started his "swing around the circle" in behalf of the League of Nations, we believe that he did so in the belief that the principles which he enunciated at the Peace Conference would be upheld by the American people. The wrangle in the Senate today makes one gravely doubt if this is the case.

Personally, we favor any League of Nations which will help set the world right. We believe that the United States is big and strong enough to waive minor rights and technicalities for the sake of the big end in view. We believe that we surrendered our policy of "splendid isolation" when we went into Cuba and the Philippines; that we confirmed this departure from our former status when we took over our sector against the Germans in France; that it would be most unfortunate now if we shirked the responsibilities which come to us as the natural result of our European venture and victory.

We believe that this big question should be decided on the basis of our moral responsibility rather than our political opportunity.

But we recognize on the other hand that this is a democracy and that the opinion of the majority should be the deciding one.

Do You Believe in Signs ?

MANY a man exists today who wouldn't walk under a ladder. There are women—and men, too—who always make it a point of getting their first glimpse of a new moon over their left shoulder. There is also the favorite superstition among the soldiers about the lighting of three cigarettes with one match. Then we have the old one about spilling the salt, and many others.

The trouble, as a rule, with many of these believers in "signs" and "luck" is, that they depend on these superstitions to see them through life. It's about all they do to help themselves. To succeed in life, one mustn't mind the signs or the stars; remember, there may be a dead fly in the telescope. The world isn't going to give up its best rewards to finders of four-leaved clovers.

Success is not a matter of chance, but a matter of thinking right and doing right. If a worker's mind is filled with doubts and fears, it affects his going and makes his efforts timid and largely ineffective. It is never luck that wins, but

persistent, consistent, energetic effort that enables one to climb to the top of the ladder, and leads the less successful ones to dub him "the lucky guy."

All "chances" worth having are created—not discovered, and only the man who has been faithful in the little things finds himself ready to grapple with the big ones. When we let ourselves grow in the careless habits, we injure ourselves and our own prospects more than we do our employers. When we steal time, we are robbing our own characters far more than the boss.

These things are true laws of nature. None of us can sidestep them.—"The Optimist."

Does Loyalty Pay?

By John Newman

Terminal Timekeeper, Pier 22, New York

The answer to this question depends on what angle it is viewed from—the personal point of view.

The idealist will affirm and the materialist deny. The materialist will contend that loyalty "does not pay," because it is not rewarded, except as other virtues are (post mortem), if at all. He says that the only loyalty worth while is being loyal to one's self, *i. e.*, one's own interests, or, looking out for "number one."

This argument is supported with the maggoty chestnut that "self preservation is the first law of nature;" that big fish eat little fish (sharks prey on suckers); and that this primitive law contains all the elements for correct living, being translated into, "he shall take who has the power and he shall keep who can." The law of the outlaw.

But loyalty to one's self means something better than that. It means loyalty to high principles, fidelity to one's faith, country, mate, friend, duty and obligations. It may not be as easy a thing as just "looking out for number one," but it is more satisfactory in the long run, and it is the standard measure wherewith to measure man.

Loyalty is founded on sentiment. So is love. So is the Golden Rule and all the finer instincts mothered into being by this Rule.

Coming down to sea level: there is one kind of loyalty that is becoming scarcer, 'tis sad, but true, the keeping of faith between employer and employe. Somewhere in the *Philistine* Elbert Hubbard said: "If you engage to work for another, then by the great horn spoon, work for him, or get out." That seems just and reasonable, and paraphrased it would read: "If you engage a man to work for you; then by the little silver nailclipper, let him remain a man, don't ride him. Don't take advantage of the fact that by force of circumstances he *must* serve, either you or someone else."

Looking up from below, Loyalty sometimes seems about as important as a hill of beans, but looking at it from the elevation of the Mount from which the Golden Rule was promulgated, it looms big above the horizon.

“The Man Behind the Gun” on the Railroad

Brutal Murder of Train Rider Beers Shows Need for Strong Stand Against Criminal Element

MANY readers of the MAGAZINE will remember the prominence which the phrase “the man behind the gun” was invested with during the Spanish-American War. Our naval battles at Santiago and Manila Bay, and the generous interpretation of these exploits by the American commanders and the American public through our newspapers, almost deified the brave fellows who, stripped to the waist and begrimed by their smoking guns, served shot and shell in stifling turrets until the enemy struck his colors. Since then, other pictures, both mental and real, of “the man behind the gun” have frequently loomed big in the public eye. The greatest, perhaps, is of our own khaki-clad dough-boy, calmly going over the top without fuss or furore at “zero” hour at the word of his commanding officer.

“The man behind the gun” is not, however, peculiar to war either on land or sea. Imagination conjures vivid pictures of this type at the foundation of many of our vast indus-

trial activities. Can we, for instance, think of the processes of coal production without seeing in our mind’s eye the sturdy miner, hundreds of feet below the surface of the earth, lying on his back and picking away at the vein above him to make the hole for the charge which will set loose this useful mineral? Can we think of steel manufacturing without almost feeling the intense heat of those vast chambers where men

of brave spirit transform the raw metal in the huge cauldrons into such shapes as will enable it to be made into the finished article of commerce?

A glance at our own industry, railroading, reveals illustrations aplenty of this same “man behind the gun.” Picture the track walker in the dead of winter on his lonely beat, sometimes miles from other human beings, plodding along in the middle of the night, ever watchful for the safety of the rail. Picture some of our operators, isolated at small stations, their only touch with the outside world during their tricks of duty being that gleaned by the responsive key



H. L. Denton, General Superintendent Police

Mr. Denton entered the service of the Baltimore and Ohio Railroad Company on October 18, 1914, as roadman, working out of the office of General Superintendent Police. On December 1, 1914, he was appointed Captain of the Wheeling Division. On May 1, 1915, he was transferred to the Captaincy of the Baltimore Division, which position he held until the establishing of the Fire Prevention Bureau on January 1, 1917, when he was made Supervisor of Fire Prevention. On April 1, 1918 he was appointed General Superintendent Police.

under their fingers and by the rush of the trains past their towers. Picture the engineers and firemen of our fast express trains, rushing swiftly through the blinding storm and trusting so much to the other human agencies which give them their orders, set the signals, and keep the track safe for them and their mighty steeds.

These and the workers in other branches of railroad service which require men of great heart, are often in the public gaze. But there is one who is not so frequently thought of in this connection and yet who deserves his full share of praise. We speak of those faithful and courageous fellows of the Police Department whose duty it is to protect our railroad employes, its passengers and property; of him who, on the railroad, is, perforce and literally, "the man behind the gun," and whose type is vividly brought to mind by the brutal murder on December 11 of train rider Lawrence J. Beers.

The case attracted wide attention in the newspapers because of the airplanes which scoured the country in the hope of locating the fugitive murderer. The official report of the Police Department in this case is the tragic story of an employe giving his life in the performance of his duty. Beers was only twenty-four years old and had been employed by the Railroad since November, 1908, first as mail carrier, then as clerk, then as baggage agent on the old Philadelphia Division. He secured transfer to the Police Department on November 12, 1919, and on the day of his death was riding No. 97 and discovered two negro train riders, when the train stopped at Swan Creek, Md. He, with the help of brakeman Snell, tried to arrest them when one of the two pulled a gun and shot him. Beers managed to fire three times at the fleeing murderers and then fell dead. At this writing, despite immediate and persistent attempts to catch the negro, on the part of the Railroad, civil and military authorities, he has not been apprehended.

To write further of the murders of our police officers does not make pleasant reading. But we must be made more fully aware of the desperate criminal element which infests our stations, trains and property generally, so as to be better prepared to help the courageous men of the Police Department put such characters where they can do no harm. Our official files show, among others of recent date, the following additional atrocious cases:

On August 23, 1919, at 1.30 a. m., Patrolman L. C. Speece, of the Ohio River Division, was

inspecting passenger train No. 78 at Ann Street Station, Parkersburg, W. Va., when he discovered a negro riding a blind baggage. Speece ordered the negro off the train and as he did so, the negro drew a .45 caliber revolver and shot and killed Speece. The negro escaped at the time but was later apprehended by this department and has since been convicted of murder and is now spending a life imprisonment in the West Virginia State Penitentiary at Moundsville.

On October 4, 1919, Lieutenant D. V. Howery and Patrolman C. M. Murphy, while on duty in Clarksburg Yards, were shot by an unknown negro gunman who made his escape and to date has not been apprehended. Howery and Murphy were injured enough to necessitate their being confined in a hospital.

On April 6, 1919, Patrolman W. P. Vandegrift, while placing two negroes under arrest at West Wilmington Yards, was attacked by a negro with a knife and stabbed in the back, the wound puncturing his left lung. Vandegrift was confined in the hospital for some time but has since fully recovered. His assailant has never been apprehended.

On May 4, 1918, Special Patrolman W. B. Reynolds, who was on duty at Allegheny River Bridge, heard cries of distress from underneath the bridge and went to the assistance of the party making the outcry. Reynolds was later found dead, shot by a bullet in the heart. Investigation developed that a foreigner was being held up under the bridge and when Reynolds intercepted, he was murdered. The foreigner, whose name was Stanislauf Evanoff, was badly beaten and his money taken from him. He later regained consciousness and notified the Homestead Police Department. The Homestead Police Department, as well as the State Police of Pennsylvania and other law enforcing agencies in and about Glenwood and Homestead, have to date been unable to apprehend the person who was responsible for the murder of Reynolds.

On July 4, 1918, Watchman C. E. Walsh, placed under arrest a negro at 33rd Street Bridge, Allegheny, Pa., and while calling for patrol wagon, the negro ripped out a revolver and shot and killed Patrolman A. D. Kohn and Watchman Joseph Jackson. Watchman Walsh went to shoot the negro with a rifle but the gun jammed and the negro then shot Walsh, inflicting a slight flesh wound on the thumb and cheek. The negro then placed the gun against his own head and fired a shot which entered his left eye and came out the back of his head, killing him.

These cases are cited not for the purpose of exciting undue sympathy for nor giving fulsome praise to our policemen. They don't want either. They are recorded simply to make every reader of the MAGAZINE see that there is on our vast property an ever-present menace from the criminal element which, in order to be properly guarded against, needs the cooperation of everybody.



Protectors of Railroad Property

1—M. J. Murphy, Superintendent Police, N. Y. Terminals. 2—E. F. Ludwig, Lieutenant Police, Connellsville Division. 3—R. C. Bledsoe, Captain Police, Connellsville Division. 4—J. A. Sullivan, Captain Police, New York Terminals. 5—H. D. Schmidt, Captain Police, Cumberland Division. 6—E. D. Beaver, Train Rider, Charleston Division.

The old idea of the "railroad bull" was not a flattering one, either to him or to the Railroad. But his day is gone and in his stead we now have young, keen and alert men who have to have more than the average share of courage and intellectual acumen. Any employe who has done a round of police or watchman's duty on one of our piers in New York, Baltimore or Philadelphia knows that such territory carries a big hazard. No one whose position has taken him into such congested places as, for instance, our East Side yard in Philadelphia, which formerly had a notorious reputation as a hangout for thieves and thugs of every description, can fail to appreciate the risk that a watchman or patrolman takes in caring for our railroad property there. Even the work of our watchmen, doing their lonely rounds in our big terminal warehouses, which offer rich chances for plunder to the desperate criminal, is not to be recommended as a nerve tonic. It takes real courage for the patrolman or watchman to make good in such places. And, when the emergency comes, every resource of mind and muscle is needed to win out.

The type of man that we now have in our Police Department must be admired if only for his nerve. I recall a good example of the "stuff" they are constantly called on to show. Several years ago two notorious and desperate thieves were cornered in a comparatively small room in a warehouse, where they were plundering the expensive goods there stored. Three of our patrolmen and officials covered the only exit, through which the men had made entrance, but in response to repeated calls for them to come out and surrender, they stuck to cover. The leader of our men, then a captain, was a fellow of magnificent nerve and he got his comrades to boost him up to the skylight, where he went through, head first, into the darkness. His sheer daring took the fight out of the thieves and, although fully armed, they meekly permitted him, single handed, to capture them and apply the "bracelets."

Unfortunately, thieves not infrequently get positions with the Railroad, and, for many reasons which need not be discussed, they present a particularly hard problem. A recent case of the diversion and robbing of a car of pig tin valued at \$23,000 by three employes at West Pittsburgh, attracted attention in the papers. These men are all "doing time" in the Federal Penitentiary at Atlanta. It is often very difficult for our Police Department to handle cases

of this kind because of the unfortunate attitude taken by some employes who are thoroughly honest but who, through a mistaken idea of loyalty, believe that it is their duty to protect such malefactors against the common weal.

Every employe coming with the Baltimore and Ohio is assumed to be honest and is so respected until proved to be otherwise. But when employes are proved dishonest, as in the above case, it is not alone for the protection of the Railroad, but also for the protection of the individual property,—the clothes, the tools and the personal possessions of our employes themselves—that everyone of us should lend all possible cooperation to official agencies to apprehend and convict them.

A recent case illustrates my point: In one of our big shops an alarming amount of material,—small tools, brasses, employes' personal property, such as clothes, etc.—was disappearing, and could not be accounted for. The thieves eluded ordinary means of detection and it became necessary to examine closely many employes who would no more think of stealing from the Railroad than they would from a church poor box. A few of them protested that what they deemed an infringement of their individual rights with the result that a meeting of the crafts was called, at which H. L. Denton, general superintendent of the Police Department, had an opportunity to explain his and the Railroad's side of the matter. It was clearly developed to the satisfaction of all concerned that not alone had the Railroad been a heavy sufferer, but also that a number of employes had lost things of value. The Police Department was making the investigation not only to prevent further stealing of Railroad property but also to protect the vast majority of our employes, honest men, against a few of their number whose crookedness caused an unpleasant suspicion falsely yet inevitably to be raised against them. The result of the meeting was a realization on the part of the members of the crafts that for their own protection as well as for the Railroad's, it was their duty and privilege to give every assistance possible in apprehending the thieves.

Thousands of dollars is charged each month against our revenues because of stolen property. Every dollar of these thousands counts against the best interests of the humblest employe of the Road, as it does against the Road itself. That is not "bunk," but fact; for you cannot weaken the resources of any organization with-

out weakening the resources of every individual connected with it.

It *should not* be necessary to appeal to the readers of this MAGAZINE on such a subject on a mercenary basis. It *is not* necessary so far as the vast majority of them are concerned. But there is no use in attempting to conceal or gloss over the fact that there has been and is a considerable amount not only of petty pilfering, but also of deliberate thieving on the part of a very few who take advantage of their positions to rob and betray their employers and fellow workers. Eventually, in the words of the underworld, "they will be gotten." For it is just as true today as it was when the proverb was uttered centuries ago that you may "be sure your sin will find you out."

The members of our Police Department are clean, straight, fine fellows, whose guiding motive is the highest conception of their duty toward their employers. They need the help of every right thinking employe in stamping out the thievery which, month in and month out,

saps the resources of our Railroad. And if this story has placed their work in a new and truer light before the readers of the MAGAZINE, we feel sure that the ensuing year will see a marked improvement in the support given them by all employes.

Wants To Learn All He Can About Safety

HUSTON, PA., November, 5, 1919.

To the Editor of the MAGAZINE:

Dear Sir—I have received your letter telling me that I won the third prize in the "No-Accident Campaign" Contest, for which please accept my thanks. Please send me a copy of list showing who won the first and second prize and what they suggested, or, if it is put in the MAGAZINE, please send me the one it is in as I want to learn other men's ideas as to how to play safe.

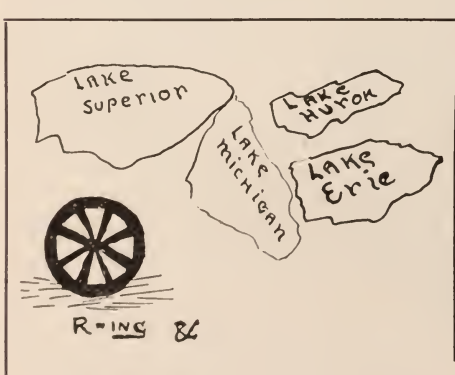
Yours very truly,
(Signed) J. H. WOODMENCY,
Section Foreman.

What Railroads Do These Pictures Represent?

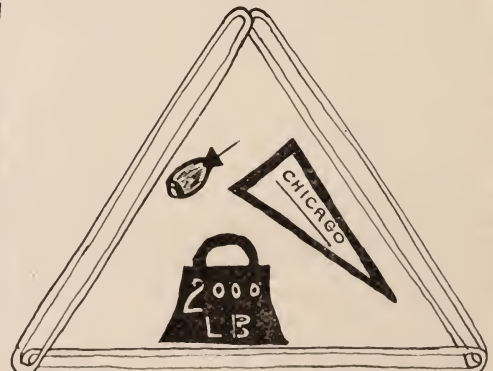
By W. E. Shelton
Manager Telegraph Office, Cleveland, Ohio

Now, you transportation experts, get busy! And don't laugh because these look easy. Just wait until we get to the Smoky Mountain, Potato Creek and other equally well known railroads!

The answers to these puzzles will appear with the two new ones following in the next issue. Don't send your answers to the Editor—he has enough trouble now. Just guess 'em for fun.



No. 1



No. 2

-SHELTON-



. SOCIAL .

Baltimore Veterans' Entertainment—Philadelphia Veterans' Annual Banquet—Monumental Lodge No. 567—Connellsville Band—Basketball Challenges

Entertainment of Baltimore Veterans

THE "S. R. O." sign had to be hung out early at the Grand Entertainment and Dance of the Baltimore Veterans on the evening of November 25, at Lehmann's Hall, for the seating capacity was not big enough for the crowd that assembled to hear the following program:

1. Overture.....MT. CLARE ORCHESTRA
Prof. P. MUELLER, *Director*.
2. Selections.....THE GARDEN QUARTETTE
Messrs. H. WORTMAN, J. WELSH, C. CASKEY
and A. KAUFMAN.
3. Selections.....THE MUSICAL RUFFIN and FELICE IULA
4. Solo.....BALTIMORE'S NOTED SOPRANO
MISS LEONORA C. KOKE.
5. Comedians.....BALTIMORE'S FOREMOST BLACK FACE
COMEDIANS—Just from France
Messrs. JOHN R. RUTH and FRED C. GALTON.
5. Selection.....MT. CLARE ORCHESTRA
7. Selection.....THE GARDEN QUARTETTE
8. Selection.....THE MUSICAL IULAS
9. Solo.....MISS LEONORA C. KOKE
10. Comedians.....MESSRS. JOHN R. RUTH
and FRED C. GALTON

This part of the program was followed by a dance of ten numbers.

The program was an exceptionally good one and was thoroughly enjoyed by all of those present. The entertainment committee and officers of the Veterans were extremely pleased

and gratified at the large number present and take this opportunity to extend their thanks to the members of the Association for their assistance in making this affair such a success.

The entertainment committee consisted of: John D. Riley, Chairman; G. W. Galloway, W. H. Harrigan, C. H. Pennell, W. T. Holmes, W. Riley, G. A. Bowers, Joseph Stauffer, W. Childs, W. R. Sheckells, C. Melvin, F. H. Schley, H. A. Beaumont, J. O. Covell, W. H. Shaw, William Weir, C. B. Snapp, William Kern, W. L. Gordon, C. W. Spurrier, J. T. Cadogan.

Philadelphia Veterans' Banquet

THE quarterly meeting of the Veteran Employes' Association of the Philadelphia Division (now the East End, Baltimore Division), will be held in the Assembly Room, Chestnut Street Station, on the evening of January 21, at 8.30.

The Twelfth Annual Banquet of the association will be held in the Nobis Hotel, 802 Market Street, Philadelphia, on January 31, at 8.30 p. m. Members are requested to notify the secretary, J. M. Graeve, agent, Pier 40, Philadelphia, on or before January 25, of their intention of being present.

Musical Comedy and Dance, Monumental Lodge No. 567



EHMANN'S HALL in Baltimore was well filled on the night of December 9, when the curtain was rung up on the minstrel show given by the Monumental Lodge No. 567, Brotherhood of Railway and Steamship Clerks. And the audience was very responsive to the work of their fellow-employees who provided the entertainment.

A very attractive setting had been provided for the chorus, the men in full dress (though not black-faced), and the young ladies in beautiful gowns of varied solid colors, making a pretty picture. The program follows:

Minstrel Show

Interlocutor

MR. CHARLES CLEAR.

End Men

MR. WILLIAM REESE. MR. RAYMOND SCHUCK.

Premier End Men

MR. FRANK KELLY. MR. DAVE GREEN.

Circle

1. OPENING CHORUS—"Dreamy Alabama."
"Everybody's Crazy Over Dixie."
2. "When You Look In The Heart
of a Rose".....MISS MARIE BREDEHOEFT
3. "In Room 202".....MR. RAYMOND SCHUCK
4. "Nobody Knows and Nobody
Seems to Care".....MISS DOROTHY TORIAS
5. "In The Land of Jazz".....MR. WILLIAM REESE
6. "Star".....MISS ELLA SIMMS
7. "I'm So Sympathetic".....MR. E. E. OLDHOUSER
8. "Tell Me".....MR. HOMER PORTER
9. "You'd Be Surprised".....MR. DAVE GREEN
10. "There's a Lot of Blue Eyed Marys
Down in Maryland".....MISS ANITA BARRETT
11. "Oh! Death, Where Is Thy Sting!"..MR. FRANK KELLY
12. "Oh! What a Pal Was Mary"MR. STANLEY WOLF

GRAND FINALE

"Wait Till You Get Them Up In The Air, Boys,"

"Star-Spangled Banner."

ACT II

GEORGE—STERN & REESE—BILLY

—IN—

A REGULAR SOLDIER

Special Dance.....MISS BETTY WOOD

Vocally, the best number on the program was the solo "Tell Me," by Homer Porter. All of the soloists showed a commendable enthusiasm for their work, however, and there were a number of strong voices in the chorus, making the ensemble work robust and pleasing.

The formal entertainment was followed by a general dance for which the Monumental Orchestra, R. Gawthrop, Director, provided sixteen numbers.

The souvenir program, which was well filled with advertisements, and showed that the

advertising committee must have done some tall hustling, contained a pronouncement of the purpose of the lodge, from which the following extract is quoted as being of unusual interest:

"Our policy and doctrine and terms are obedience to the laws of the land and to discharge our duties with fidelity and to protect the interests of our employers, to endeavor at all times to increase their prosperity and happiness as well as our own. We are well aware of the fact that in the past and possibly the present we have not the sympathy of some who are engaged in the same line of service, but we will nevertheless continue to travel the path of faithfulness to our duties and without malice to friend or foe. Our highest desire is to perform our daily labors to the best of our ability and for the benefit of our employers. Conscious of having performed that duty, all we ask for is a "square deal" in accordance with existing conditions."



Connellsville—Trombones and Clarinets—Ahoy!

By J. J. Brady



OUR division boasts a musical organization of unusual talent in the Baltimore and Ohio band of Connellsville, organized in 1915 by yard conductor R. R. Whiskey, whose photograph is shown on this page.

This band is composed exclusively of local employe material, and since its organization has appeared in a very great number of affairs of interest on our division, each time acquiring itself creditably and winning unstinted praise. Most especially did this band win an honorable position and an affectionate place in the hearts of local railroad people during the patriotic rallies incident to the various Liberty Loan drives, when it appeared and freely contributed to the success of each drive. During the drive for the Fourth Loan it went to Smithfield for a large flag-raising and furnished all the music for the occasion, winning the admiration and commendation of the people of that town by the excellence of the program rendered. Organized during the superintendency of Mr. Broughton, who was a talented band musician, the band received cordial assistance from him, even to his appearing with them in concert a few times.

The band practices every Monday evening in the Hyndman building, Connellsville, and



Conductor R. R. Whipkey,
Manager of our band at Connellsville

invites persons interested in its welfare to visit these rehearsals. At present two slide-trombone and two clarinet players are needed, and in order to make their organization the very best possible, the officers are desirous of receiving applications from any band musicians now in the service of our Company, either on the Connellsville Division or on the Pittsburgh Division as far west as Pittsburgh, including the Glenwood shops. The officers are: W. H. Atkins, coal billing agent, Connellsville, President; G. M. Tipton, agent, Connellsville, Vice-President; R. R. Whipkey, yard conductor, Connellsville, Treasurer and Business Manager. Applications may be addressed to any of the officers.

Basketball Challenges

Office Auditor Coal and Coke Receipts

J. P. Landerkin has organized a Basketball Team to represent this office and would like to arrange games with some good 135 pound teams. Address him care of this office.

Connellsville

Our Clerks' Basketball Team in Connellsville is now playing a bang up game, taking on all comers. To date no games have been booked with other Company teams. This is making some of our loyal rooters rather chesty and they may be heard making claims for the System

Championship already. Wake up, you teams at other points. Address manager of team, Connellsville.

Newark Terminal

Now that the football season has closed, the shop boys of the Newark Terminal have again fallen into line and have organized a basketball team. This team is now leading the Industrial League of the City of Newark, and putting up a high class game, and inasmuch as the organization is supported by the Newark Division Welfare Association, we are betting that they will be on top at the close of the season, as were our baseball and football teams.

Staten Island Railroad Club

The Staten Island Railroad Club has organized a basketball team and would like to book games. Write to MAGAZINE correspondent at St. George, S. I., N. Y.

Cows Is Cows

W P. LARUE, engineer on the Wheeling Division, who has a record for safety in not having even skinned his finger or been responsible for any kind of an injury to another in his eighteen years of service, recently was nearly penalized for his practice of careflessness.

Arriving late at his terminal with a long train of loaded coal cars, the road foreman "climbed" upon Larue and gave him an awful "bawling" for being behind schedule.

"What made you late, anyhow?" finally asked the foreman.

"Cow on the track; she refused to budge when I gave her the danger signal," calmly replied the engineer.

"Well, of all the excuses. Here we are trying to live up to the general manager's orders for absolute efficiency and you roll in here ten minutes late and blame it on a cow," came back the foreman vehemently. "You ought to be running a canal boat where there's no chance for a cow to get in your way. Why didn't you slam her in the ribs and get here on time?"

Larue looked the foreman square in the eyes and said slowly:

"Safety's my middle name. Up in Marion County where that cow straddled the tracks there's a law which says that when any cow is struck the owner shall collect \$100 from the railroad, regardless of her value. If I had hit the cow I stood chances of derailing my engine

and perhaps some of the coal cars. The derailment would have cost a lot of money to call out the wrecking crew; likewise the delivery of the coal, which was sorely needed because of the miners' strike, would have been delayed more than the ten minutes that I am responsible for. Then I figured that there might be a lot of

children dependent upon that cow for their daily milk supply and it would not be the right thing to destroy their source of nourishment."

The argument seemed incontestible and the road foreman withdrew his threat to place a black mark after the name of engineer Larue on the service record.—W. F. B.

"Render Unto Caesar"

By F. M. Kirkendall

Delivery Clerk, Dayton, Ohio

There are two methods by which we arrive at conclusions; the first is by intuition, the second by analysis. The latter method is used infrequently, because, unfortunately, it requires thought activity. It nevertheless sustains the economic equilibrium of the world. The greatest stabilizer of this equilibrium is the Railroad, and the American Railroad is the greatest public utility that the mind and purpose of man have achieved. Look at these examples:

Our Railroad carried a box of hosiery valued at \$225.00 a distance of sixty miles for fifty-two cents. The drayman who carted it one-eighth of a mile got fifty cents for his service, and the merchant made a profit of fifty cents on the first pair of ladies' hosiery sold from the box.

We transported a car of coal 110 miles at the rate of \$1.00 per ton. The teamster charged \$1.50 for delivering the coal a distance of a half mile.

We carried a shipment of household goods seventy miles for \$7.00. The moving van man received \$6.00 for carrying the same goods one mile.

A sack of grass seed was put in one of our box cars and transported to a point 125 miles distant for sixty-nine cents. The seeds were valued at \$38.00 and if the sack had been punctured and two pounds lost, the claim for the loss would have exceeded the total charge for the transportation.

A shipment of canned goods consigned to sixty-five retail merchants of this city was delivered from a point eighty miles distant. The freight rate was less than one cent per can, yet the merchants got six cents per can more than the tomatoes cost them.

We do not question the merchant's profits. We do not think the teamster's charge unfair or the delivery van's unreasonable. But *we are* getting tired of the promiscuous criticism of railroad rates.

The freight rates in European countries are about double the rates in our country per ton mile. Our railroads are and have been giving to the public millions of dollars in service for which they have not received adequate compensation or fair commendation.

Every railroad employe from section hand to superintendent should use his influence to explode this fallacy of rate extortion. The newspaper is not the only source of information. Speak from the source of your own observation. This is the age of equity. "Render unto Caesar the things that are Caesar's."



William W. Barns—Charles K. Welch— M. E. Tuttle

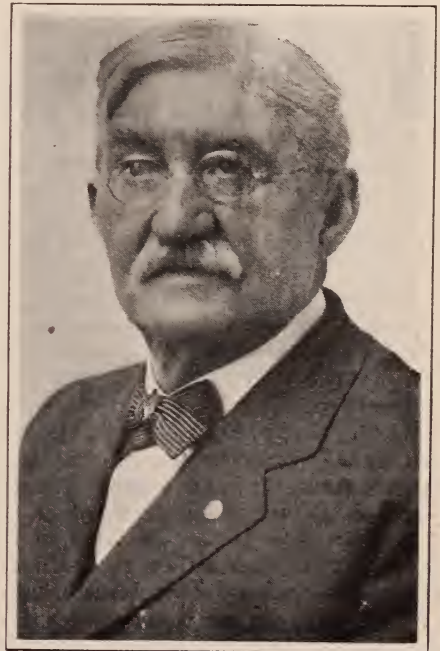
William W. Barns, Well Known Bridge Inspector, is Retired

IN CROSSING our big, high bridges, most of us, I imagine, have wondered, perhaps, as a heavy freight train rolled by in the other direction over the steel or stone structure, whether everything was safe below. I am willing to confess to having had a feeling of that sort, not once, but on many occasions, when comfortably seated in one of our steel coaches and moving at reduced speed over magnificent structures like our Susquehanna River Bridge. The feeling produces perfectly natural questions—we wonder if the engineer who built the bridge knew what he was doing; if the man who forged the steel for the great girders thought of the precious burden of humanity they eventually would support; if the inspectors who had charge of the work were eternally on the job in their search for defects. And you can go on wondering about the intelligence and conscientiousness of many of the individuals who forge the chain of SAFETY not alone on bridges but on any number of the wonderful mechanical devices which the modern railroad has called into being.

Just now I am thinking of the inspector's job and particularly of the job of the bridge inspector, for I have before me a memorandum outlining the life work as an inspector on the Baltimore and Ohio of one of the old guard in this branch of the service.

William W. Barns was retired on September 4, after thirty-two years with the Company as bridge inspector on the Philadelphia, Cumberland, Wheeling, Monongah and Ohio Divisions, and also as general foreman and inspector with

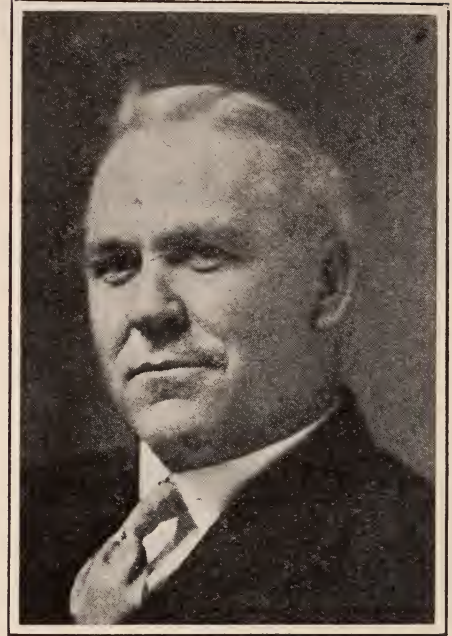
the Engineering Department, Lines East. One of his friends, high in the councils of the Maintenance of Way Department, told me that he was "borrowed" by the Engineering Department several years ago and that he was so valuable that they were never willing to give him up. Mr. Barns was retired as a section foreman and thinks well of this title, for he believes that the bone and sinew of the Road are the ribbons of steel which guide our ponderous engines and cars from one end of the line to the other.



William W. Barns

Mr. Barns had charge of inspection of false-work and construction on the following bridges: new double track bridge at Havre de Grace, across the Susquehanna River; new bridge at Philadelphia, across the Schuylkill River; two girder bridges across the Potomac River, on the Magnolia cut-off; three new spans at Gaston Junction, Wheeling Division; new bridge at New Martinsville, across Fishing Creek; two new highway bridges in Baltimore Terminals, at Lee and Ostend Streets; two new spans across White River, west of Washington, Indiana; ten bridges on Midland District, most of them with concrete ballast decks; new bridge 829, across the Scioto River, on Toledo Division; his last work was one of the bridges across the Scioto River, Ohio Division.

During his long and important career with the Railroad, Mr. Barns made a host of friends who will wish him many years of happiness in his retirement. He is a live supporter of the Baltimore and Ohio and its officials and says that he gives up active work with the memory of many years of pleasant and profitable service.



Charles K. Welch

The Latchstring Is Out at Gassaway

MR. EDITOR—Some day you may be invited to aid the Board of Trade or the Chamber of Commerce of Gassaway, West Virginia, in a quest for a suitable design for a municipal seal.

Let me urge you not to recommend some stiff representation of a battle monument, but to suggest as a symbol altogether fitting to the spirit of the town that they adopt a design which will show that "the latchstring" is always out to the hand of the newcomer.

Literally and actually, when they see a stranger, they "take him in" to their homes and their hearts.

Your correspondent, Mr. Editor, can visualize some fifty or more towns and cities along the Baltimore and Ohio System, most of which he has visited during the last two years. His stay has been short in most of them, but he has always received a kindly welcome. In the larger cities he sees but little of the social side of railroad life, for most of the workers live far from their work, and one does not meet them in the interval between the close of the working day and its beginning on the following morning.

We could speak of many handclasps registered in our memory along the System, but none were warmer and more genuine than those at Gassaway.

Every one in that town seems to have time to be helpful, to answer questions, and to give introductions to fellow employes.

To list those at Gassaway who welcome the stranger would be like taking a census of the entire citizenship.

Surely this is a town where the milk of human kindness never gets curdled.

The seventeen hundred and ninety-nine inhabitants of the town out of the eighteen hundred will pardon the reference to the work of one man from Benwood and Keyser. Himself a stranger, he cures his own spells of loneliness by welcoming others.

Short on legs, he's long on hearts. Need we mention by name Charles K. Welch, the car shop timekeeper, who lives in his life the words of the poet who sang:

"To love someone more dearly every day,
To help a wandering child to find his way,
To ponder o'er a noble thought and pray,
And smile when evening falls,
And smile when evening falls,
This is his task."

H. IRVING MARTIN,
Statistician, Relief Department.

Division Operators Get Results With Bulletins



REQUENTLY bulletins gotten out by several of our division operators which reach the MAGAZINE office are so good that we would like to give them prominent notice if it were not for the limitations of space. They show originality, earnestness and must carry conviction to the hundreds of operators who see them. The idea could probably be adopted generally with good results.

Before us is the bulletin dated December 1, over the signature of M. E. Tuttle, division operator at Cleveland. It contains but four items: first, a short paragraph urging increased precautions on account of the greater hazard during cold weather; second, the statement that seventy-six items were reported for correction since the last SAFETY meeting and 805

employees spoken to in an effort to help the SAFETY game; third a pertinent paragraph on SAFETY quoted from an address by A. F. Duffy; fourth, the following poem, well worth the attention of every reader:

It Isn't Your Firm—It's You

If you want to work for the kind of a firm
Like the kind of a firm you like,
You needn't slip your clothes in a grip
And start on a long, long hike;
You'll only find what you've left behind
For there's nothing that's really new.
It's a knock at yourself when you knock your
firm,

It isn't your firm—it's YOU.

Good firms are not made by men afraid
Lest someone else gets ahead,
When everyone works and nobody shirks,
You can raise a firm from the dead.
And if while you make your personal stake
Your neighbor can make one, too,
Your firm will be what you want it to be.
It isn't your firm,—it's YOU.

Are You Ready For An Emergency?

A valuable lesson to all employees is contained in the following notice contributed by F. M. Kirkendall, delivery clerk at the Dayton, O., Freight House.

"On Thursday, November 13, 1919, a loaded automobile truck backed into the out-bound house of our freight depot at Dayton, O. Without warning the motor burst into flames, which quickly reached the weather protection on the building. But, because of the immediate application of one of our fire extinguishers no loss was sustained. Our depot has these extinguishers at every strategic point about the building. The regular refilling of these insures quick results. The outbound house force should be congratulated upon their ability to take care of such emergencies endangering our property."

Are your fire extinguishers in such condition as to be ready for such prompt service as was rendered at Dayton? Are you *sure* they have been charged within the last six months, as required by Insurance and Fire Prevention Regulations?

Keep fire extinguishers and water barrels in places where they will be in sight when they are needed. Do not pile freight, company material, etc., so as to obstruct them and make it difficult to reach them when they are urgently needed.

Competent persons on each Division are in charge of the proper care of extinguishers. Make it a point to see that *your* extinguishers are examined and recharged every six months. Fire extinguishers, except those of the tetra-chloride (PYRENE) type, are susceptible to freezing. See that they are kept in rooms where the temperature is not lower than 40° F. It must be borne in mind, however, that they must not be placed near radiators or other sources of heat, as exposure to heat gradually neutralizes the power of the chemicals composing the charge.

Fires happen in unusual places and at unexpected times. Be ready for them!

Help Us to Prevent Fires—Be Careful

B. S. MACE,
Superintendent of Fire Prevention and Insurance.

Safety means conservation of human life.



Watch the School children at your crossing

Always be on the alert to avoid accidents.



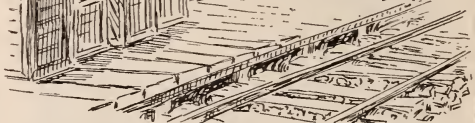
Be careful when coupling cars at Street Crossing

Foggy and stormy weather require special attention to the speed of your Train.



Look your train over often.

Exercise precaution and regularity in your work
Pile Express Boxes to one side of platform and leave room to walk by



Take no chances.



He took no Chances

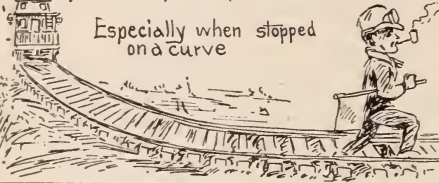
You should always look before stepping on a track

Stop look and listen before Crossing the track.



Furnish your train proper protection at all times.

Especially when stopped on a curve



Injuries often result by depending upon others to protect you.

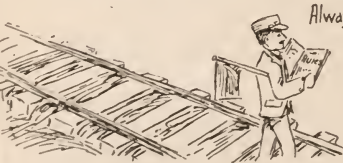


ESS

Passenger Fallover box While the Porter looks elsewhere

Review from time to time your Book of Rules.

Always Carry your Book of Rules



Study your time table carefully



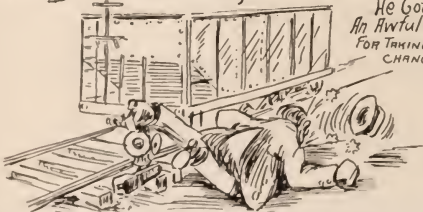
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BAGGAGE

407

Think of those dependent upon you before taking a chance and you will

He Got An Awful Fall FOR TAKING A CHANCE



→ ALWAYS
BE CAREFUL

Dr. Robert Lee Randolph Left Inspiring Life Story

He Transformed the Handicap of Youth Into Brilliant Achievement and the Service of Humanity

By H. Irving Martin
Relief Department

ALL of us who knew Dr. Robert Lee Randolph loved and admired him. It was only because of his innate modesty that many did not know the inspiring story of his life, and it remained for the New York *Sun* to enlighten us. The biographical sketch in that paper is such a perfect tribute that we reproduce it here:

"Grit That Won Success Out Of Failure— The Story of Dr. Robert Lee Randolph

"An eminent physician who recently died at Baltimore was a cadet at the United States Military Academy something more than a quarter of a century ago. He entered the academy with the hopes of becoming an army officer and of thus realizing his earliest ambitions as to a life career. He failed and left West Point after less than a year of hard work and study; he was unable to meet the exactions of the course principally because of a serious affection of the eyes.

"He was not only compelled to abandon his chosen career, but found himself heavily handicapped in beginning any other

on account of his rapidly failing eyesight. There could scarcely have been a more severe blow to a youth of high aspiration entirely dependent upon his own exertions for success.

"His first struggle was to overcome the great obstacle in his way. He began the study of his own affliction with earnestness and determination to conquer it. He sought the advice of renowned specialists in America and took advantage of every source of medical and clinical information. He then went to Europe and remained there several years, gaining the high position of assistant in ophthalmology in the

Royal Polyclinic, Vienna. What had seemed a handicap became in reality a blessing. In seeking to cure his own affliction he attained a knowledge that he directed to the relief of other sufferers. And he became one of the world's most eminent specialists in the treatment of the diseases of the eye.

"Such in brief was the career of Dr. Robert Lee Randolph, who was surgeon at Johns Hopkins Hospital for eighteen years; an attending surgeon in other hospitals and in many important cases, the winner of the



The late Dr. Robert Lee Randolph

Alvarenga prize of the College of Physicians, Philadelphia, and of the Boylston prize of Harvard, the author of numerous papers and books upon his specialty, a physician who administered to the poor as willingly as to the rich and whose death was brought about by his zeal to serve mankind.

"How great his service may have been had he been permitted to follow his first choice of a profession we can only speculate. What it was as a physician we know. But in casting up his medical record there should be not forgotten the superb example that he left—of American grit, a grit that turned failure into a worthy and distinguished success."

Dr. Randolph's friends in our Relief Department had many opportunities to see his real worth; evidenced by his visits to bedsides of pain, his cheery attitude toward all who were injured or afflicted, his desire to relieve suffering and the quiet manner which calmed and soothed the sufferer. As oculist and surgeon he had a widespread acquaintance among the rank and file of Baltimore and Ohio employes. "None knew him but to love him, none mentioned but to praise." He talked of himself but little, but liked to listen that he might study every slant of a subject.

An out-of-doors man, a hunter and a thirty-third degree fisherman, he liked to get out in the open where he practiced hunting and angling as scientifically as he studied the make-up of the human eye. With Dr. Samuel R. Barr, the late superintendent of the Relief Department, he spent many weeks in the woods.

Dr. Randolph died in Baltimore on the night of December 11. He had been in failing health from the time of his wife's death in 1915. The funeral services were held on Saturday, December 13, in Emmanuel Protestant Episcopal Church of Baltimore.

Dr. Randolph was born in Fredericksburg, Va., in 1860, and was the son of the late Bishop A. M. Randolph, of the Diocese of Southern Virginia of the Protestant Episcopal Church, who years ago was rector of Emmanuel Church. The larger part of his life was spent in Baltimore. His first educational training was received at the Episcopal High School of Virginia, and in 1881 he took special courses in chemistry and physics at the Johns Hopkins University, receiving his degree from the University of Maryland in 1884.

He was attending surgeon at the Presby-

terian Eye, Ear and Throat Hospital in Baltimore from 1887 to 1892, and in the latter year associated himself with the Johns Hopkins Medical School and did important work in the hospital and dispensary. He was ophthalmic and aural surgeon to the Baltimore and Ohio Railroad and chief surgeon of the Chesapeake Steamship Company.

The following children survive: Alfred Magill Randolph, Miss Anne Stuart Randolph, Robert Lee Randolph, Jr., Mrs. Baldwin Spilman, Mrs. Norborne Berkeley and Middleton Elliott Randolph. Dr. Randolph's mother, whose home is in Norfolk, survives him, as do one brother and three sisters: Alfred M. Randolph, Mrs. J. F. Wright, Mrs. T. S. Garnett and Mrs. Richard C. Taylor.

Sedden A. Cromwell Mourned by Railroad Men

By S. I. O'Neill

THE sudden death of Sedden A. Cromwell, superintendent of materials, was a great shock to all his friends. Stricken on December 5 at his home in Baltimore about 7.30 o'clock in the morning, he died at two in the afternoon.

Mr. Cromwell entered the service of the Baltimore and Ohio October 1, 1882, at the age of seventeen, as a car apprentice at Mt. Clare shops. He finished his trade in 1886, was made a car builder on November 7, 1893, was promoted to car inspector, May 5, 1900, to car foreman November 1, 1902, and to general car inspector of Pittsburgh Division on March 10, 1908. He was transferred as general foreman, Newark Division, on September 1, 1910, and was made general car inspector at Pittsburgh, January 22, 1912. He was made a member of the general manager's staff, as supervisor of train supplies, all lines, on June 1, 1918, and was appointed on the staff of the federal manager as supervisor of materials. On September 1, 1919, he was transferred to the general storekeeper's staff, as superintendent of materials, which position he held at the time of his death. He gave thirty-seven years of faithful service to the Railroad and, as a veteran, died in harness.

Mr. Cromwell had a host of friends who recognized him as an authority in his line of work. He was a pleasant man to know. He always greeted you with the sincere and engaging



The late Sedden A. Cromwell

smile shown in the accompanying picture. Whether he was in Florida on a vacation, picking oranges in one of the fragrant groves, or engaged in the exacting work that his important positions with the Railroad called for, he was genial and kind. His hearty greeting of a morning more than once dispelled the frown from faces of many less optimistic and cheerful.

He was widely known among our officials and employes, particularly among those who are stationed in our home office in Baltimore. And all those who had the privilege of knowing his sunshiny disposition felt that they indeed had a real blessing go out of their lives with his passing. Men and women employes will always remember him with the greatest respect and esteem.

His funeral took place from his late residence in Baltimore on December 8, at three o'clock, Rev. Dr. Alexander Mitchell, Pastor of the First United Presbyterian Church, of which Mr. Cromwell was a prominent member, officiating, assisted by the Revs. David Laughlin and Dr. McCauley. His pall-bearers were the following close associates of his railroad career: T. H. Russum, superintendent, Passenger Car Department; F. H. Lee, assistant superintendent Freight Car Department; O. C. Cromwell, assistant to general superintendent Maintenance of Equipment; J. O. Beaumont, Maintenance of Equipment Department; William Kern, superintendent of Upholstery Department, and Captain Diemer, U. S. A.

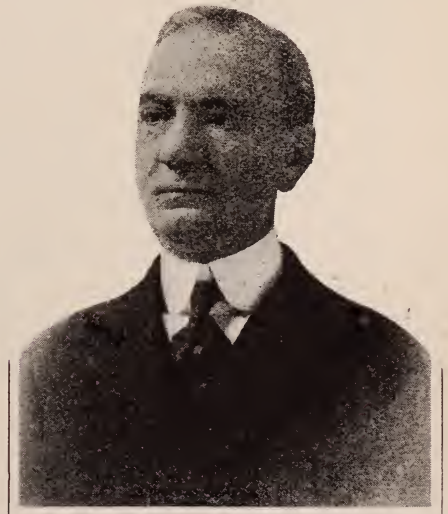
Mr. Cromwell was a prominent Mason, being a member of Doric Lodge. Burial was made in Mt. Olivet Cemetery.

Death of Charles H. Wiseman, Division Passenger Agent at Cincinnati, on December 11

CHARLES H. WISEMAN, division passenger agent of the Baltimore and Ohio Southwestern, who died suddenly on December 11, was one of the best known railroad men in the Middle West. He was born in Cincinnati, December 31, 1859, and entered railroad service in 1877. He became city passenger agent of the Baltimore and Ohio in Cincinnati in 1891, and in 1895 was made division passenger agent. He was stricken with apoplexy while talking with some friends and died before medical aid arrived.

Mr. Wiseman was one of the hardest workers and best liked men in our Traffic Department. He was in charge of solicitation in the Cincinnati territory, where competition is keen, and represented the Railroad with great credit at this important point. His work during the war in handling the traffic interests of the Railroad and the Government at Camp Sherman, especially during the trying days of the influenza epidemic, is said by some of his friends to have taxed his strength unduly and possibly to have had something to do with his sudden death. He seemed, however, to be in good health and was handling the duties of his position up to the last moment.

His death came as a great shock to his railroad associates. He had a large place in their esteem, not alone because of his business ability



The late Charles H. Wiseman

and fidelity to the interests of his employer, but because of the likeable personal qualities with which he was endowed.

The funeral was held in Chillicothe on December 14 and was attended by many representatives of the Railroad.

John Campbell Patterson Passes On After Fifty-four Years of Faithful Service

JOHN CAMPBELL PATTERSON died suddenly at his home in Mt. Vernon, Ohio, on December 13, 1919, at the age of seventy-eight years. He had been in apparent good health, and his sudden death was a severe blow to his many friends in that city and on the Baltimore and Ohio Railroad, with which he was so closely connected for more than half a century.

Mr. Patterson entered the service of the Railroad on the Central Ohio Division, April 1, 1862, as a brakeman, but his faithful and efficient service won for him the position of conductor in nine months. In May, 1865, he was appointed ticket agent at Zanesville, Ohio, but on account of the reduction in expenses late in 1867, superintendent Caldwell abolished the exclusive ticket agency at Zanesville, and offered to make Mr. Patterson conductor on his train again. He chose, however, a position as clerk in the Newark freight office, where he remained until September 18, 1878, when he was appointed freight and ticket agent at Mt. Vernon, Ohio. When the new passenger station at Mt. Vernon was completed in 1907, the agency was divided and Mr. Patterson was placed in charge of the ticket agency, where he remained until his retirement in June, 1916. The accompanying picture of Mr. Patterson was taken in October, 1915, by H. V. Ruckman, agent at Plymouth, when he was acting as relief agent at Mt. Vernon.

Mr. Patterson was a faithful and efficient employe, loyal to the Company's interests until the last. He was a thorough railroad man and was noted not only for his careful attention to the wants of railroad patrons, but for his strict integrity and unflinching courtesy. He is survived by his wife and four daughters.

He was a member of the Presbyterian Church, and of Mt. Zion Lodge No. 9, F. & A. M., Clinton Chapter Commandery, No. 5, K. T., of this city, and one of the I. O. O. F. lodges of Newark. The funeral was private and the burial at Newark, Ohio.



John Campbell Patterson,
late agent at Mt. Vernon, Ohio

A. O. Rice, Another Loyal Veteran of Railroad, Has Gone to His Reward—A Tribute From His Son

ON DECEMBER 9, the daily papers of Fairmont, W. Va., printed long and touching tributes to the career of A. O. Rice, of that city, who died the preceding day. From the obituaries sent us, the following is quoted as illustrating the universal regard in which this splendid veteran of the Railroad was held by his fellow employes and townfolk:

"Soon after coming to Fairmont, Mr. Rice was appointed baggagemaster for the Baltimore and Ohio Railroad Company and held that position for twenty-eight consecutive years. For the past six or seven years he had been connected with the Freight Department of the Baltimore and Ohio. No more efficient and courteous employe ever held a position with the Company and his services in the capacity of baggagemaster won him legions of friends. Never too tired or too busy to render a service to the traveling public he won a name for himself and made a friend of everyone with whom he came in contact and when he gave up this position general regret was expressed.

It is doubtful if Mr. Rice ever had an enemy. He possessed a strong and pleasing personality which he cultivated to a great degree and seemed to get his greatest pleasure and satisfaction in serving others. He was also possessed of high ideals and faithfully performed every duty that came to him.

He was a member of Marion Lodge No. 27, Knights of Pythias, and was also a consistent

member of the Diamond Street M. E. Church.”

Of his three surviving children, the son, Mr. Cecil G. Rice of Pittsburgh, sent to the MAGAZINE a tribute to his late father, and, as a beautiful expression of filial devotion and regard, we are glad to be able to pass it on to our readers, as follows:

“From our saddest experience there often come lessons, thoughts, and unexpected happiness to soften our loss. In the death of my father, A. O. Rice, I am happily conscious of the depth of feeling and respect displayed by his friends and fellow workmen, which is accepted as a legacy greater than wealth. Generous tribute to his loyalty, kindness, courtesy, dependability and unselfish consideration for his employer and all others, stands as an endearing monument to his years of life and labor.

“There have been others in the great Baltimore and Ohio family who served as long and faithfully. Younger men are building for themselves similar records. With all these should rest the assurance that appreciation of their efforts will come. And in the words of my departed father ‘I always tried to do my duty. It was all worth while. I am satisfied.’ For this record which he builded with such patient sacrifice, I, his son, also say: ‘It was worth while. I am satisfied.’ His greatest happiness was in the faithful performance of his duties. My greatest happiness is in the grateful respect so abundantly presented by those who knew him in his daily life, peacefully ended at three score years and ten.

“Herein is found an incentive for those employes whose labors are not yet ended.”

RELIEF DEPARTMENT—ADVISORY COMMITTEE

Conducting Transportation Department

W. S. Berkmyer.....	Conductor.....	Canton, Ohio
J. H. Coulbourn.....	Passenger Brakeman.....	Philadelphia 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.
William D. Lenderking.....	Plumber.....	Baltimore, Md.
Henry Loveridge.....	General Foreman.....	East Chicago, Ind.
H. W. Oldenburg.....	Car Inspector.....	Cincinnati, Ohio

Maintenance of Way Department

Ira E. Baker.....	Section Foreman.....	Kanawha Station, W. Va.
J. J. Rice.....	Account Clerk.....	Newark, Ohio
J. W. Richmond.....	Water Station Foreman.....	Garrett, Ind.
J. F. Thome.....	Section Foreman.....	Aviston, Ill.

STATEMENT OF PENSION FEATURE

The following employes were honorably retired during the month of November, 1919, with pensions:

Name	Last Occupation	Department	Division	Years of Service
Barnes, William W.....	Section Foreman.....	Maintenance of Way..	Ohio.....	31
Bast, John.....	Machinist.....	Motive Power.....	Mt. Clare.....	49
Childs, Richard F.....	Machinist.....	Motive Power.....	Baltimore.....	47
Doerner, John A.....	Medical Examiner.....	All.....	Cumberland.....	39
Greisheimer, Hartman.....	Blacksmith.....	Motive Power.....	Ohio.....	41
Harris, James E.....	Crossing Watchman.....	Cond'g Transport'n..	Baltimore.....	34
Meyers, Mathias.....	Laborer.....	Motive Power.....	Ohio.....	11
Orth, Andrew.....	Laborer.....	Motive Power.....	Ohio.....	52
Whedon, Frank.....	Telegraph Operator.....	Cond'g Transport'n..	Illinois.....	51

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

During calendar year 1918, \$322,188.20 was paid out through the Pension Feature to those retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, are \$3,865,454.70.

The following employes, after serving the Company faithfully for a number of years, have died.

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Baker, John, Sr.....	Section Foreman.....	M. W.....	New Castle... ..	November 7, '19..	24
Beelman, Winfield S.....	Clerk.....	C. T.....	Chicago.....	November 5, '19..	23
Corcoran, John.....	Watchman.....	M. W.....	Wheeling.....	November 15, '19..	46
Donaher, Bernard.....	Receiving Clerk.....	C. T.....	Pittsburgh.....	October 24, 1919..	46
Fischer, John.....	Laborer.....	M. P.....	Baltimore.....	November 16, '19..	27
Graybill, Henry M.....	Engineer.....	C. T.....	Cleveland.....	November 21, '19..	41
Price, John H.....	Crossing Watchman.....	C. T.....	Illinois.....	September 12, '19..	9
Rubel, Gideon.....	Machinist.....	M. P.....	Ohio.....	November 13, '19..	45
Shipley, William A.....	Foreman.....	M. W.....	Baltimore.....	November 11, '19..	44

Employes of Auditor Passenger Receipts Office Erect Beautiful Memorial in Honor of Comrades Lost in War

By George Eichner
Magazine Correspondent



ON Saturday, December 6, 1919, at one p. m., a beautiful memorial tablet was unveiled in the office of the Auditor Passenger Receipts, 1100 Lexington Building, Baltimore, in honor of the two clerks from the office who made the supreme sacrifice during the war.

The following men from this office were in the service: Edward B. Alrich, Edwin M. Benhoff, Chester A. Donelson, George Eichner, George J. Germershausen, Roland B. Hasson, Edward J. Kuehn, Joseph W. McGrain, J. Frank McMahon, G. Fred. Miller, Charles W. New, George H. Schmidt, Edward, D. Boylan, Henry J. Burns, Leo A. Dunphy, Leroy N. Fankhanel, Charles E. Grewe, Thomas L. Jeffries, Frank Lyons, William M. McGarry, Charles L. Myers, Lamar W. Norris, Harry C. Phillips, Frank L. Snyder.

This memorial is inscribed to two of the above, Thomas L. Jeffries, who died on October 10, 1918 at Stadium, Belgium, and Charles L. Myers, who died on October 20, 1918 at Moville Farm, Argonne, France. It was painted by R. M. Billmeyer, one of our clerks. All the work on it was done by employes and the cost of framing was met by our fellows who were in the war. On it is a stanza from the rondeau, "We Kept the Faith," by Louis M. Grice, chief clerk, which is quoted in full further on in this article.

The entire office force was in attendance at the unveiling, which was performed by Ex-Sergeant Leo A. Dunphy, who was wounded in France. Addresses were made by Charles H. Poumairat, auditor passenger receipts and by Mr. Grice.

Mr. Poumairat said:

"Dear Friends and Fellow Employes:

"In this tablet we have a lasting memorial of two boys from this office who died on the battle fields of France: they did their part and did it well. In fact, all the employes of this office did their part during the entire war. Those who stayed here did their part in giving money generously and service willingly; and twenty-four men answered the call to go to the front. Of the latter, twenty-two have returned with honorable records, but two of them never will come back. And today we erect a memorial to them, to Thomas Jeffries and Charles Myers, our lost heroes.

"All that is mortal of these two boys is in distant France. But in this memorial, so beautifully conceived and executed by Mr. Grice and Mr. Billmeyer, there is the fullest evidence that they have not been forgotten, that they still belong to us, and that their memory will ever be with us."

Following Mr. Poumairat, Mr. Grice said: *"Fellow Employes:*

"I have but a few words to say on this solemn and inspiring occasion, as a tribute to those heroes, Charles L. Myers, who died in France, and Thomas L. Jeffries, who died in Belgium, in the cause of Liberty.

"You will recall that poem, 'In Flanders' Fields,' which was written by Colonel John MacCrae, a surgeon attached to the Medical Corps of the First Canadian Artillery Brigade. This brigade held an exposed position on the Belgian Front in the early days of the war, when Germany was pressing forward with overwhelming numbers, and during the stubborn resistance which was offered to the advancing Germans, Colonel MacCrae saw the Canadian boys brought back mangled and dying, until his spirit was weighed down with the tragedy. For, as he worked unceasingly, ministering to the wounded, he saw in the field adjoining the hospital, the crosses marking the graves of the dead multiply day by day, and his spirit seemed to mingle with the spirits of those dead boys until he voiced that stirring appeal which rang around the world. Colonel MacCrae died of pneumonia as a result of his unflagging devotion to duty. His lines run thus:

In Flanders' fields the poppies grow
Between the crosses, row on row,
That mark our place, and in the sky
The larks still singing, bravely fly,
Scarce heard amid the guns below.

We are the dead! short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders' fields.

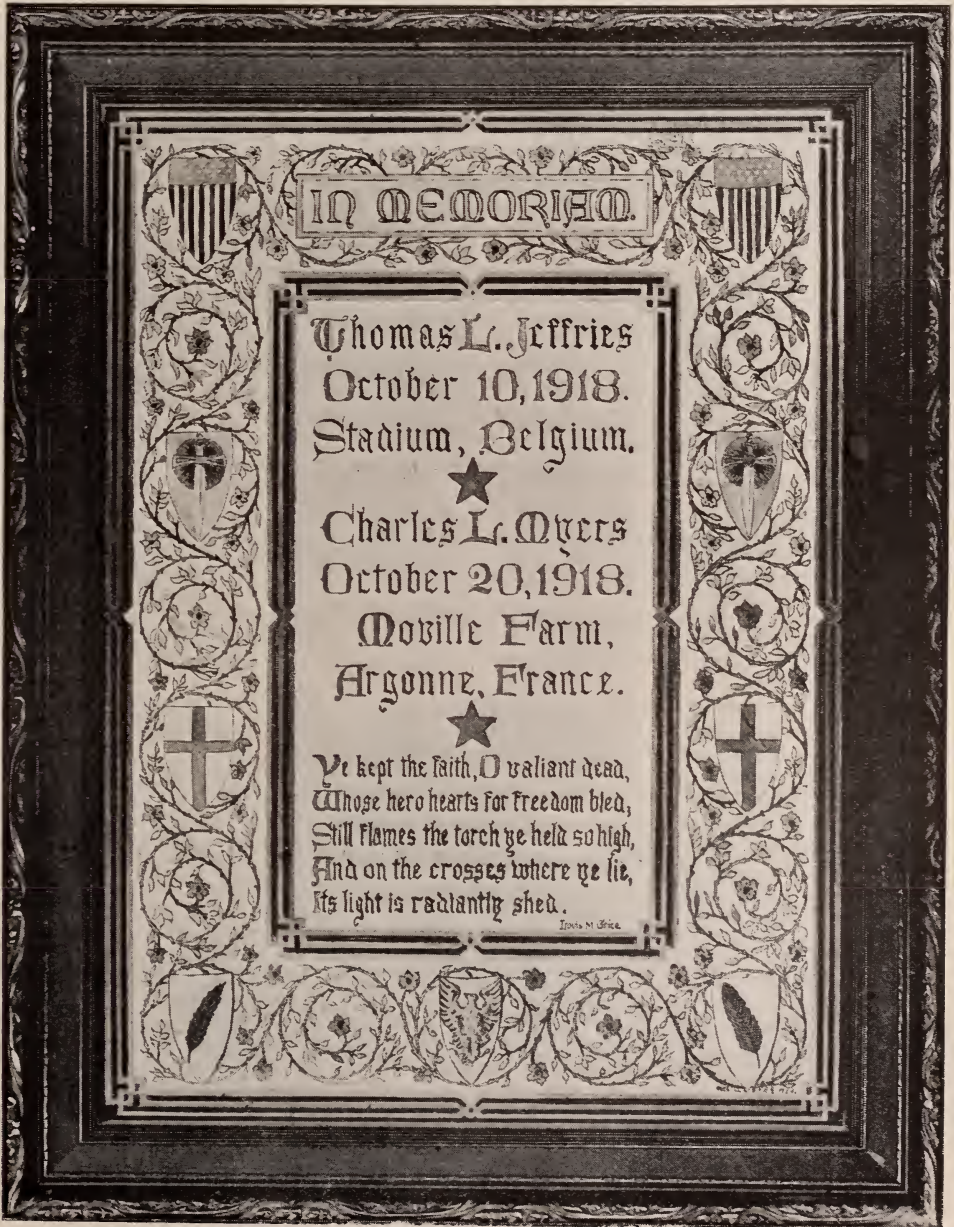
Take up our quarrel with the foe:
To you from falling hands we throw
The torch—be yours to hold it high;
If ye break faith with us who die,
We shall not sleep though poppies blow
In Flanders' fields.

"Our boys answered this clarion call to duty,
and kept the faith even unto death and in fancy
we can hear the spirits of those two dead boys
answering thus:

We kept the faith, O valiant dead,
Whose hero hearts for freedom bled;
Still flames the torch ye held so high,
And on the crosses where ye lie,
Its light is radiantly shed.

We heard your call and forward sped
To Flanders whither you had led,
And though we knew that some must die,
We kept the Faith.

Calm sleep may crown each hallowed head—
The desecrating foe has fled;
The guns, now mute, no longer vie
With larks whose songs float from the sky,
For on those fields with poppies red,
We kept the Faith.



The Memorial Design is beautifully decorated in colors

"Not only did these brave boys keep the faith but those who served in the Army and Navy and were fortunate enough to return to us, also were true to the faith—and we honor them highly for their valiant service; moreover, those with loyalty in their hearts who remained behind to keep the great industrial machines of America humming, were true to the faith, each man and woman in his or her appointed place, for they also were working for the great cause.

"Remembering the high example which these two men whom we are honoring have set up for us, let us today rededicate ourselves to that high duty of patriotic American citizenship which gave these boys the strength to press forward in the face of suffering and terrible dangers, with untold fortitude, even into the Valley of the Shadow of Death. Let it be our earnest endeavor, as we honor them in memory through the coming years, to *live justly*, and when our time comes, to *die bravely*."

Why He Couldn't Pay His Bill

A certain buyer upon receiving a request to send a check to cover his bill, sent the following letter:

"For the following reasons I am unable to send you the check asked for:

"I have been held up, held down, sandbagged,

walked on, sat on, flattened out and squeezed. First by the United States Government for Federal War Tax, Excess Profits Tax, Liberty Loan Bonds, Thrift Stamps, Capital Stock Tax, Merchants License and Auto Tax, and by every society and organization that the inventive mind of man can invent to extract what I may or may not possess.

"I have been solicited by the Society of John the Baptist, The G. A. R., The Woman's Relief, The Navy League, The Red Cross, The Black Cross, The Double Cross, The Children's Home, The Dorcas Society, The Y. M. C. A., The Y. W. C. A., The Boy Scouts, The Jewish Relief, and every hospital in town. Then on top of it all came the Associated Charities and Salvation Army.

"The Government has so governed my business that I don't know who owns it. I am inspected, suspected, examined and re-examined, informed, required and commanded, so I don't know who I am, where I am or why I am here. All I know is I am supposed to be an inexhaustible supply of money for every known need, desire or hope of the human race. And because I will not sell all I have and go out and beg, borrow or steal money to give away, I have been cussed, discussed, boycotted, talked to, talked about, lied about, held up, hung up, robbed and nearly ruined, and the only reason I am clinging to life is to see what in H— is coming next."—*Daily News Record*.

How the Relief Department Helped Him

W. J. DUDLEY,
Superintendent Relief Department,
Baltimore, Md.

SILVERHILL, ALA., BOX 55

November 6, 1919

Dear Sir—After having been a beneficiary of your department since December 27, 1918, I would be very ungrateful indeed if I did not in some way show my appreciation of what your department has done for me.

When we are strong and vigorous we are apt to forget that the day may come when through sickness we no longer will be able to provide for ourselves. Then, and only then perhaps, do we realize what the Relief Department means to at least such as me, who for lack of sufficient means would have been unable to go to another climate for any length of time in quest of health, except through your aid.

Another thing which I am grateful for is that the same kindness has been shown to my wife, who has been given transportation to visit me and finally to come down here to take care of me and make life easier through providing home comforts once more.

The weather has been exceptionally nice here in southern Alabama, the roses in the yard are yet in full bloom and the people are raising a little of everything from cotton to Satsuma oranges, but weeds outgrow everything else, two to one, and will smother any crop in no time if not kept in check constantly.

In conclusion, I wish to thank one and all connected with the Relief Department for the kind and impartial treatment received at their hands.


Very respectfully,

(Signed) JOHN F. CLAWSON,
Carpenter, Baltimore and Ohio Chicago Terminal Railroad

Relay Station Originally the Viaduct Hotel

Built for Use of Passengers Before the Days
of Dining Cars

By John Ed. Spurrier

 OUR present ornate station at Relay, Md., was originally the Viaduct Hotel, built by the Baltimore and Ohio Railroad Company, 1873-4, on the recommendation of Thomas R. Sharp, master of transportation. At that time the Master of Transportation reported direct to the President. The accompanying picture shows a train on the Old Main Stem and also one on the Washington Branch and the style of engines then in use.

The hotel was built for the accommodation of passengers before the days of dining car service on our railroad. Beginning with its opening, through trains from Chicago, St. Louis, Cincinnati, Pittsburgh and Wheeling were scheduled to arrive at Relay twenty to thirty minutes ahead of trains from Washington for Baltimore, Philadelphia and New York. The trains from the west used the reverse track at Relay and discharged at the hotel passengers desiring meals. After eating they would board the Philadelphia and New York trains from Washington. This was twelve years before the opening of our own line to Philadelphia and all passenger trains between Washington, Philadelphia and New York were handled by string teams via Pratt Street,

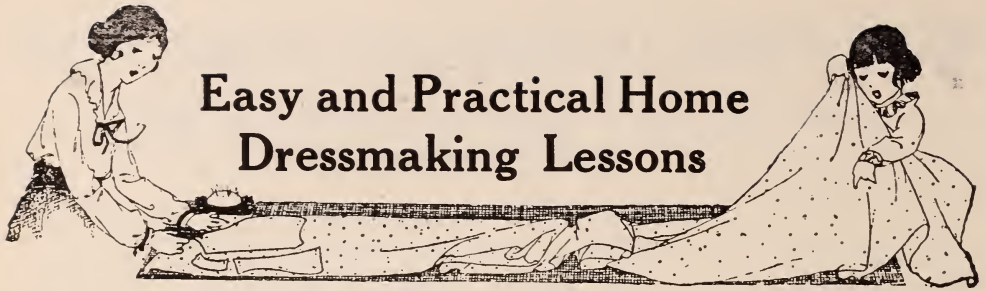
Camden Station, to President Street Station, and via P. B. & W. R. R.

The spot on which the Viaduct Hotel was erected, was part of a great hill sloping down to the Patapsco from the rocky cliff which can now be seen along side of our Old Main Line. In 1873, trains on both the Washington Branch and the Main Line stood in cuts which had been made in the hill. The name "Relay" was given the station in 1873. Previously it had been known as Washington Junction.

To make room for the hotel the hill between the two railroads was dug down and the dirt was used principally for the driveway on the south side of the Washington Branch tracks. Before the building of the hotel station, there was a continuous row of frame buildings on the south side of the Washington Branch track, consisting of a baggage room, agent's, express and post offices. I was night telegraph operator; John W. Howser, agent and day operator; Upton W. Howser, station baggagemaster, and T. J. English, switchman and crossing watchman, there in 1866. There were only two tracks between Relay and Camden Station. A third track (designated "2nd North track") was put in use in 1875, and was used by freight trains in both directions within stated hours.



When passengers going east and west stopped here for accommodations



Easy and Practical Home Dressmaking Lessons

Straightline Frock in Navy Blue Tricotine Trimmed with Black Soutache Braid

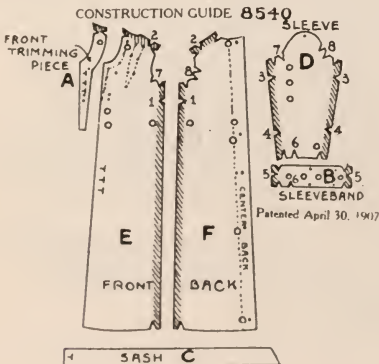
STRAI**G**H**T** line effects are being featured in the one-piece frocks which designers of exclusive fashions are featuring for fall and winter. It seems to be the proper thing to remain as slim as possible, without regard to how bouffant or distended models in the lighter types may be.

The one-piece dress shown here closes at the back, the front being dart-fitted at the shoulders. It may be slashed at center-front, with low neck and a trimming piece inserted. A straight sash tied at the back holds in the fulness at the waist. Straight bands which hang several inches from the arm, finish the close-fitting sleeves.

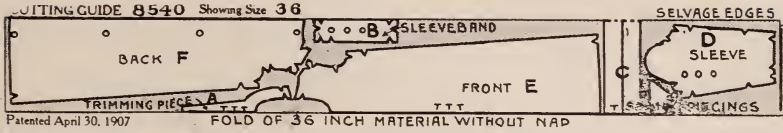
In medium size the dress requires $4\frac{1}{2}$ yards of 36-inch or $3\frac{1}{3}$ yards 54-inch material. The front and trimming piece for the front have the triple "TTT" perforations laid along the lengthwise fold of material for cutting. The back and sleeve band have the large "C" perforations placed on a lengthwise thread. The sash and piecings are laid along the lengthwise fold to avoid seams, while the sleeve has the large "O" perforations resting on a lengthwise thread.

To make the dress, take up dart in front sec-

tion, bringing together and stitching along corresponding small "o" perforations. Terminate the dart at the single small "o" perforation. Adjust the trimming piece underneath



Straight line dress of tricotine



front, matching single large "O" perforations, double small "oo" perforations and single small "o" perforations. Close under-arm and shoulder seams as notched. Turn hem in back of costume on small "o" perforations. The line of large "O" perforations indicates the center-back. Next, lap right back over left with center-backs even. Stitch to position below double small "oo" perforation and finish edges above perforation for closing.

Now, take the sleeve and close seams of sleeve and sleeve band as notched, leaving edges free below single large "O" perforations and finish for closing. Adjust sleeve band on sleeve with notches at lower edges and seams even and stitch upper and lower edges to position. Bring corresponding small "o" perforations at upper and lower edges of sleeve band together and tack at the perforations. Sew sleeve in armhole as notched, with small "o" perforation at shoulder seam easing in any fullness between notches. Hold sleeve toward you when basting it in armhole. Arrange around the waist as illustrated, or in any way that may be preferred.

It is well to braid the material before the dress is put together.

DRESS No. 8540. Sizes, 34 to 46 inches bust. Price, 25 cents.

A Distinctive Tailleur

A vest of metal cloth, fancy buttons and bands of self-material stitched about the lower fronts are the distinctive decorative notes on this tailleur of blue broadcloth. A narrow suede belt holds in the fullness of the jacket. The skirt is a two-piece model which may be made with or without inserted pockets. In medium size the suit requires 3 3/4 yards 54-inch broadcloth and 3/4 yard 12-inch vesting.

Pictorial Review JACKET No. 8558. Sizes 34 to 46 inches bust. Price, 25 cents.

SKIRT No. 8600. Sizes, 24 to 40 inches waist. Price, 20 cents.

Trim Tailored Coat

Smart simplicity combined with real service could find no better expression than is given in this coat of reindeer brown velours, self-trimmed.



A distinctive tailleur



Trim tailored coat

The raglan sleeves are set into large armholes and the fulness is held in at the waist with a belt of self-material. Velours also form the collar, cuffs and pockets. Medium size re-

quires $3\frac{3}{4}$ yards 54-inch material and $5\frac{1}{4}$ yards 35-inch silk for lining.

Pictorial Review COAT No. 8542. Sizes, 34 to 48 inches bust. Price, 25 cents.

Handsome Linen Centerpiece Suitable for a Gift or Home Decoration

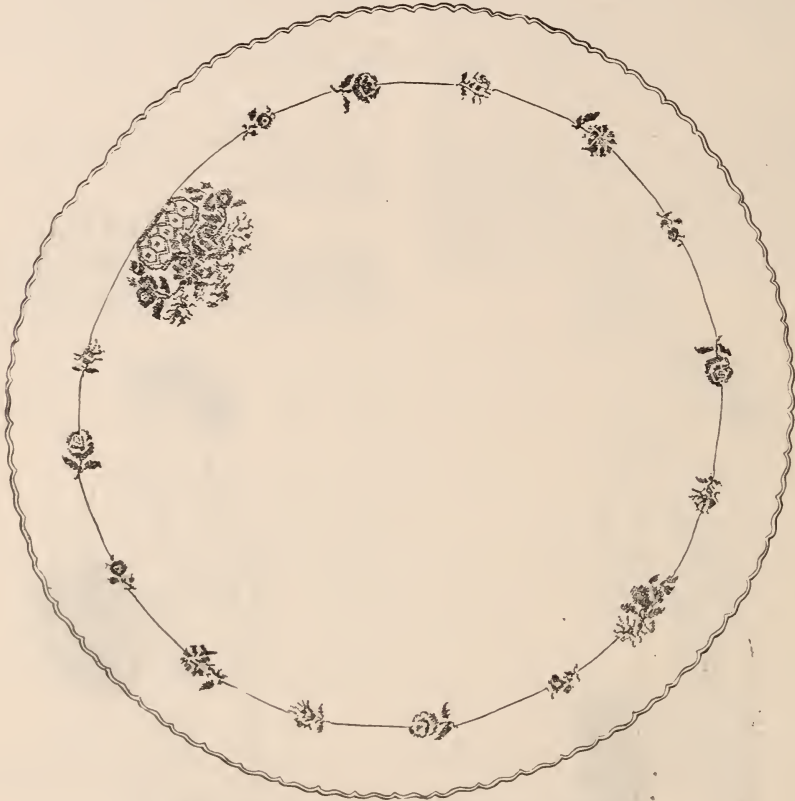
By Kathryn Mutterer



HE humble cross-stitch, one of the most elementary of embroidery stitches, is exalted to high estate in the development of the centerpiece shown here. The latest fashions in embroideries are featuring cross-stitch more prominently than ever before and because the

der and blue, all of which are required to work this design. The edge of the cloth is scalloped and finished in buttonhole stitch, although time may be saved by using a lace edging.

So simple is cross-stitch that women who have never tried to embroider can do it successfully from the beginning. It is the style of stitchery



No. 12555—Luncheon cloth embroidered in cross-stitch.

work is both simple to make and effective in appearance it finds many admirers.

The centerpiece is 52 inches in diameter and is prettiest in white linen, although one readily can imagine how beautiful these various colors would be on a background of ecru or even delicate gray linen. There is nothing more fashionable for the table of a living room or library than a gray centerpiece enlivened with such tones as brown, green, rose, yellow, laven-

der and blue, all of which are required to work this design. The edge of the cloth is scalloped and finished in buttonhole stitch, although time may be saved by using a lace edging.

In all cases the color diagram must be followed carefully.

Pictorial Review EMBROIDERY No. 12555. TRANSFER PATTERN, blue, with diagram of colors. Price, 40 cents.

Russian Railway Service Corps Pays Bills in Five Different Kinds of Money

Former Employe Finds Manchurian Construction Work Interesting



L. PHILLIPS, a former employe of our Freight Claim Department, is now First Lieutenant of Engineers with the Russian Railway Service Corps. He entered the service of the Railroad at Locust Point, November 12, 1907, and went with the Freight Claim Department, May 6, 1917. He was furloughed for one year on July 16, 1919, in order that he might volunteer for service in Russia.

Mr. Phillips left Baltimore, July 17, 1919, and on August 4, mailed a picture postal card to C. C. Glessner, freight claim agent, from Honolulu, H. I., advising that he would leave the next day for Vladivostok. Mr. Phillips is now in Harbin, China, and the following letter from him there to Mr. Glessner will be read with interest:

RUSSIAN RAILWAY SERVICE CORPS
OFFICE OF QUARTERMASTER AGENT

HARBIN, CHINA, November 9, 1919.

My Dear Mr. Glessner—We landed at Vladivostok August 19, after a delightful trip across the Pacific, missing a typhoon by twenty-four hours, which made things very interesting along the coast of Japan.

We left Vladivostok August 23, expecting to proceed direct to Irkutsk, where we were ordered to report, Headquarters having been moved to that point prior to our arrival.

As it happened that I was the only man in the entire outfit who had any dining car experience, I was given that delightful job. We were on the road three days, arriving here August 26, and the trip through lower Siberia and this portion of China, Manchuria, was one of the most pleasant experiences of my life.

Upon our arrival here it was discovered that not a single man had been given the usual inoculations. Hence we were detained here, inoculated, and held for distribution along the line, between Vladivostok and Omsk.

On September 24, the Quartermaster Agent at this station was relieved and assigned to other duties at Irkutsk by Colonel Emerson, and I was appointed in his place. My immediate superior here is Lieutenant Colonel M. K. Jones, who was associated with Mr. Stevens on the Panama Canal work, but my monthly reports and balance sheet go direct to Colonel Emerson.

The money situation here makes the work doubly hard, for example; the kitchen and dining room help must be paid in Chinese dollars, the tailor and shoemaker in American dollars, the barrack's janitors in Romanoff money; the marketing is done with Kerensky roubles,

the store bills in Siberian roubles. As money values fluctuate from day to day, the only feasible way to handle the situation without a staff of bookkeepers is to reduce all bills to the same basis, which we do, using the Kerensky rouble as the base. When I tell you that my balance sheet for October showed disbursements of close to half a million roubles (almost \$50,000 gold) you can get a fair idea of the volume of the work.

Another of your old employes has been working with me here. We left Baltimore together and have been together up to three days ago, when he was sent to Vladivostok to audit the stations accounts and make a transfer. I refer to John Lee, of the Overcharge Department. I asked the Colonel to assign him to duty here with me, which he did. He will only be in Vladivostok about two weeks and then returns for the winter. He is one of the cleanest and best men it has ever been my good fortune to associate with, and is extremely well thought of by the higher officials of this organization.

Harbin, Manchuria, while really a portion of China, is a Russian Concession. This portion of the Trans-Siberian Railway running through Manchuria, from Pograditza to Manchuria Station, at which point Siberia proper again begins, is called the Chinese Eastern Railroad, and the Chinese Government is heavily interested, financially, in its operation. The fact of the matter is that the Chinese, in some ways, can operate their own roads as well and efficiently as we or any other nation can.

Harbin really consists of three separate towns, Preston or Old Town, Novi Gorod or New Town, and Fugegen. When we arrived here in August the Asiatic Cholera was raging in Fugegen, and we were not permitted near there nor could we eat or drink outside of our own mess. In fact we never drink anything but boiled water at any time.

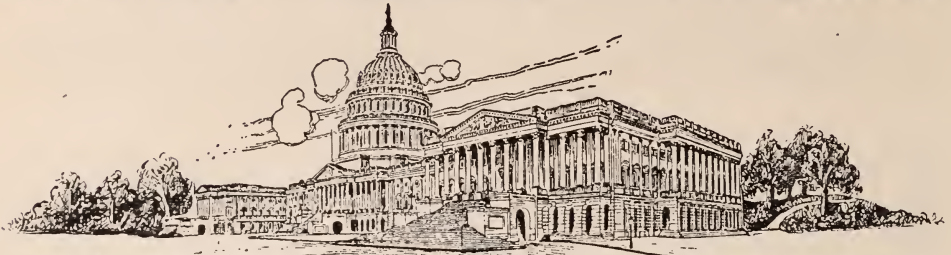
Of course he whole country is under Martial Law, the work here being done jointly by the Russians, Chinese and Japs. Some of the men carry side arms all the time, I mean the American Engineers, but I seldom carry mine, as a Col. Automatic .45 is heavy to lug around. Besides, the American uniform affords sufficient protection, if you behave yourself.

Whatling to be remembered to those interested in my whereabouts, and or a continuance of your good will, with best wishes, I am,

Respectfully yours,

(Signed) E. L. PHILLIPS,
First Lieutenant, Engineers, R. R. S. C.,
Harbin, China.

United States Railroad Administration



Washington Information

Wonderful Troop Handling

The Troop Movement Section has won high praise for the smoothness and efficiency with which it has operated, in spite of the tremendous problems faced.

From May 1, 1917, to December 1, 1919, 15,724,058 men, either just drafted or in uniform, were handled, the average being 507,421 a month, the maximum moving in July, 1918, when 1,147,013 men were handled. These men were carried the equivalent of nearly seven billion miles for one passenger.

To handle this tremendous business 315,367 Pullmans, coaches and baggage cars were used; 25,909 special troop trains were run an average distance of 759 miles, with an average number of men per train of 424; 4,109,327 men were carried in Pullman cars and 11,614,731 in coaches. Scarcely an accident marred this wonderful transportation record.

The average distance that drafted men were carried to camp was 388 miles, and the largest number handled to a single camp was 138,349, who were sent to Camp Lee, Va.

In transporting these men to seaboard the largest movement occurred in August, 1918, embracing 306,741. Sometimes entire army divisions of 28,000 men were moved at a time. To move a division requires 62 trains, 707 Pullmans (or 622 coaches), 62 kitchen-cars and 62 baggage cars. Some of these trains were moved solid 3,500 miles across the continent.

Eighty per cent. of the men were sent overseas through New York, twelve per cent. through Newport News, and a number through and out of Canada.

Four million men were called to the colors, one-half of whom were transported across the Atlantic. Immediately upon the signing of the armistice plans were made to demobilize as many as possible of the two million men who had not gone overseas. They were discharged at the camps at which they were located, all necessary arrangements being made for extra equipment on regular trains and for special trains for their prompt and comfortable movement home.

The overseas return movement began in December, 1918, during which month approximately 75,000 men were returned, through the ports of New York, Newport News, Boston, Charleston and Philadelphia. The return movement gradually increased until the maximum number was reached in June, 1919, when 343,000 men were handled. This number exceeded by over 36,000 the largest number embarked for overseas service in any one month. At certain periods over 170,000 of our men were on the sea at one time. The number returned from overseas to December 1, 1919, totaled 1,990,223 officers and men.

The maximum amount of equipment required for troop movement at one time was approximately 1,500 Pullmans, 2,500 coaches and 500 baggage or express cars.

This wide spreading and huge undertaking taxed the resourcefulness of everyone, but, even during the turmoil, cleanliness was not overlooked. The country can be thankful that the utmost watchfulness prevailed when the men returned to prevent the spread of eoties, such as has taken place in Europe. Certain equipment was allotted for handling the men from shipside to camp, where the men were fumigated, as was also the equipment. This has prevented any spread of the pest.

The late George Hodges, to whom the Distinguished Service Medal was posthumously awarded, was the man whose initiative and executive ability shone forth in this time of stress. He was ably assisted by C. F. Stewart, who succeeded Mr. Hodges as manager of the Troop Movement Section.

Opportunities For Apprentices

Apparently the opportunities open to the sons of railroad employes and to other young men between the ages of sixteen and twenty-one to obtain positions as apprentices in the various crafts in railroad shops are not fully realized.

The national agreement which was recently concluded between the Railroad Administration

(Continued on page 99)



SAFETY ROLL OF HONOR

New York Terminals

The accompanying picture is of William McGuirl, who is at present employed at Pier 21, East River, N. Y. C., having recently returned from France, where he saw three years of active service and was wounded several times.



William McGuirl

Since his return, "Bill" again proved himself a hero by jumping into the East River on December 1 and rescuing Pasquale Ditoof, age twelve, of No. 20 Dover Street, New York, who had fallen overboard.

We take this means of congratulating Mr. McGuirl on his heroic work, as we all agree that during this time of the year the river is not quite as enticing as it is during the summer months.

Baltimore Terminal Division

On October 26, when a stranger notified conductor A. L. King, Camden Yard, of broken rail in No. 1 track, he took immediate steps to notify dispatcher to protect traffic. He has been commended for his prompt action.

On October 25, W. L. Miner, brakeman, observed arch bar hanging down on front end of refrigerator car in extra east 4156, passing Mt. Royal Station. He took steps to have train stopped at Waverly, crew was notified and matter corrected before accident occurred. He has been commended.

Noticing brake rigging down on car of extra west 4537, at Huntingdon Avenue on October 29, section foreman A. Miles immediately reported it so that it could be repaired before accident occurred. He has been commended.

Crossing watchman J. L. Backner, while going to work on October 4 at 6.30 a. m., found broken rail between Fort Avenue and Leadenhall Street, on eastbound track, and immediately notified Bailey's operator. He has been commended for his prompt action.

Baltimore Division

When No. 507 was passing Laurel, on October 31, brakeman J. F. Lehr noticed hot wheels under coach in train and called Alexandria Junction, where train was stopped and trouble corrected. Mr. Lehr has been commended for his prompt handling of the situation.

On November 1, operator J. W. Godwin at Aberdeen, reported wheels hot under a car in train of No. 507. Train was stopped for examination at Clayton Tower, where it was found that brakes were sticking and wheels were hot under sleeper "Treuman." This was good work on the part of operator Godwin, who received a personal letter from M. H. Cahill, general superintendent, commending him.

Conductor W. P. Byrd has been commended for his close attention to the running of his train, extra east, engine 4597, November 17, when he observed sparks flying from under car in middle of train while passing Bradshaw, Md. Train was stopped and examination disclosed a broken arch bar. Had Mr. Byrd failed to observe this condition, it would probably have resulted in a derailment.

While running on No. 4 track, flagman H. W. Aro, with extra east, engine 4158, November

20, noticed rough place in track about fifty yards east of the Tower at Landenberg Junction. Mr. Aro got off train, went back, made examination of track, found cap of rail broken out and reported condition to the operator, who notified trackmen and necessary repairs were made. Mr. Aro received a complimentary letter from the superintendent for his alertness in this incident.

Agent Samuel Watkins at Sykesville, Md., November 22, observed brake rigging down under car in train of extra east, engine 4540. Train was stopped at Marriottsville and brake rigging removed. Mr. Watkins has been commended for his close observance of passing equipment.

Signal helper Hubert M. Mitchell, on November 22, noticed a bent axle under a box car in passing train at Silverside, Pa. Train was flagged and car set out. This was good work on the part of Mr. Mitchell and shows his interest in SAFETY and prevention of accidents. He has received commendation.

The following letters are self explanatory:

BALTIMORE, MD., November 25, 1919.

J. E. McFARLAND, Conductor,
W. A. RAINES, Flagman,
Baltimore, Md.

It has been called to my attention that on November 18, while you were working on extra west 4157, a broken rail was discovered near Bush River. Flagman dropped off the caboose to investigate and found twelve inches of rail broken out, and to safeguard traffic he proceeded towards Van Bibber and stopped one west-bound train and then went to the telephone to report the broken rail to the dispatcher.

After report had been made trackmen were called out and the necessary repairs made.

I want to commend you for your actions on this occasion, and suitable notation will be made on your records.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., November 25, 1919.

J. F. STIFLER, Conductor,
G. I. BUCKLEY, Brakeman,
Baltimore, Md.

It has been called to my attention that while you were working on extra east 4520, on November 16, you noticed a car with a broken truck in train of extra west, engine 4005, and after passing the rear end of this extra you attracted the attention of the crew, who immediately stopped their train.

The defective car was discovered and set off, and undoubtedly you averted an accident.

I want to commend you for your prompt action and alertness on this occasion. Suitable entry will be made on your service records.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

Connellsville Division

On November 28, train first No. 81, engine 4154, was stopped at O. & B. Junction and flagman C. E. Cochran, while going back to flag, discovered damaged rail. He flagged and stopped second No. 81, engine 6021, before this train reached damaged rail, thereby preventing a possible accident. He also reported matter to operator at Greene Junction by telephone, and arrangements were made to repair broken rail. A notation has been placed on flagman Cochran's record for his alertness and prompt action.

Operator T. J. Reynolds, Confluence, Pa., made the following report on November 23:

Tonight about 7.35 p. m., fireman T. L. Vallance was with engine 6016, helping 6017 east, while it was taking water at penstock, "CF" Tower, when he broke through the platform around penstock, injuring his leg, though not seriously, and continued trip. Fireman V. W. Conway, of Confluence, happened to come in the tower at the time and volunteered to hunt a board and nail over hole to prevent anyone else being injured. Although it was raining and snowing at the time, he put in quite a bit of time finding a board and succeeded in making temporary repairs and assuring SAFETY. Proper notation has been placed on fireman Conway's record.

Ohio River Division

J. W. Root, superintendent, awards honorable mention to E. E. Baldwin, crossing watchman, Juliana and Second Streets, Parkersburg. Mr. Baldwin noticed brake rigging dragging on car in train passing along Second Street, engine 1775, on November 15, and had train stopped and brake removed.

Wheeling Division

On October 13, while extra 2874 west was pulling by telegraph office, Bridgeport, Ohio, C. A. Shivlin, operator, noticed C. & E. car, fifth from the engine, with side dumps loose, and that it had lost some of its contents. He immediately notified conductor and yardmaster and had car set off at Bridgeport, Ohio, for repairs. For this meritorious service he has been commended.

On October 17, operator C. A. Shivlin noticed carrying iron dragging on car in train of extra west 2283. He immediately notified a car repairman, who made necessary repairs. From the numerous cases Mr. Shivlin has observed, we know that "SAFETY, First, Last and Always" is foremost in his mind. He has been commended by the superintendent.

New Castle Division

Switch tender "Mike" Village, employed at Haselton, Ohio, recently discovered a broken rail on track No. 2, near "A" Brothers Crossing at Haselton. "Mike" promptly reported this condition and made certain that repairs were

made. Letter of commendation has been sent him by superintendent Stevens and arrangements have also been made for placing suitable entry on his record.

On November 24, crossing watchman W. E. Adams, of Creston, Ohio, discovered brake beam down on car in train of extra west 4308. This condition was reported at once and train was stopped at "OD" Tower, where the dragging brake beam was removed. Mr. Adams has been in the service for many years as track foreman and watchman and is noted for his keen interest in SAFETY conditions. A letter of commendation has been sent him and in addition to this an entry will be placed on his record.

On November 22, track foreman J. C. Swindler noticed a broken wheel on car in train of extra west 4296, reporting this condition so that car could be set off before any damage was done. Mr. Swindler and his track gang have previously been featured in matters of this kind, indicating a careful observance of dangerous conditions on their part. Letter has been sent to Mr. Swindler by superintendent Stevens, expressing his appreciation of this particular action and arrangements will also be made for commendatory entry on service record.

Cleveland Division

On October 16, No. 48 had orders to meet first 71, engines 2864-2731, at Parma, No. 48 taking siding. As first 71's train was pulling by, brakeman A. Cordrey, on No. 48, noticed brake beam down on a car about in the middle of the train. He immediately called it to the conductor's attention, train was stopped and car removed. Brakeman Cordrey has been commended.

On October 23, as engine 4150 west was passing Dover with ninety-six empty cars, yard clerk Thomas Adams, at that point, noticed brake beam down on H. V. car 21954, the tenth car from the engine. He immediately notified the engineer who had train stopped and repairs made. He has been commended.

On November 11, Mr. William Pfeiffer, of Grafton, Ohio, discovered five inches broken out of rail at Pfeiffer's Crossing near his home. He flagged conductor Shaw, extra 4299 west, who notified section men and had the necessary repairs made. Mr. Pfeiffer has been thanked.

On November 27, while train of extra engine 4204 east was passing Freeport, extra gang timekeeper Harry Berie, of that point, noticed eighteen inches of flange broken off lead wheel of rear truck on C. & I. R. R. 3022. He immediately informed the conductor, who had car set off at team track, Freeport. Mr. Berie has been commended.

On November 28, while train of engine 4308 west was passing Seville telegraph office at 10.20 p. m., operator C. H. Kimberling, at that

point, noticed brake beam down on east end of B. & L. E. car 8410. He immediately called it to the attention of conductor Manson, who stopped the train and had brake beam removed. Operator Kimberling also found piece of brake connection in the switch in front of the telegraph office. He has been commended.

On November 29, agent-operator W. S. George, Canal Fulton, discovered a broken rail on the eastbound main track, with about eight inches gone. He immediately informed the dispatcher and also advised where the section men could be located. The dispatcher notified section men and repairs were made. Mr. George has been commended.

Chicago Division

On October 23, brakeman W. E. Smith, with No. 81, discovered broken rail between Alida and Coburg, and notified conductor. Inspection developed defect in westbound track. For his close observance and prompt action to overcome dangerous conditions he is commended.

On October 18, fireman J. B. Roberts, with engine 4172 on Napanee Switch Run, suddenly discovered a trespasser walking on track in front of engine. He had engineer apply brakes in emergency, which was the only thing that saved the trespasser's life. Mr. Roberts has been commended for his prompt action.

On October 10, conductor W. G. Cameron, with extra west, engine 4024, observed fire flying from about the middle of train, stopped train and an inspection developed that the wheels were binding on rail and rubbing body of car. Arrangements were made to handle train carefully to next point, where car could be set off. It developed that one of the wheels was loose on rear truck and two other wheels had sharp flanges. For his good judgment Mr. Cameron is commended.

Ohio Division

On November 4, while pulling in siding at Farmers, Ohio, engineer Waldo Laughlin, in charge of extra 1382 west, discovered two broken angle bars at rail connection on main track just west of switch at eastbound siding. He immediately notified proper authorities and repairs were made. For his interest and prompt action in reporting unsafe condition, he has been commended.

Indiana Division

On November 7, engineer L. L. James found some scrap brass on the Washington Sub-division, picked it up and brought it to the terminal, turning over to general foreman Horan at Seymour. The brass recovered was worth several dollars and the Employment Bureau has been requested to place commendatory notation on Mr. James' record.

Illinois Division

On November 11, at 4.45 p. m., Master G. M. Spurgeon, age twelve, found a piece of iron extending about one foot above the rails in the center of the main track about 270 yards west of the overhead bridge at Willard's, just east of O'Fallon, Illinois. He immediately notified operator W. A. Harris and acting agent G. M. Warma, who went to the place and, with the aid of an ax, removed the piece of iron which was driven down through a tie into the ground. No. 1 was due in a few minutes and the men had just gotten back to the office when the train passed. Master Spurgeon and Messrs. Harris and Warma have been written letters of thanks by the superintendent. There is little doubt that if this obstruction had not been removed No. 1 would have met with an accident.

On Sunday night, September 28, C. B. & Q. extra west, engineer McChesney and conductor Davis, discovered the first trestle west of Caseyville in a dangerous condition because of high water, and promptly made report and arranged to get three cars of coal ahead of their engine and remain on the trestle until No. 12 came up so that they could get by. There is little doubt that their action prevented the trestle washing out for driftwood was piled up against it and it was vibrating badly. Messrs. McChesney and Davis have been written letters of thanks by the superintendent.

On November 5, No. 1 was between Shattuc and Huey, Illinois, when steam pipe of right injector on engine 5019 blew off just above the injector. Fortunately it turned straight up, thus preventing fatal injury to engineer "Fred" Schwab, who was unable to get to brake valve or throttle on account of the steam in the cab, and immediately started to climb back over

tank to apply brakes from rear of tank. At the same time and without knowing what Mr. Schwab was doing, fireman B. A. Tharp climbed out on front end of engine and set emergency brake. He then went out on the boiler through the front end of the cab and turned off the steam to the steam pipes in the cab. Later steam was turned off at the fountain to the right injector and was turned on in the cab when train proceeded, being delayed only fifteen minutes. Engineer Schwab had the left side of his face and back scalded, although not seriously. Both these employes are to be commended for their presence of mind under such trying circumstances.

Road foreman J. B. Rogers of the Chicago & Eastern Illinois, at Salem, Illinois, was on this train during the trouble and as soon as it stopped he went forward and rendered every assistance possible and even offered to fire or run the engine to East St. Louis. He helped the engineer and fireman all he could in correcting the defects on the engine. Our superintendent has written superintendent Sampson of the C. & E. I., advising him how much we appreciate Mr. Rogers' actions in this case.

On October 30, as train No. 97 was pulling out of south side at Shops, Indiana, operator C. R. Kemper noticed a brake beam which had just come down on the fifteenth car from engine, called attention to it and had it repaired. He is commended for his watchfulness.

Toledo Division

While on duty at Miamisburg, operator E. F. Stenger observed bolts out of arch bar on car of 4264 south on October 28, 1919. He gave this information to the crew and car was set out before possible accident occurred.



Group of houses built by the Baltimore and Ohio for its employes at Holloway, Ohio



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Law Department

Correspondent, G. W. HAULENBECK

Did you read John Newman's excellent article on page 35 of the November MAGAZINE? I am propounding this inquiry to my colleagues of the Law Department, and to others as well. I am not so sure that my contribution even received a perusal here, for only one single solitary person in the department uttered one word for or against it. But then—"A prophet is not without honor save in his own country."

Mr. Newman is the terminal timekeeper at our Pier No. 22, North River, New York. His article was entitled "The Used-to-be and NOW."

This leads me to observe that every page of the number I refer to, contains something of moment. For instance, there was a statement of receipts and disbursements of the Relief Department in which we should all be interested. I think that department is a wonderful institution. It is well coordinated and every part of the work is carefully handled.

I have confided in William Bruce Berry, our popular junior clerk, that where a correspondent is hampered with the injunction "to write what you please, but don't put me in the correspondence" he is considerably handicapped, and William has come to my rescue by writing me the following epistle.

It shows his sincerity, it displays his willingness to be of help in my dilemma, and I append it herewith. He may be a little bit off on some of the words that he has used in his communication. He has given my age in full, and this may break me up with my young lady friends and acquaintances, but then, as Eva Tanguay would say, "I don't care."

Dear Mr. Haulenbeck:

As a gentleman of complaisance, I take the privilege to write a short note to a veteran of the civil war, and the Baltimore and Ohio, expressly to let you know that I am in favor of publicity, which in my opinion, is not sanctioned by members of the Law Department. With reference to publicity. Now if it were not for the Junior Clerk and a few others of the three branches of the Law Department, our correspondent would soon resign. I am in hopes that members of the above named departments will cooperate and help Mr. Haulenbeck, the MAGAZINE is for the welfare of the employes and the railroad too, but they leave it for the few that are not afraid of being in the MAGAZINE to make up the articles of interest, what are they going to do when there is nothing more to write about those who have already contributed to the MAGAZINE?

The other morning as I was riding down to the Baltimore and Ohio Building on my wheel, I met Mr. Haulenbeck walking along quite precipitantly with the air of a man much younger than himself, and not showing any intiquity whatsoever. Can anyone of the employes do this when they are approaching seventy-seven years, I don't suppose there will be many. I am getting so used to writing business letters that it is with difficulty that I write a social letter without using large words. I must close

now, as space in the MAGAZINE is very limited, and must say that I as a prominent individual, will volunteer to any service that will help you. I hope the writer will comprehend also to the above literature.

Yours truly,
WILLIAM B. BERRY,
Junior Clerk, Law Department.

Car Service Department

Correspondent, GRACE PLACED BERGHOFF

All traveling car agents were called to a meeting at office of the Superintendent of Car Service on November 21, to discuss the new code of Demurrage Rules, effective December 1, and other matters pertaining to Per Diem, Interchange, etc. The new Demurrage Tariff, issued by Mr. J. E. Fairbanks of the American Railroad Association as agent for practically all railroads in the United States, for the first time provides uniform rules for all railroads.

Effective October 1, 1919, per diem rules for settlement between railroads for car hire, which have been suspended since January 1, 1918, were restored.

J. H. Bell, formerly one of our traveling car agents and now district general inspector of the Eastern Freight Inspection Bureau, attended the meeting above referred to and took an active part in the discussion.

"Hello, Grandpa" has always been the usual greeting accorded our chief of statistics, particularly by "Little Mary." Naturally, everybody thought this salutation was pleasing because Grandpa's response was always accompanied by a smile.

Then one day last September Grandpa announced that he had voluntarily given up the home where he had lived during the "forty some" years of his married life, to take an apartment. That passed without comment, because almost everybody at that time was giving up houses and moving into apartments (voluntarily).

A few weeks elapsed—oh yes, it was the morning after a "Monday night," when Grandpa appeared at his desk more jubilant than ever. But, it was observed that he was minus his mustache. Then he said "Nobody can call me Grandpa now." Naturally, we changed our salutation to "Good morning, Mr. Davenport."

Weeks later everybody was surprised when the word was passed along that our chief of Car Mileage Bureau was proud to announce that he was a "real Grandfather." Everbody made the same remark "he is a young Grandfather." He is, but James J. Anstine 3rd has arrived, nevertheless.

Sad was November 29 in the Demurrage Department when "the junior demurrage man around the corner" bade farewell to the Railroad. A most profitable enterprise opened its

avenues to George W. McCreary. He has our best wishes, and we extend our sympathy to "Cally."

Miss Drummond a Bride

Miss Annie Cook Drummond, daughter of Mr. and Mrs. E. L. Drummond, 210 East Thirty-first Street, Baltimore, and a former clerk in our department, and Clarence S. Taylor, of Detroit, were married on December 29, at the Protestant Episcopal Church of St. Michael and All Angels. The bride is the granddaughter of the late Willis Drummond, former Commissioner of the United States General Land Office, and Mr. Taylor is a son of Robert S. Taylor of Port Huron, Michigan, auditor of St. Clair County. Mr. and Mrs. Taylor will live in Detroit, where Mr. Taylor is in the automobile business.

Engineering Department

Correspondent, OSWALD EDEN

Accompanying is photograph of "Colonel" R. N. Frye, engineer and accountant, of the Cost Engineer's office. "Colonel" Frye entered the service of the Company on March 19, 1906, as a stenographer in the Freight Claim Department. He next went to the division engineer of the Baltimore Division, as secretary, and later as master carpenter's clerk. In 1910 he entered the Engineering Department as time-keeper on the Grafton Yard and engine facilities on the third and fourth tracks over the Allegheny mountains. He passed through the rudiments there and was later appointed secretary to the district engineer. In 1914, under the tuition of J. T. Wilson, district engineer, and W. C. Hart, assistant engineer, he was on



"Colonel" R. N. Frye

the Magnolia cut-off, Curtis Bay Coal Pier, and Pier 6 at Locust Point, handling the material and engineering accounting work. On America's entry into the war he was ordered to report to Lieutenant-Colonel Kimball at Baltimore, as his confidential secretary, and was later made shipping superintendent for the port of Baltimore. When Colonel Kimball was succeeded by Major Leroy Lewis, Mr. Frye was made his confidential secretary. Of Mr. Frye's work under him, Major Lewis, in a letter to Mr. Frye under date of April 9, 1919, said in part: "Your unusual industry, the loyal and painstaking manner in which you performed all of your work and the extra time and labor you devoted in correcting the errors of others, is considered as the main connecting links which made the operations of this office a success. Your thorough knowledge of transportation, accounting and the local conditions made you a valuable assistant whose counsel was often sought. I thank you for your hearty cooperation in the work and wish you health and prosperity as I know you are duly qualified for any position to which you may aspire." "Colonel" Frye came back to the Railroad in February, 1919, as engineer and accountant, working up the cost of the various improvements completed. From his picture one sees that he is one of those big-hearted, jolly fellows, always full of fun.

"Pop" Mercier, our distinguished flutist in the Johns Hopkins' Orchestra, is bemoaning the loss of his music stand in the McCoy Hall conflagration. We mourn with thee, O "Pop!" but must remark in all honesty that blessings sometime come in disguise.

Harry Taylor Roebuck, our promising young engineer, is oftentimes, and of late even more so than ever, diverted from his studies at Hopkins by a most beautiful enchantress, who patiently waits at 5.30 p. m. until HER Harry is off and then sees that he is safely taken home. Are we invited, Harry?

After a strenuous summer and fall Milton Kemp is now busily devoted to music.

At the First Annual Convention of the Baltimore and Ohio Railroad Section of the American Association of Engineers, held November 16, the Constitution and By-laws of the organization were adopted and officers were elected. The men from our department chosen for office are: J. H. Adamson, second vice-president; J. C. Tibbets, secretary; F. L. Riley and G. F. Cunningham, members of the executive committee.

The younger set in Mr. Milburn's office are enjoying the light fantastic to the extreme this season.

Amidst the joy of life dark gloom must sometimes rear its head. It is with trembling lips that we tell our friends of the unutterable sadness that has come to the home of our friend, William C. Pinschmidt, for, during the latter part of last month, "Willie's" pet

rabbit, a tender little thing, was suddenly taken ill, and, despite the best medical attention, breathed its last.

We are sorry to note that engineer of bridges W. S. Bouton has been a patient at Johns Hopkins Hospital and we hope for an early recovery.

We recently had a very interesting letter from Lieutenant A. H. Schaeffer who is now with the Russian Railway Service Corps, stationed at Vladivostok.

Freight Claim Department

Correspondent, MISS E. T. MURRAY

It is with a deep feeling of sorrow that we report the death of Mrs. J. R. Murphy, wife of J. R. Murphy, Loss and Damage Division, on November 8. The funeral services were held at St. Paul's Catholic Church, Baltimore, on November 13, where a Requiem Mass was celebrated by Rev. Monsignor Michael F. Foley. Interment was in Bonnie Brae Cemetery. The sympathy of his fellow workers was expressed in a floral design as well as the presence of C. J. Smith, William R. Chance, J. M. Wheeler and E. K. Williamson at the services.

We are pleased to announce that our former fellow clerk, Jack C. Truitt, who has been away from the office for the past seven months suffering from complete breakdown is rapidly improving at Blue Ridge Summit.

Our little "hero," Robert Raith, resigned his position as file clerk, on November 22.

Miss Ruth Zepp, of the Voucher Writing Division, has become a *Wanderer*. Each morning before 8.30 she can be seen marching up and down the aisle looking eagerly for a "Vacant Chair."

There is joy and rejoicing in the House of Neville. "F. A." says that his number five is a fourteen pound baby boy, born November 11. Were it war time he would call him "the Ace" and train him accordingly, but as it is the piping time of peace, he will, doubtless (he is left handed), be the "south-paw" member of the Neville Baseball Team. F. A. N. as a real "fan" hopes to match his baseball team against the team of the Freight Claim Department.

That name Neville, you will recall, has a historic setting, for back as far as 1300 in Scotland they were burying enemy aliens. Here's hoping the new member of the House of Neville will live up to the family reputation in that line.

The series of lectures given in the office every Wednesday noon by members of the Y. M. C. A. are most interesting and enjoyable.

J. E. Jubb has returned to his usual place after an illness of two weeks.

They say there are fifty-seven different ways for a Lad to find a Lassie, but "Bob" Townsend has discovered the fifty-eighth. According to recent reports "Bob" advertised through the papers for a housekeeper. Being unsuccessful

he has now resorted to advertising in the office for any young lady who wishes to take up the art of letter writing. We understand that the object is to have these young ladies write to a little New Jersey girl. At present we are unable to furnish further information, but we trust that by the next issue we will be somewhat enlightened on the subject as to why he writes the letters.

We are glad to state that Miss Geraldine McQuade of the Statistical Division recently returned to duty after an illness of six weeks with bronchial pneumonia.

We regret to report that "Tom" Littig, of the Suspense Division, and W. J. King, of the Loss and Damage Division, were on the sick list recently.

The accompanying picture is of Joseph the handsome three year old son of Mrs. Juanita F. Copper and the late Edgar T. Copper. Before his death two years ago Mr. Copper completed fourteen years' service as conductor on the Philadelphia Division. Mrs. Copper is employed as file clerk in this office and Joseph is the youngest of the family of three.



Master Joseph Copper

As a result of a bet in the recent Maryland election, Dewey Lilly, of the Loss and Damage Division, was forced to wear a beard for a whole month before he could visit his barber. Lilly reminded us more of a college professor than a clerk, and while his friends plagued him about his pretty "Vandyke," he took it all in good faith, but didn't lose any time in making an appointment with the barber when his time expired.

Printing Department

Correspondent, M. J. CONROY

"Pi" from Our Own Bakery

When "Will" Shakespeare wrote "Lay on Macduff, and damned be him that first cries 'Hold, enough!'" he must have had the printing fraternity in mind. Going at top speed through the day and every night for the last three or four weeks, we are ready to admit that we have had "E-nuff."

As a rule printers are pretty good sports, care free and happy, and are always ready to respond to any call for assistance. During the month of December the sum of \$145.00 was contributed by employes of the printery to various worthy charities. This is surely a manifestation of the proper spirit and speaks louder than words—and printers' salaries never at any time during the last three years reached the proportions of ammunition or shipyard workers.

Our colored porter, Harry Tyler, called on each one with his little Christmas box, highly decorated as usual, and with a little verse inscribed thereon—

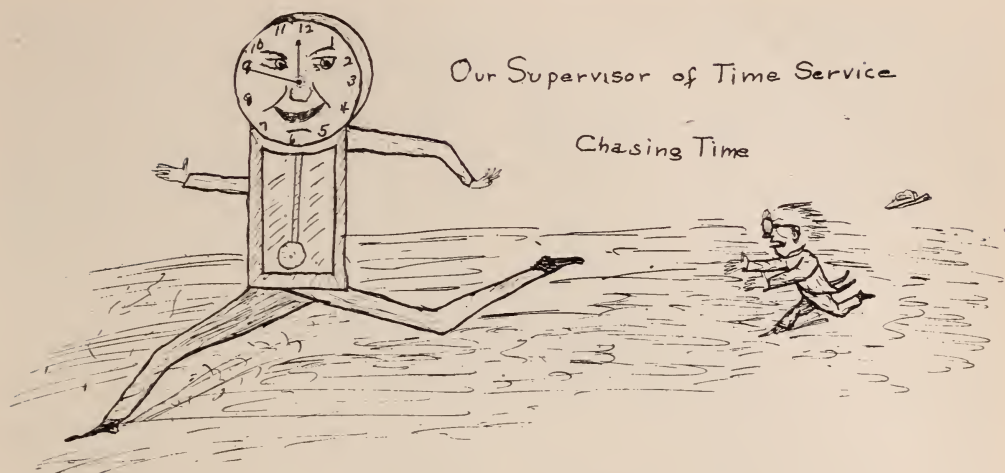
Every little nickel you part with in good cheer,

Will make Harry's happiness last through the entire year.

Harry is certainly a gem—one of the most obliging, earnest and agreeable of colored men and a favorite with everybody. He is surely an example which the rest of his race could emulate with profit. He said, with a broad grin, "These boys are surely good to me. That's why I sticks around."

Several gentlemen have reported that after all the Christmas presents were purchased by mother for the children and various uncles and aunts, there was still enough left to give father a piece of silver—one fellow even admitted that he received two pieces. "Bill" Groves said his piece had "E pluribus unum" engraved on it and asked John Hilleary what it meant. John told him that his wife evidently thought he was the "one man" out of many. "Bill" was mighty pleased over that present and diplomatic relations, which for some time have been "strained" between John and "Bill," have again been resumed.

Is it any wonder printers are "bawled out" now and then for "bulls" due to the similarity of names of towns and individuals. Here are



(See Telegraph Department Notes)

just a few instances. In West Virginia we have Bedington, and in Virginia Belington; in West Virginia again we have Saltpeter and across in Virginia the same town is spelled Saltpetre. In Ohio we have Berkey, in Virginia it is spelled Berkley, and in West Virginia we have it still further developed—Berkeley. Amongst prominent railroad officials whose names come up constantly in the day's work, we have G. W. Galloway, W. B. Calloway, W. S. Galloway, and A. K. Galloway. Then we have T. P. Taggart, assistant general passenger agent, Pittsburgh; and H. H. Taggart, division passenger agent, Baltimore. The transposition of a word or a letter will frequently "spill the beans."

James Hanson has an uncle who has a feed store in the country and during the summer months he frequently spends a few days with him and lends a hand during the rush hours. The last time he was there he was given considerable of a jolt by one of the bright country boys. The telephone rang and "Jim" said "Well, well, hello!" in regular big city style. The party at the other end ordered four bales of hay to be sent at once. "All right," said "Jim." "Who wants them?" "The horse, ye dern city jack."

May the Christmas cheer remain with you all through the whole New Year.

Telegraph Department

Correspondent, DELLA M. HAIN

A special session of the American Railway Association, held in Chicago on December 3, 4 and 5, was attended by C. A. Plumly, superintendent of telegraph, E. W. Day, assistant superintendent, and B. F. Thompson, telephone engineer.

H. R. Randall, of the Western Union Telegraph Company, Pittsburgh, visited this office recently in regard to routine business.

G. H. Kendricks, district supervisor of equipment, Western Union Telegraph Company, Pittsburgh, was here a short time ago.

The division operators, Eastern Lines, were here the morning after Thanksgiving—just like young school-boys again, when they get away from home on a short vacation Thanksgiving week.

Earl Fogle, recently employed in "GO" Telegraph office, has been transferred to the office of Auditor Freight Claims.

If space and time were to be had, it might be possible to hold a dance each day, as Mr. Pipitone is a very good whistler, and his masterpiece is the "Vamp."

Miss Mary Tansill is our "first aid" when speaking of toothache. She is a first rate dentist and remedies prescribed by her are sure to be effectual.

Someone called Mr. Stevens the "Candy kid" the other day. Ask him why and he'll tell you.

J. W. Fellers, who not long ago returned from devastated France to resume his position as speed clerk, surprised the office and all his friends by quietly "jumping the broom-stick" one Saturday night.

We have a beauty specialist in our office. Mr. Donnelly puts new faces where old ones are no longer serviceable—talking of clocks, of course. He is also still chasing time per the above cartoon.

We can keep track of Miss Nortrup's doings by watching the daily papers. One Sunday we noticed quite a write-up about her presence at a wedding.

Have heard, too, that Miss Ethel Binau, efficient manager of our private branch exchange, has been promenading on Garrison Boulevard. To date we haven't been able to ascertain the name of her knightly companion.

Transportation Department

Correspondent, MARGARET TALBOTT STEVENS

It is often the editor's job to expose incidents in the careers of MAGAZINE correspondents; the latter are always modest and it usually takes the underground railroad to get them before their fellow employes, to wit:

The jolly young lady who wields so effective a pen for this department has made her presence felt outside our employe family. From various sources we have learned of interesting communications she has received from many who have been charmed by her poems in the MAGAZINE. Some of her fellow workers also know of these outside interested individuals and particularly of one, who resides in one of the larger cities on our line, fortunately within a couple of hours travel of Baltimore.

Now whether this has anything to do with a recent week-end trip of Miss Stevens and a girl friend, also an employe of this department, on one of our crack trains, and the receipt by Miss Stevens of a telegram while on the train directing that she make sure to see a certain party during her trip, is a question.

We can all agree, however, that we would have enjoyed seeing her face as she heard the conductor page her down the aisle of the coach, and as she read the telegram's suggestion that she forget not her out-of-town correspondent.

Naturally her story of the trip does not agree in all particulars with this account—Ed.



Miss Katherine Blair

We would have it understood that our department is not behind some of these other folk who boast of the ravages which Cupid has made in their respective midsts. Our latest victims are Messrs. Harry L. Hatton and Charles Bruchey. The former promised to tell us all about it, but because of his being so busily engrossed in household worries, such as mending the leak in the new percolator which some kind friend gave the happy couple as a wedding present, Mr. Hatton has been unable to write it up. However, we are told that they are very, very happy, and this must be the truth if we are to judge by the way the groom hustles around to buy the groceries. Of the second couple we are likewise in the dark, except that the glorious honeymoon was spent in the country, where the happy man tried his hand at farming and came back to us with a smile and blistered hands. Our best wishes are extended to both couples, and both have been remembered by gifts from the office force.

The accompanying photograph is of Miss Katherine Blair, the attractive little thirteen-year old daughter of J. B. Blair of our department. This dainty little maid is interested in all kinds of athletics and outdoor sports. She is patrol-leader of the Girl Scouts, an enthusiastic hand-ball player, and an expert swimmer. At a recent contest among about five hundred Girl Scouts and Boy Scouts, the little lady captured the first prize for the most unique costume. She was arrayed as a butterfly, in a close-fitting black velvet dress with wings of white gauze, and wore a spangled butterfly on her forehead. Katherine is a dandy little all-around girl, who certainly merits the pride of her Daddy, whom, by the way, she resembles.

What threatened to be a terrible anti-climax to our "No-Accident Campaign" occurred one afternoon recently when our chief car distributor locked the door of our vault and unintentionally imprisoned therein two of our little girls, Miss Wright and Miss Daley. We were passing down the aisle near the vault door when we heard a muffled sound as of someone screaming, miles and miles away it seemed. We listened again. Yes, it was coming from the vault. Quickly we pushed the button to switch on the light inside, and the screaming ceased. We got the keys quickly and unlocked the door. There they stood, weeping in each other's arms. "Oh, we thought we'd have to stay in here all night," said Edna. "And if I should die, I don't know what 'Jimmie' would do," wailed Esther.

In the notice of the meetings of the Glee Club as posted on our bulletin board there appeared the names of two of our very prominent fellow workers Messrs. "Ruds" Dienhart and "Brose" Hardwick. For the benefit of those who have never had the pleasure of hearing these celebrities, we reproduce herewith a pen picture of the two in the act of rendering that dear, old-fashioned song entitled: "We Won't Get Home Until Morning."



Hardwick and Dienhart, Transportation's Vocalists,
Tuning Up for Glee Club Rehearsal

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

Something is always happening to take the joy out of life. Take "Gene" Daly, for instance. "Gene" goes to all the trouble of having his hair cut and slicked up, face shaved, full dress pressed, shoes shined, he rushes home to dinner, etc., all in anticipation of "being there" for the Veterans' Entertainment and Dance held at Lehmann's Hall, only to find out, when all "did up," that the bloomin' affair ain't until the next week. Yea bo, it's a tough world.

Our attention was first called to it on the morning of November 24, when it was remarked how bent over she was, but not until after a more thorough and painstaking scrutiny did we locate the cause of our Tillie leaning so heavily to port. For there, on a certain finger of the left hand, radiated a beautiful solitaire. Yes, we admit it, we are all "undid." To think that after all the trouble we have had to settle the Vamp question in the office, here the very person selected for that high and exalted role turns us down flat. Now we have that pleasant job to do over again. But even so, we always did say "our Til" would cop off a prize one of these days and while we had high ideals and couldn't think of anything less than a first lieutenant, we waive our objections and hope all plans and arrangements are successfully carried out. The future Mrs. Tucker is a little reticent about giving the exact date, but we figure that maybe six months from now (June) will see her actual passing (snif-snif).

It is reported there were several in the mad rush to land this prize, a top sergeant figuring quite prominently, but, the real guy just walked up and Tucker.

W. B. Stockett, claim checker, is again trying to regain his health and strength in the great out-of-doors. We understand that Walter left for the mountains on December 3, and

will be away until he is in a great deal better shape than at present. We have been putting this notice off from time to time, with the expectation of being able to say how glad we were to see him back on the job, etc., but we will save this pleasure until a later date.

As a literary genius "Bill" Nix is about to come into his own. A breathless world awaits the release from his publishers of a volume destined to make him famous wherever men congregate. The first edition will consist of 1,000,000 copies, with the likelihood of its being run several times. Shhhh! Shhhh! The title? "How To Break Even On The Last Race."

Since James P. Landerkin of this office went into the manufacturing business, *i. e.*, "Snowballs," we understand that he took up commercial law.

We always thought there were many angles to the snow ball game, but did not realize it was so intricate as to require a knowledge of commercial law.

We are also in ignorance as to whether this knowledge, when acquired, will be used to evade the law (using colored water for flavors) or whether it will be used to keep on the safe side.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Mrs. Marie N. Willis was one of the partners in a marriage ceremony on November 26.

"Dan" Cupid is shooting the same arrows at a certain young lady in the Payroll Bureau and a young man in this office. We do not like to tell too much just at present.

We have lost the services of A. H. Talbott, who was recently transferred to the Valuation Department.

We are glad to see Miss Eleanor Erdman back again. She was laid up on account of an injury to her limb.

WE WISH ALL A HAPPY AND PROSPEROUS NEW YEAR.

Auditor Freight Claims

Correspondent, PAULINE M. FOGLE

Our "Chief," Walter M. Crane, spent an enjoyable week hunting on the Eastern Shore and from the appearance of his game bag, well—we don't believe that he left anything. Latest report from that locality is that the rabbits and partridges are still on the jump.

We regret to announce the demise of Percy L. Ritter on November 24. We have lost a good friend, for he was ever ready to bestow a favor; many instances of his kindly acts have recently been brought to light, and it can be truthfully said that he had a "heart of gold." Mr. Ritter was forty-six years of age. He entered the service of the Company in April, 1890, and had many friends throughout the Building. The interment was private, in St. Mary's County, Maryland.

For the benefit of those who don't know why "Andy" Hayward was late on November 21, we report that he moved to Walbrook the day before and the next morning left home at 7.45 a.m. with the best of intentions, but the electric cars fooled him. He got mixed up in the 1300 and 3100 cars and had a round trip. Anyway it was a long ride for six and one-half cents.

We have commuters and commuters but chiefest among these is Mrs. Laura Swomley, who goes all the way to Ijamsville, Md., every week-end to visit her two charming little boys.

One of our heroes, Ex-Sergeant Robert L. Dean, who recently returned from battle without any scars, is thinking seriously of going forth to the battle of Matrimony—so it is rumored.

A little advice is in order for Miss Dolores Murray—to wit: "Always have the animal securely fastened around your neck before building castles in the air." If "Dola" hadn't been thinking of "A" she never would have lost her fur scarf. We are glad, however, that someone rescued it from under the car wheels and returned it to her a few days later.

Would like to have had some newsy items from our Tariff Department, but Mr. Newman said, "Don't advertise us, we have had enough reputation now." But they're good scouts anyway, don't you think so?

We are sorry to lose the services as *MAGAZINE* correspondent of Miss Fogle, who wrote us several weeks ago that a most important engagement would prevent her acting further in this capacity. She made the notes from this department most interesting and if like success crowns her duties as a housekeeper we are sure that one more couple will have been happily started along the highway of matrimony.—E.E.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

HAPPY NEW YEAR!

Noonday meetings—ten minute talks, auspice of the Y. M. C. A., Interline Settlement 12.40 p. m., Tuesday; Revision Division 12.40 p. m. Wednesday; Local Settlement 12.00 M. Tuesday; the usual timely topics and good speakers.

Every one in the department should know that he or she is at liberty to send your cor-

respondent any item, story, fiction, fact or photograph which will make our share more interesting.

One of our claim checkers imparted a dream to us several years ago that he was to be "something" in a country newspaper. Looking over the field, we find this realized for our W. E. Jacobs is now one of the proprietors of the Aberdeen *Enterprise*. Latest reports indicate that the boys are doing well. Continued success, Earl.

Sergeant Huffington came in the other day with his khaki shirt on; maybe he heard the "over the top" whistle for the L. C. L. tracers—anyway, here's hoping, "Huf."

Who was this happy individual playing tag with two boys going up and down Broadway, New York, recently. Why none other than our George Koehler and his two sons.

"Jimmie" Scharff recently won a doll's brass bed and said it was for his sister. Whose sister? In addition he was lucky enough to carry away a watch—now he's working on double time.

The continued growth of our organization and the expansion of our records have warranted additional floor space and the Tracing Bureau of about fifty men has been removed to the third floor, Brevard Street side, Mt. Royal Station. The bulk of the records are stored over the main waiting room, in an attic commonly known among the boys as the "loft." All records are in convenient reach and things are being made comfortable.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

On November 8, J. Charles Burgess, who resides at Ellicott City, took for his life-long partner, Miss Florence Parsley. We have never seen Mrs. Burgess, but from a very good description given by her husband, she must be a dandy.

The wedding took place at Glenelg, and we wondered why Mr. Burgess left Ellicott City when it is the most popular place on earth for weddings.

Well, Charles, here's wishing you just bushels of luck, and don't buy any rolling pins or frying pans.

The office force presented to Mr. and Mrs. Burgess a pretty set of silver knives and forks, which they greatly appreciated.

We offer our deepest sympathy to Mrs. William J. Kelley and sons in the death of husband and father, on November 15.

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

And still our matrimonial league continues to lead all offices by a large margin. Thanksgiving dinner tasted better than ever to Roy Payne, as he had Miss Miriam Schwartz, formerly of this office, beside him. It all happened

the day before, when Miss Schwartz, smiling, changed her name to Mrs. Payne. The bride's fellow clerks presented the couple with a floor lamp to lighten their path to happiness.

On the same day a romance, that began before the war, culminated, when George C. Rasch of this office claimed Miss Phoebe Beaumont as his bride. The ceremony was performed at the home of the bride and the newly-weds were presented with Stieff's orange spoons with the best wishes of the clerks of our office.

There was quite a rivalry in the office concerning the superiority of two products of Detroit, Messrs. Clarke and Leutner, proud owners of "Wee Henry's," decided to do the Oldfield stunt, and Charles Street Avenue was to be the speedway. Officials and timers were ready. In fact, all details had been worked out, when Leutner heard Clark's "Canopener" bark and sputter, and immediately decided that his "Hunk of Tin" would not compete. Of course, we had to award the honors to Clark's pet, but the fans would have been pleased to see the ramble.

New York Terminals

Correspondent, JOHN J. DUFFY

The accompanying picture shows several of the young ladies employed at Pier 22, N. Y. Reading from left to right are, back row: the Misses E. Loughlin, H. Graham, K. Zoerner, M. Cronin, and Mrs. F. Murray; front row, the Misses F. Clemons, M. Gleason, A. Gneiting and A. Marshall.

By the time this picture is published, we will have another of the young ladies shown therein making use of the prefix "Mrs." for Miss Clemons announced her intentions of



Why Pier 22, N. R., is a popular place to work
(See Note)

signing a life contract with her soldier, Mr. Theodore Miller, formerly Sergeant with the 71st Engineers, on December 7, 1919. Her friends at the New York Terminals extend their heartiest congratulations, and wish them both the best of luck.

Old "Doc" Stork was much in evidence during November. On November 9 he paid a visit to George Brindle, chief clerk, 26th Street Station, and left a baby boy. As a rule George is very quiet, but somehow or other that little bee got buzzing around spreading the news. His friends at the terminal take this means of congratulating him. On the 28th, the old "Doctor" visited John J. Walsh, Accounting Department, Pier 22, N. R., and left another boy. "Jack" is now the proud daddy of two fine boys. Here's wishing the entire household the best of luck and "Jack," who has been ill, a speedy recovery.

"Nat" Fowler, another of the old timers of Pier 22, has been away for some time on account of sickness, and we hope to see him back on the job soon again.

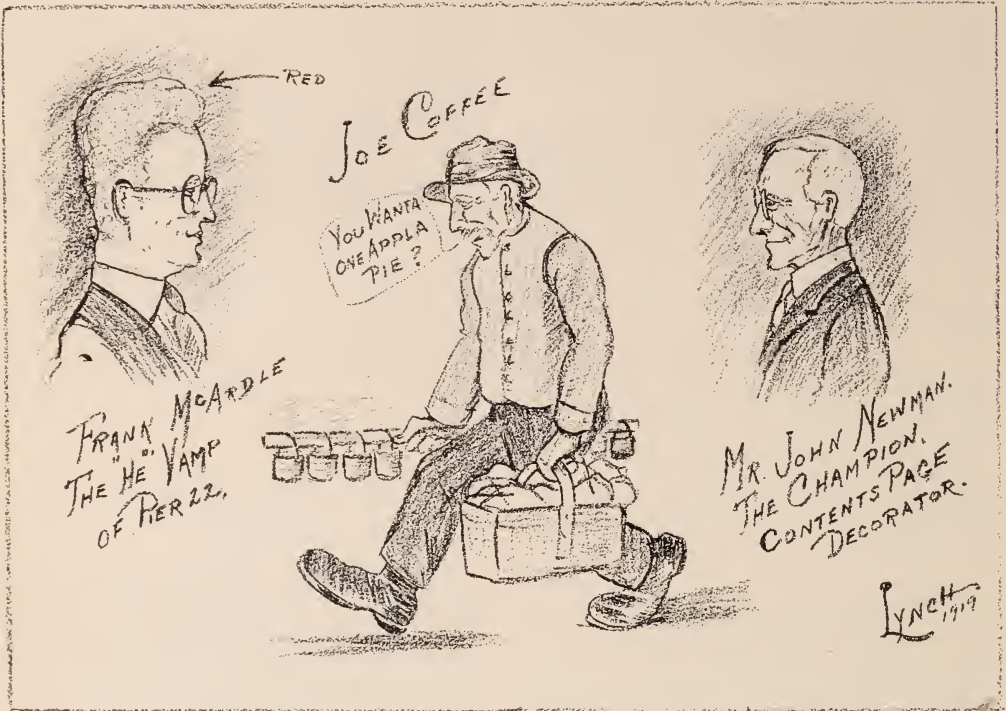
We have heard considerable comment about the Quartermaster Corps at Pier 22, but we have somehow overlooked W. H. Murphy, who is employed in the Dock Delivery office. We don't know how this happened for "Bill," besides taking care of deliveries, caters to the boys during his spare time by keeping them supplied with the necessities of life, such as cigarettes, tobacco and sweets. And when it comes to acting as caterer, "Bill," like the rest of the Corps, can't be beaten.

John J. Hickey, furloughed on account of sickness, is at present at Whitehaven, Pa., and showing rapid improvement in health, having gained about fourteen pounds since his arrival there. Here's hoping that his improvement will continue and that we will have him back on the job soon again.

C. McAllister, tallyman at Pier 22, who recently received his discharge from the Army after having served "over there" with the 27th Division, proved to the boys that he is not afraid of warfare in any shape or form by announcing to them that he was to be initiated in the order of "Eternal Benedicts" on November 26. The honeymoon was spent in Baltimore. His friends extend hearty congratulations and wish the couple the best of luck.

"Joe Coffee"

The sketch on next page is a good likeness of Antonio Paturzo, mail messenger at Pier 22, and one of our old guard. The office force and everybody who sees him on his "daily tour of duty" knows him as "Joe Coffee," for he is now and has been for years, yea, for always, acting as caterer to the office lunchers, bringing them their pie and coffee at noon. The general impression is that his nickname has some connection with this activity, but such is not the case.



Crayon Impressions of some of the Notables at Pier 22, N. R., by Cartoonist Lynch

"Joe" himself explains it in this manner: "Mista Norton da bigga boss on Pier 27" (this happened in 1886) "he aska me 'w'at your name Joe' an I say 'Antonio Paturzo sir,' an he say 'no sir' he say 'I no can sneeze everytime I wanta you; your name Joe Coffee; other fello he die, his name Joe Coffee, now you getta da job, you Joe Coffee. Go to work.' Alright, I no care, so long catcha da monee, alright, me Joe Coffee."

As illustrated, "Joe's" English is not entirely free from foreign accent, but his vocabulary is wonderful. At times, when some good-natured joshing gets him excited, it is even magnificent, Lingua Latina and mutilated English sparring for points, to the great delight of the hearers.

However, "Joe" is all wood and a yard wide. He is trustworthy and trusted. Goodhumored, on the job always and always willing to do favors, he is a Prince in a leather jerkin. (He wears the leather jerkin worn by his son in the field artillery of the A. E. F. over there.)

John Newman

"Friend John" Newman is employed as terminal timekeeper at Pier 22, N. R., N. Y., and is regarded as the Granddaddy of the clerks at the New York Terminal.

He entered the service of the Company on March 5, 1887, and is still going strong. He also has the distinction of having the longest service record of any man employed in a clerical capacity at the terminal.

Besides being a most efficient clerk, John is gifted with several other talents. He is very clever with the pen and has contributed some interesting articles to our MAGAZINE. His drawings and sketches which have also appeared from time to time speak for themselves, his latest published drawing being the border for the table of contents page of the December issue, which has been greatly admired.

Last but not least he is an entertainer who can converse with you on any subject you may care to discuss, and he is "right there" when it comes to tickling the old violin.

Frank McArdle

Frank MacArdle is employed in our Payroll Department as assistant to Mr. Newman, terminal timekeeper.

Cartoonist Lynch "has him right" in the sketch, as Frank sure does like the ladies, and is "there" when it comes to dancing and singing. Frank has a "Rep" of being a classy waltzer, and his favorite in the singing line seems to be "The Wild Wild Wimmen Are Making a Wild Man of Me."

Staten Island Lines

Correspondent, G. F. GOOLIC

T. V. Murphy has been employed as stenographer and clerk in Superintendent's office, vice Miss D. Reynolds, transferred to Division Engineer's office.

A SAFETY rally was held in the ball room of the Curtis Lyceum on November 28, J. T. Broderick, Superintendent Safety and Welfare, being the principal speaker.

B. F. Kelly, trainmaster, presided, and there was a large attendance of employes, their families and friends, the well balanced program being enjoyed immensely.

Among the speakers was Reverend J. H. Sheppard, who during the war was employed by the Shipping Board to hold meetings at the various shipyards. Doctor Horowitz, head of the Department of Health for Richmond Borough, and Elias Bernstein, an old employe of the S. I. R. T., now a counselor at law, also delivered timely addresses.

The musical part of the program comprised vocal and instrumental selections by some of the best known singers on the Island. After the program was concluded, dancing was enjoyed, and the RALLY voted to be the best ever held on Staten Island.

W. Hill, clerk in Division Accountant's office, recently returned from the "wilderness" of Connecticut, bringing home with him six rabbits.

Carl Hendrickson, timekeeper, Division Accountant's office, recently spent a week's vacation at Buffalo and Niagara Falls.

J. S. Fabregas, chief clerk to manager, went on his vacation from coast to coast. "Lucky for him."

"Bill" and Paul Coulbourne, signalmen in the Maintenance of Way Department, recently visited Pocomoke, Md., to see a sister, who is ill. On Thanksgiving they indulged in a "rabbit hunt," but were unfortunate enough to come home empty-handed.

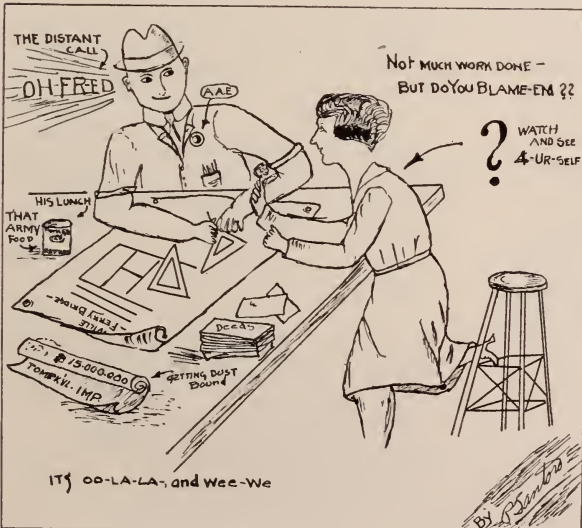


Ernest J. Haslam, Signal Apprentice Helper

Several employes are wondering why the girls at Pier 6 do not attend any of the dances being held by the Railroad Club. The reason must be that they don't know how to dance.

Some time ago T. Murray, inspector Maintenance of Way Department, was making regular week-end trips to Redbank, N. J. After not going there for some time he is resuming the trips again. We think "Tom" will be bringing home a bride with him in the near future.

We have read of several employes being in the service for forty years on other divisions. The Staten Island Lines are small but we have a man in the Maintenance of Way Department that has been with us for forty-three years, the oldest man on this division. P. Connors was born on August 15, 1852, and entered the service on January 1, 1876, as trackman at \$1.25 per day, and he is still with us. "Pete" has been employed as trackman ever since he started with us and has a clear record.



Staten Island's Cartoonist wields his "pointed pen"

Baltimore Terminal Division

Correspondent, F. H. CARTER, Secretary to Assistant Superintendent

At a recent meeting in Superintendent's office, for discussion of expenses and savings, general foreman of engines Bowers became so enthusiastic and excited that he lost his pocket book containing a sum of money. Fine example, "General."

"Ed" Hughes, at Riverside, is always willing to learn. When he

was called on 'phone the other day and advised that he was engaged, he started laying carpet in trainmaster Hoddinott's office. That's right, "Ed," learn all you can.

"Les" Higgs, file clerk, enjoys his Sunday afternoons these days pushing the go-cart.

Our correspondent, F. H. Carter, recently requested passes to Boston and return for himself and wife. No doubt Carter is up to something. Watch your step, "Haze."

Curtis Bay

G. T. Clarke, from Staten Island, recently arrived as our yardmaster at Curtis Bay. It is noticed that he has a big front and a great appetite.

Brakeman G. Mack was unable to secure a pair of overalls to fit him in any of the department stores in Baltimore so he went over and confiscated a pair from the Guano plant.

Agent's Office, Locust Point

Correspondent, A. M. MILES

P. J. Walstrum, Pier 8, Delivery office, has at last "enjoyed" a "vacation." He entered the University Hospital on October 22 to undergo a serious operation. Dr. Page Edmunds operated, and the operation, we are thankful to say, proved successful.

Efforts are being made to locate the "mysterious" lady who insists upon telephoning "Charlie" Polster at his residence and supplying him with valuable (?) information about the "bunk car" gang.

R. Wiedecker, clerk, Pier 7, is the proud daddy of a baby boy left by friend stork recently.

J. M. Garnett, foreman, has been very busy during the past month with his cranes, loading freight for steamers.

E. S. Middleton is taking his mid-day meal at a restaurant close to Riverside Car Record office. There must be an attraction somewhere.

Haven't seen much of "Buck" Steen lately. He has been very busy supplying freight for steamers.

Foreman Johnson recently took a much needed vacation to visit relatives in Minnesota.

While attempting to board a Roland Park car the other night H. F. Bruner was knocked into the street, bruising him about the body and mussing him up generally for the party he was on his way to attend.

Agent's Office, Camden Station

Correspondent, W. H. BULL

F. H. Ways, Cashier's Department, whom we recently congratulated, sent us the accompanying picture of his baby, Anna Shipley Ways. The baby is not quite four months old and weighs seventeen and one-half pounds.



Wife and daughter of F. H. Ways

W. H. Driver, Freight Department, and Miss Daisy L. Krauch were married in Philadelphia on October 15. We congratulate our friend.

Miss Gertrude LaBonte and Mr. Harry Jeffries were married Thanksgiving Eve. The entire office force congratulate "Mrs." Gertrude, and wish her much happiness.

H. T. Nickels, car service clerk, Freight Department, who recently left the service for a trip to Cuba for his health, was compelled to give up his trip and enter the University Hospital. We hope for his speedy recovery, and that he will soon be able to go away for further convalescence.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

Assistant Correspondents

H. A. DIETZ.....Shop Clerk, East Side Shops, Philadelphia
 C. W. HAMILTON.....Clerk, Freight Office, Wilmington
 (Joint Philadelphia & Reading and Baltimore & Ohio)
 V. J. HUEGLE.....Cash Clerk, Pier 22, Philadelphia
 E. A. DUFFY.....Clerk to Freight Trainmaster,
 Camden Station
 N. E. REESE.....Passenger Conductor, West End,
 Camden Station
 H. H. RAYMOND..Conductor, East Side Yard, Philadelphia
 MISS ETHEL E. STICKLEY Clerk, Transfer Shed, Brunswick
 R. E. SIGAFOOSE..Shop Clerk, Brunswick Shops, Brunswick
 W. S. WILDE.....Chief Clerk, Terminal Trainmaster,
 Philadelphia
 E. H. ZIEGLER.....Special Representative, Freight
 Office, Hagerstown
 S. R. BOSLEY....Clerk to Road Foreman of Engines,
 Riverside

Miss Emma Timmerman and Miss Emma Schleisenger of the Superintendent's office, recently spent a Sunday in New York sight seeing.

H. N. Constantine, Jr., and his father, conductor Constantine, spent a few days during the forepart of November fishing on the Magothy River. "Con" says he caught about 300 "Cattys." "Con, Jr." use to catch cats in his younger days. Maybe he can't quit.

Here is a picture of L. S. Collier, passenger brakeman in Blue Line service, running between Philadelphia and Washington. A prominent citizen of Howard County, Maryland, he was elected a member of the State Legislature at the last election on the Republican ticket, the only candidate elected on this ticket. During the war Mr. Collier served as an employing official for trainmen. He has our best wishes for useful service in his new office.

G. L. Gardner, timekeeper, Division Accountant's office, is the proud father of a twelve pound baby girl, a Thanksgiving gift. Mr. Gardner now has three youngsters. He believes in Rooseveltian theories, and letting the H. C. L. take care of itself.

E. L. Mallery, assistant chief clerk, Superintendent's office, spent a few days in Carroll County hunting rabbits, bagging about forty.

E. E. Hurlock, division operator, was paid a visit by one of the members of the "Wandering Fraternity." He does not recall the name of the member in question but says that he makes a periodical visit about every seven years. If the correspondent had had a kodak at the time, he would have taken his photograph and presented it to the MAGAZINE. We presume this party was on for the Hoboes' Convention which was held in Baltimore.

Harry Williams, timekeeper, Division Accountant's office, is a daily patron of Allen's candy store and does not believe in profiteering. He requests those desiring anything in the candy line to call at his desk. Harry is a "jolly fat fellow."

If it hadn't been for William H. Holly, crossing watchman at Derwood, Md., who is the central and most important figure in the accompanying picture, I might not have been writing



L. S. Collier, Passenger Brakeman
Recently elected member of the Maryland Legislature

this little note. In an endeavor to play safe with No. 6, which was thundering down the Metropolitan Branch one afternoon recently, I stepped on the platform which is used to stop the hurtling mail bag as it deposits Uncle Sam's letter load for the residents of that vicinity. Fortunately, William pulled me to a safer spot where I escaped playing backstop for the bag. William doesn't look particularly happy in the picture, but he has a big smile for strangers when he isn't posing to "get into the MAGAZINE."

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

A New Year's Resolution:

I HEREBY RESOLVE

that I will endeavor each day during
the year 1920 to

**THINK ONE KIND THOUGHT,
SPEAK ONE KIND WORD,
DO ONE KIND DEED.**

A HAPPY NEW YEAR TO EVERYBODY

And if we make it a little happier for the other fellow we will surely increase our own happiness. If we can succeed in keeping this resolution, we shall indeed have a happy year.

The past month has brought many changes in our force. Mrs. A. G. McCann, whose marriage was noted in a previous issue of the MAGAZINE, has left us to take up the more strenuous duties of housekeeping. Mrs. J. E. Lyerla, who has been with us for about a year, has returned to her home in Jackson, Tenn. Thomas P. DeVaghan, who was temporarily



William H. Holly

filling the demurrage desk, has resumed his old duties of yard delivery clerk, and is succeeded by Miss Doris J. Beall, as our demurrage clerk. Miss Gladys Beall has been appointed check clerk in place of D. A. Lyerla, Jr., who resigned sometime ago.

We welcome the following aspirants for railroad service: R. L. Latchford and L. M. Hinton, freight bill clerk and carbon clerk, respectively. Miss Katherine Gerhardt and Miss Grace Larrick are doing good service as freight bill clerks, and Miss Fleeta Moler is filling the bill as O. S. and D. clerk.

New faces are always welcome, and we hope that we shall have them with us for a good long time.

It is a pleasure to report that Miss Mary L. DeVaughan, who was seriously ill a month ago, has recovered sufficiently to enable her to return to her duties as government settlement clerk. Miss Doris J. Beall, who was ill with pleurisy for sometime has also returned. We sincerely hope that the approaching cold season will not have a bad effect on those who have been ill, and that their improvement in health and strength will continue.

Karl D. Fox, our car record clerk, was the victim of a slight attack of pneumonia, but last reports indicate a great improvement, so that we may hope that he will soon entirely recover from his ailment.

Thanksgiving Day has come and gone once more, bringing with it thoughts of thankfulness that, notwithstanding the general feeling of uncertainty and restlessness that prevails, we are still enjoying the blessings of health and strength, and able to perform a good day's work. Assistant agent C. R. Grimm spent Thanksgiving day with his wife and baby among friends at Wilkes-Barre, Pa., and chief clerk W. L. Whiting and wife journeyed to Hanover, Pa., and ate their dinner with relatives in that town.

Death has visited the family of car foreman T. O'Leary's chief clerk, W. H. Keys, taking from the circle his father, W. H. Keys.

Mr. Keys, senior, died on November 22, at the good old age of eighty-six. He enjoyed the distinction of being the first officer to be appointed to the State House of Correction at Jessup, Md., a position which he held for many years. Mr. Keys was also one of the many Marylanders who were held in great esteem and friendship by the late Senator A. P. Gorman, having enjoyed the personal confidence of the Senator during the lifetime of the latter.

Our sympathies are extended to the family in this their hour of sorrow and bereavement.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
 LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

My dear Mr. "Ed.," I send you some dope, Of quite enough interest to publish, I hope. Last time I wrote, I was much pressed for time, And had no good chance to put words in rhyme.

We're now on the job as busy as bees, Including our well-liked boss, J. W. D. Missed our T. K. F., he hadn't got back, He's down after engines on the fire track.

Saw E. P. W. as he caught 49. He said, "Tell the 'Ed.' our crack train's on time."

I'm now going out as I sure want to know What arrangements to make on account of the snow.

Our trainmasters Carney and E. C. Groves Are out on the road to insure good moves, And then chief dispatcher Mr. E. G. S. Says that our overtime is getting less.

The master mechanic is always about, Trying to see that the engines get out. He proudly says also that he has been told That Wilmoth and Cramblitt made savings in coal.

Our track conditions are really quite fine, Particularly on the surface and line. This information I happened to hear While Sponseller talked to our track engineer.

And now as for me I am having some grief, In trying to make all our messages brief. All surely can help to lighten the load, By making more use of the telegraph code.

To sum up our problems just as they appear, We are well organized for the incoming year. And from time to time please just take a squint At our divisional standing on the blue print.
 —E. C. D.

The Baltimore *American* of December 21, contained the following, which will be of interest to all our employees on this division.

Montignani-Boyd

William C. Montignani and Miss Anna Shipton Boyd were married in Washington yesterday by Rev. Dr. Joseph T. Kelly, Fourth Presbyterian Church. Mr. Montignani, who is now associate director of the Inter-State Y. M. C. A. for this section, was for many years prominent in railroad "Y" work at Cumberland and over the Baltimore and Ohio System. During the war he headed a Red Triangle Unit which gave entertainments to American troops near the front in France. He will direct field work for the Rural Y. M. C. A. campaign in Maryland and Delaware during 1920.

The couple will be at home after December 28 at 3227 Eleventh Street Northwest, Washington, D. C.



Charles Jr., and "Billie" Horner

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

The bright little fellows in this picture are the sons of Charles Horner, bridge helper, Charles, Jr., age six, and Billie, age four. Charles says they are some boys and the photograph certainly bears out this claim.

E. F. Flick, acetylene welder, is receiving the felicitations of his friends on the birth of a son.

Little Miss Marie Kearns, six year old daughter of carman John W. Kearns, recently died at her home, 724 Albert Street, from pneumonia.

Mrs. Sara Towner, wife of James Towner, employed at Cumbo, died at her home in Martinsburg after a lingering illness, age forty. The husband and four children survive.

Mrs. Sarah Hohman, widow of the late Frederick Hohman, died suddenly at her home here of heart failure, age seventy-two. Her husband preceded her to the grave about eighteen years ago as the result of an accident to his engine at Ellicott City, Md. Mrs. Hohman was a sister of conductor Edward Pifer, of Berkeley Place, this city. Five children survive to mourn the loss of their aged mother.

W. Vernon Slusher, a young Baltimore and Ohio fireman, died at the home of his parents, near Charles-Town, W. Va., aged twenty-five. Death was due to kidney trouble and the deceased had been ill but a short time. A widow and one little son survive.

Resolutions

At a meeting of the Baltimore and Ohio Veterans' Association, the following resolutions were adopted: *Whereas*: God in his all wise providence has called to his reward our brother and worthy President, Z. T. Brantner, whose activities in behalf of our association have been so efficient and productive and

Whereas: We recognize the fact that the association has lost a faithful member and

presiding officer, the individual members an interested friend and brother, the Baltimore and Ohio Railroad an efficient employe, and the community a patriotic citizen, therefore:

Be it Resolved:

That we, the members of this Martinsburg Association, Baltimore and Ohio Veteran employes, in session assembled November 6, 1919, do extend to the sorrowing daughters of our deceased brother our heartfelt sympathy and pledge to them the future service of our association in whatsoever capacity we may be able to serve them.

Resolved:

That we, recognizing the greatness of the loss to the association, do pledge to it our earnest individual support in perpetuating the idea of our deceased brother and carrying to a successful conclusion any and all plans he may have had for its welfare.

Resolved:

That we, knowing the high esteem in which our brother was held by the officials of this our railroad, pledge in behalf of the memory of Brother Brantner our loyalty and support to its fullest extent in fulfilling the interest of the Baltimore and Ohio and extending to them the cooperation of this veteran association in solving any and all problems dealing with the life and prosperity of the association in which we are all so much interested.

Resolved:

That these resolutions be spread upon the minutes, a copy sent to the daughters of the deceased, also to the railroad officials interested, and published in the local paper.

(Signed) J. W. KASTLE,

C. E. AULD,

W. L. STEPHENS,

Committee.

Keyser

Correspondent, H. B. KIGHT

Stokers have been installed at the big furnaces at the roundhouse.

Oscar Fazenbaker, who has been chief clerk to the assistant superintendent for some time, has resigned and accepted a job as locomotive fireman. "Batch" ought to make a good engineer and some day, no doubt, we'll see him hauling one of our passenger trains. Good luck "Batch."

Captain John Carr is all right now. "Cap" Carr is a pensioned conductor who spent many years on the west end of the Cumberland Division and who went through it all without being injured. He spends a great deal of his time now fishing, but the past summer he has been overseeing the work in one of our big peach orchards. A few weeks ago "Cap" was standing behind a horse, and he must have said something about the old nag, for it kicked at "Cap" and struck him in the mouth, painfully injuring him. Several stitches had to be taken, but he is all right now, and says "it would take more than an old West Virginia 'plug' to knock me out; what I need is a Missouri mule."



Roundhouse at Keyser, W. Va.

Courtesy Mineral Daily Herald

The accompanying picture is of Keyser freight house, showing our well kept lawn. This spot is called "Community Park" by the Keyser people and its attractive appearance is much appreciated by them.



Our Freight Station Lawn is "Community Park" in Keyser

Our roundhouse at Keyser is only half a roundhouse, as the picture shows. It contains twenty-four stalls, with boiler room, machine shop and electrical department located in the east end. The electrical department is one of the finest on the System and is "presided" over by W. T. Wells, who keeps everything shining. A 100 foot turntable, which has recently been installed and which is driven by a twenty horsepower motor, is used in turning the large Mallet engines. From forty-five to fifty-five engines are run over the fire track and turned every twenty-four hours. The modern ash pit, picture of which has appeared in a recent issue of the MAGAZINE, is used at the fire track. In the west end of the roundhouse is located the foreman's office and the chief caller also has an office here. An average of sixteen Mallet engines are dispatched, west, every twenty-four hours. There are 560 men on the payroll of the roundhouse department now and they are handling more power than at any time in the history of this shop.

Stenographer "Jimmy" Welsh, of the Assistant Superintendent's office, is conceded to be the champion gardener of West Virginia. If there is any one so bold as to dispute this claim, a pressing invitation is extended him to visit "Jimmy's" garden. By actual measurement he has tomato vines seven feet tall and still growing. Already he has gathered tomatoes weighing three to four pounds, and it is estimated that each vine will produce one bushel.

They are known as the "beefsteak" variety. Chief clerk Peter Irwin is a close second to "Jimmy" for championship honors and the office force is divided as to who will win the championship honors in 1920.

J. H. Bowen, secretary of the Baltimore and Ohio Y. M. C. A. at Gassaway, his wife, and C. K. Weeck were pleasant visitors here recently.

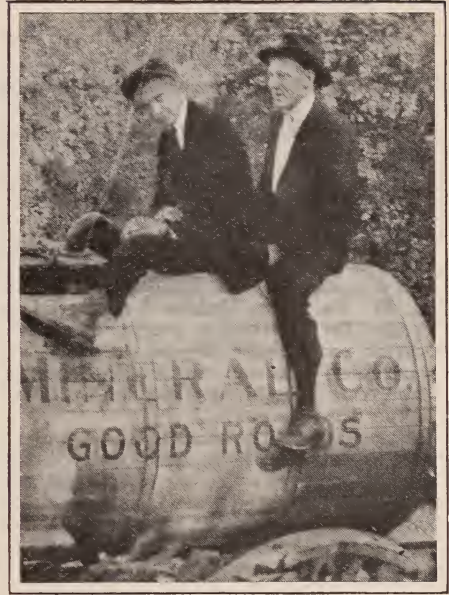
In the accompanying picture, Marshall Orndorff, in front, and "Dusty" Avers, behind, are giving indisputable evidence that they have accepted without quibble the recently enacted eighteenth amendment to the Constitution. We note with interest that the Supreme Court of the United States has decided to uphold them in their position.

Assistant master mechanic Hodges has been transferred to Cumberland, M. E. Mullan having been appointed to succeed him here.

On the morning of December 15, the new wing of the Baltimore and Ohio Restaurant here was gutted by fire, cause unknown.

Readers can see on this page what an attractive station we have at Oakland, Md. The agent there, H. P. Stuck, writes us about this town:

"Oakland is high up in 'the Glades,' 2,800 feet above sea level, to be exact. It is a city of homes with a population of about 2,000. The station was built in 1884 and our revenue has practically doubled in the last ten years."



Upholding the 18th Amendment. (See Note)

The picture at the bottom of the next column is of Rose, Frances and John Graney, children of F. P. Graney, employe at Rowlesburg. They are shown having a fine time in the Lone Pine Camp on the Cheat River, where they spent last summer with their mother.



On the crest of the Alleghenies—our Station at Oakland, Md.

Connellsville Division

Correspondents

J. J. RYLAND, *Office of Superintendent, Connellsville, Pa.*

S. M. DEHUFF, *Manager of Telegraph Office, Connellsville, Pa.*

J. J. BRADY, *Office of Division Accountant, Connellsville, Pa.*

The accompanying picture is of May Malone, late beloved wife of Ralph Malone, supervisor on our division between Smithfield and Fairmont, W. Va. Mr. Malone has served the Company for thirty-six years, in various capacities, from water boy on the work train to supervisor. He was married on September 29, 1890, and Mrs. Malone died on October 2, 1919, age fifty-one years.

She was a fine Christian woman, and was beloved by all who knew her. Even through all her intense suffering she displayed great patience and fortitude, and she is missed greatly by her neighbors around Smithfield, as well as by a host of friends in other places.

She was a consistent member of the M. E. Church at Smithfield.

It was often remarked what constant companions Mr. and Mrs. Malone were, she often staying with him when he was compelled to spend any time away from home. Although she lost her voice almost entirely some time before her death, she surprised the visiting ministers and several members of the church who had called for a short service, by joining in the singing of a verse of "Jesus, Lover of My Soul" only a few days before her death. Our warmest sympathy is extended to Mr. Malone in his bereavement.

Promoted, November 20, from messenger to clerk, office of Division Accountant, Park A. Glass. Congratulations, Park.

Cupid has been busily occupied among our employes during November, as witness the following victims: November 27, Miss Frances Duffey, clerk, office of Master Mechanic, and T. W. Keefe, of Brownsville; W. H. Burkett, roundhouse foreman, Connellsville, and Hilda Gilbert, clerk, office of Master Mechanic; November 28, W. C. Wyncoop, clerk, office of



The late Mrs. May Malone

Master Mechanic and Mrs. Nora Percy, of Connellsville. And yet the Master Mechanic's office is still running.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor, Office of General Superintendent*

On October 15, William H. Kramer, patrolman, and Miss Flora Larson of Mt. Oliver, Pittsburgh, were married. Members of the Police Department, including Captain Gross, attended the wedding, and the newly-weds received a fine 100-piece set of dishes from the members of the force.

Mr. Kramer has been employed in the Police Department since September, 1915. He enlisted in the Cavalry in January, 1918, was assigned to Troop M, 6th Cavalry, was in France from March 16, 1918, to July, 1919, and was discharged July 23, 1919. He returned to work in the Police Department as a patrolman under Captain Gross on August 1, 1919, and is now residing in a pretty little bungalow in Mt. Oliver.

Glenwood Shops

Correspondent, FRANK RUSH, *Shop Clerk*

It was with regret that we learned of the death of Saw Mill foreman E. M. Wageley. Mr. Wageley had been in the service of this Company over twenty years and was well known and liked about the shops. Though he had been sick for some time his death came to us as a surprise. His wife and family have our sympathy.



Children of F. P. Graney, employe at Rowlesburg

F. A. Chart, freight agent at Glenwood, recently took unto himself Miss Edwards as a wife. Both are well know about the shops and yards.

W. F. Ambrose, general foreman, has left our service, and John Bowser has been appointed in his place. Mr. Ambrose was well liked by all the employes of the shops and to show their appreciation they made him the gift of a gold watch and chain.

Wheeling Division

Correspondent, A. N. GANTZER

Cigars were distributed rather freely in the Division Engineer's office the other day, and we found that Guy Long, our assistant division engineer, is now a proud papa. It's a boy; maybe some day another assistant division engineer. Good luck, Guy.

We all knew that our chief train dispatcher Walter Cockrell, alias "Doctor Hedrick," with his winsome smile and congenial nature, wouldn't remain long in this world without a life partner. Sure enough, Miss Ann Dougherty recently became his wife and we all wish to extend to the newlyweds our best wishes.

Another victim of Cupid's rampage is Bernard L. Helfer, now clerk in General Superintendent's office. "Bernie" expects to be in a home of his own in the near future. We extend to him our hearty congratulations and best wishes.



Power Plant Foreman E. G. Mapons, Glenwood Shop, and his year old daughter Ruth

Benwood Shop

Correspondent, ANGELA APPLGATE

Employes here are much interested in the speedy recovery of H. E. Barker, who was burned seriously while in performance of his duties on November 8. A torch which he was carrying ignited his clothing. Mr. Barker was rushed to the Glendale, W. Va., Hospital, where necessary treatment was given him. Last reports indicate that he is getting along nicely.

Our congenial Drop Pit foreman, D. K. Hull, was noticed limping considerably and, upon being questioned by general foreman H. J. Burkley, it developed that he had stepped on a tack the night before. And he finally admitted that he was walking the floor with a newly arrived David, Jr. Congratulations, "Dave."

The interest displayed by the Mechanical Force in the No-Accident Campaign proved to be 100 per cent. Our mechanical people always land the bacon when such is their aim. Mr. Lee, the popular secretary of Y. M. C. A., was one of the strongest workers for the cause. Nor must we forget our terminal trainmaster, M. E. Cartwright, whose middle name should be SAFETY. Great praise should also be given to D. J. Hayes, the popular little machinist helper and cartoonist, and W. P. Rude, carman, who helped greatly to put this drive over.

The following slogan, which was used extensively on signs to help the "Drives," was one of the most successful devices employed. It is generally credited with having assisted in the fine record made by the Wheeling Division.

Slogan of Benwood Shop in "No-Accident Drive"

The Latest Song Hit of Today
Till We Meet Again

Sung With Great Success by
Mr. Engineer and Kiddos
Accompanied by
Mrs. Engineer at the Piano

Quite a few of the Railroad's mechanical men have been drifting towards our popular shops. This is especially noteworthy because the number of bachelors who stop here and, from all accounts of the County Clerk's office, generally drift away with brides on their arms. The last man to put in his appearance is our night boiler foreman, W. E. Mouse. "Faint heart ne'er won fair lady, 'Bill.'"

John Kady, our original and congenial little Irish messenger, came to work one morning whistling a new tune. When questioned as to whether he had been to a show he only blushed. It later developed that his daddy had purchased a Sonora as a Christmas gift but the hiding place was not secure enough and John, like all inquisitive kids, had uncovered his Christmas joys before Santa had time to deliver them.



Main Track approaching Glover Gap Station and "GO" Tower, Wheeling Division

Puzzle: Why do John Haberfield and John Cusack get a Moundsville car every Sunday and Wednesday evening? We don't know, for their actions show they are not strong for the feminine sex.

When shop clerk Kinsey came to work one morning recently it was noticed that he had an unusually sleepy appearance. He was questioned and, after much quizzing, stated that Oran, Jr., insisted on keeping such late hours that he had to stay up with him in order to keep him company.

Harold Schaffer and J. A. Mitchell journeyed to Morgantown on Turkey Day to witness the football game between W. V. U. and W. & J. They reported one of the greatest games of the year, although W. V. U. put it all over their rivals.

Holloway

The many friends of Harry E. Harper, conductor for a number of years in Holloway Yards, will regret to learn of his death on November 11. He had been ill but a few days with pneumonia. Sympathy is extended to his family by the entire yard office.

It was with regret that we learned of the death of G. W. Norris, employed as car repairman, Holloway Yard. Mr. Norris died on November 8, and his many friends extend their heartfelt sympathy to his wife and children.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

Born to "Dad" Fuehner, November 19, a son-in-law, car repairman Harry Vonderhaar. Congratulations, Harry. Cigars were passed by Harry in honor of the occasion, but "Cop" Foster is on the trail of the office force's share.

The sympathy of the employes of the Terminals is extended to Charles Schriber, yard clerk at Brighton, in the death of his sister in Chicago.

B. Lochtenfeldt took a look at Texas and hurried back home. "None of the wild and wooley west for me," says "Barney."

"Eddie" Brown, who for the past ten years has been so successfully switching stock cars at Hopple Street, is now acting yardmaster at the New Yards and doing equally as well.

D. Ziegler, our general yardmaster at Brighton, who has been off on account of sickness for the past few months, is gradually convalescing and he has the wishes of everyone for a speedy recovery.

Our M. C. B. clerk at Storrs, C. D. Swepston, is now studying law. We hope that before he graduates from law school he consults a physician to see if he can't give him something to cure that "Gimme Fever" he has.

Our genial car distributor, "Bob" Jemmings, has been having more or less trouble of late because of the freight houses loading single head

of horse in a large automobile car. The climax was reached when they asked permission to load a pet donkey in a double door automobile car for Savannah, Ga. Two bales of hay were also to be loaded to hold the mule stationary. Hee-haw, Maud.

We are glad to have Mr. Orenshaw, car inspector at Brighton, back on the job again after spending a few weeks fox hunting.

Habits are habits, but we all wonder why the little yardmaster at Stock Yards walks up and down the lead squeezing his hands.

"Bill" Boland, the Southern gentleman from No'th Ca'lina, usually is found conducting operations in the Middle Crew at Storrs or, in the absence of the "Bard of Storrs," acting as yardmaster. He has been absent from his duties for an unusually long time. Wonder where he has gone?

The latest hobby of several of the girls of the Superintendent's office is skating; Leafy Wiltsee, Clara Schulte, Helene Herron and Kathryn Weber having become regular Friday night patrons of the rink. There surely must be some attraction other than skating that brings the girls out every Friday night. Wonder who HE is? The girls all seem to be full of "electricity" lately—what is the connection?

Chester Rardin and "Pete" Furey, yard clerks at New Yard, are back on the job after spending a few weeks off on account of sickness.

The agent's office at St. Bernard has at last come into the limelight. Jovial, auburn-haired demurrage clerk Mullee, of Loveland, Ohio, has joined the benedicts and just returned from his honeymoon.

Notice the flag at half mast a few weeks ago? That was the sentiment of Storrs Repair Shops the day Miss Mary Ryan left to take a new position at the Passenger Car Foreman's office at Mill Street. We wish her all the luck and success in the world in her new position.

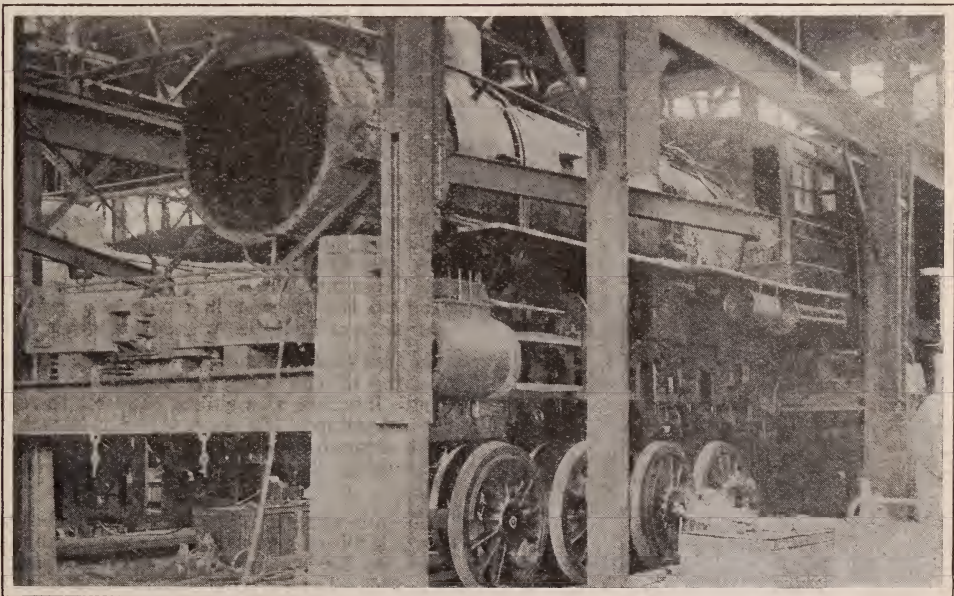
Dame Rumor has it that "Tommie" Hilton, our car oiler at Storrs, is learning to be a switchman. At any rate he went through some kind of an initiation, as he still bears a brand on his cheek as a result of his first attempt.

The Superintendent's office has been temporarily enlarged, and we might also say, enhanced, by the presence of Miss Sue Elmore, who has been acting as our "Coal Lady."

It is not official, but it is rumored that "Jack" Weber has an efficient assistant at Oakley. "Pete" Conover has been acting in this capacity. This information was gathered from the "sweet voiced tenor" at the west end of Oakley, who, we believe, was a little put out on account of the usurpation of the title.

All orders received for wild game by Charles Burke and Charles Fisher had to be canceled when they returned with only four rabbits. "Charlie" keeps mum on what they cost him and says Seymour is the best place to find DEARS.

We notice on reports coming from Storrs the name "John Julian Johnson." Wonder why the full name is always signed? Maybe it is the sweet rhythm of the words. Nevertheless the proud possessor of the name is quite famous as a tennis player and other things and, as "Fred" Kirchner says, "Mr. Johnson is our Beau Brummel even though he does live in Bellevue."



The new 200 ton Whiting Locomotive Hoist in operation at Ivorydale Shops



Office Force of Storekeeper at Ivorydale, Ohio

The best wishes of her many friends are extended to Miss Clara Doty, clerk in the local office at Fifth and Baymiller, for her speedy return to good health. Miss Doty has been away for the past several weeks because of illness.

The accompanying picture will introduce to our readers the force under T. H. Barker, storekeeper at Ivorydale. Reading left to right are: C. F. Hopkins, W. H. Love, William Barfield, M. E. Buxton, M. Q. Ladd, Miss C. Venable, Miss F. Kruger, Miss B. Emery, T. H. Barker.



J. V. Chill

Catcher, Youngstown Terminal Baseball Team

New Castle Division

Correspondents

- A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
 P. W. ADAMS, *Telegraph Operator*
 O. C. BEDELL, *Telegraph Operator*

The accompanying picture is of J. V. Chill, freight house foreman, Youngstown, Ohio, in his baseball togs. Although he is an old timer at playing ball, his wonderful hitting and fielding during the past season certainly was excellent. This picture shows him just before the championship game for the city of Youngstown when the Baltimore and Ohio team defeated the Orioles 3 to 2, in the first of the three games.

Master mechanic J. A. Tschuor has closed a very strenuous campaign for Red Cross memberships, securing a high percentage of the employes at New Castle Junction, as well as of men on line of road. The results have been very gratifying to the local officials of the Red Cross and Mr. Tschuor is to be congratulated on the manner in which the campaign was planned and the splendid showing made.

In this Red Cross drive William F. Struck, manager of the Murphy Restaurant at New Castle Junction, was among the first to report a membership of 100 per cent. Mr. Struck has quite a number of employes and lost no time in securing the subscriptions of everyone of them.

The average car miles per day for the New Castle Division again touched a very high mark when, on November 22, the mileage reported was 47.3. During the month of November records were made and broken a number of times and the tendency is still upward.

Engineer S. A. Barnes, Mayor-elect of New Castle, Pa., is about ready to take over the reins of government. The people of New Castle are expecting great things from him and the Councilmen recently elected and we are sure that they will not be disappointed.

The Volley Ball League at New Castle Junction is still functioning, with four teams entered and the Panthers, consisting of shop office employes, leading the league. Games are played each noon hour and some strenuous contests are staged every day the weather permits.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

The camera man snapped them in front of section foreman J. E. Bushew's tool house, Sixth Street, Newark, Mr. Bushew being shown at the extreme left.

Trafford B. Paul, secretary to master mechanic at Newark Shops, has resumed his duties after a year's sojourn overseas, where he was Regimental Sergeant Major, with headquarters at Le Mans, France. The report that he brought a French wife home with him is in error.

The accompanying photograph shows a group of Western Union (Baltimore and Ohio) linemen, employed at Newark, Ohio, and the faces will be readily recognized by Newark readers of the MAGAZINE.

Division Accountant's Office

On Thanksgiving Day, Paul Colville, clerk in the Division Accountant's office, and Miss Mabel Stevenson were quietly married. We extend our heartiest congratulations.

O. B. Hunt has been promoted to stores material clerk.

J. H. Dickerson, shop order clerk, spent his vacation in the east (East Newark) gathering in his pumpkins and sweet potatoes.

Mary J. Ganey, M. P. clerk, spent her vacation in Deshler, Washington and New York.

Gerald Hillier has taken position of office boy in the Division Accountant's office.

Zanesville Shops

Correspondent, CHARLES B. L. HAHN

The Reclamation Plant has received Citation from the War and Navy Department of the United States for re-employing all men who were furloughed for military duty during the Great War. This citation is signed by Newton D. Baker, Secretary of War, Josephus Daniels, Secretary of the Navy, and Arthur Wood, representing the Army and Navy. The citation will be framed and hung in J. L. McCann's office at Zanesville.

We are sorry to advise that Miss Gertrude A. Shoemaker, stenographer for the Motive Power Department at Zanesville, was taken to the Good Samaritan Hospital on November 15 for a slight operation. We hope to see her smiling face again soon.



Western Union (Baltimore and Ohio) Linemen employed at Newark, Ohio

The office force at the Plant are enjoying cigars and candy furnished by F. M. Perry, Scrap Yard foreman. Mr. Perry is sporting a huge smile on account of the arrival of a seven pound baby girl, Jean Doudna, at the Bethesda Hospital on November 19. Mother and daughter are doing well and every one extends congratulations to the new mamma and papa.

Cleveland Division

Correspondents

H. KLINE, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

A. Davis, operator, "CS" office, has been appointed extra train dispatcher.

J. D. Fahy, car distributor, and wife (*nee* Esther Spitler) clerk in the Superintendent's office, who were recently married, wish to thank their friends of the Baltimore and Ohio for the beautiful gift of silver which was given them.

The Divisional Safety Meeting, which was held November 17, in the Chamber of Com-

merce Building, Cleveland, was largely attended, there being forty-one members present. At this meeting were J. T. Broderick, superintendent Safety and Welfare, and A. Kirkendall, Regulating Supervisor of Safety. Both gave interesting talks and were much pleased with the way our SAFETY Meetings are being conducted and the results being obtained.

Miss Georgine Dube, stenographer in General Superintendent's office, spent her vacation at her home in Willimantic, Conn.

Massillon

E. A. Krier, yard clerk, had a great day on Thanksgiving for he spent it butchering three nice pigs for the winter. He will be able to make "both ends meet (meat) for a little while." How would you like to pass some of that country sausage around, "Ed?"

The efficient truckers of the Massillon Freight House appear in the accompanying picture.

From left to right standing are: warehouse foreman A. W. Wacker, F. Paul, Louis Webb, Louis Wacker, Archie Seifert, John Becker, C. M. Carpenter, agent E. J. Crampton, Samuel Myers, delivery clerk A. W. Rohr and H. Boing.



Truckers at Massillon, Ohio, Freight House



Office Force at Massillon Freight House

I. C. Bowman, supervisor, and wife, returned to their home on November 17, after spending their vacation in West Virginia, Maryland, Pennsylvania and other places in the east.

Edward Vogt, chief clerk at the freight house, has accepted a position with the C. L. McLain & Co., wholesale grocers, at Massillon. He takes with him our best wishes for success.

George H. Brugh, brakeman on Willard-Holloway run, has taken a short leave of absence. On these runs you have to lay off in order to spend your money. No doubt George will succeed in doing this little thing.

J. O. Hart, extra conductor, has at least one member of his family that will not become a railroader, for on November 1, a baby girl arrived at his house. "Joe" can get his walking exercises at night now.

William E. Brugh, trainmaster's clerk, went on a hunting trip after "cotton tails." He got what the little boy shot at and missed—nevertheless he had rabbit for dinner, for a few of the other parties had a little better luck.

A. W. Rohr, delivery clerk and Louis Webb, O. S. D. clerk, at the freight house, spent Thanksgiving hunting rabbits among the hills around Flushing. Mr. Rohr could have carried all his rabbits in his vest pocket. He did, however, catch a wild duck without wasting any shells, but the duck didn't like his new home and ran away. Mr. Webb had better luck, getting six bunnies.

Miss Nettie Frederich, formerly of the Central Steel Company, at this point, has accepted a position at the freight house as stenographer. With the assistance of the efficient force there she should succeed.

The accompanying picture is of the Massillon Freight House office force. Reading from left to right are: standing, Ethel Donahue, E. J. Crampton, Edward Vogt, F. Rohr, H. Grass, James Paul and Louis Webb; sitting, George Ertle, Gladys Feil, Martha Stahl, Jennie Eckroad, Thelma Nolan, Edward Richards and Archie Seifert.

Austin Sanders, baggageman, had the honor of being the best man at his sister's wedding at Tiffin on November 24. You know that kind of work gives a fellow lots of experience.

"Red" Everett, lineman, and I. C. Bowman, supervisor, Massillon, have been getting just about all the exercise they want. Mr. Bowman recently received a new motor car and "Red" and "Ike" have been exercising the car up and down the track to get the paint worked loose at the joints.

George H. Brugh, brakeman, and U. H. Wallace, fireman, also tried their luck at catching bunnies. Guess there weren't many or we would have heard about it.

C. H. Rodenberger, yard clerk, has been off for the last few weeks, sick. Latest reports are that he is improving slowly. We hope he will soon be back with us.

"Pop" Griffin, conductor, has been off sick, but will be back at work soon.

Miss Thelma Nolan, car record clerk at the freight house, is wearing a flashing diamond on her left hand. We all know what that means, so we want to wish you much success, Thelma.

Harry W. Lapp, of the Agent's office, Elyria, has accepted the position of chief clerk at the freight house, vice Edward T. Vogt, who resigned. We want you to make good, Harry.



James Fitzgerald, age four months

Here is a picture of Master James Fitzgerald, Jr., the son of trainmaster Fitzgerald. "Jimmie" is doing well, being four months old and weighs sixteen pounds, and "J. F." is just about the proudest father on this railroad. Who wouldn't be with a son like that.

B. F. Wilcoxon, yardmaster at Dover, made his annual hunt for bunnies on November 17, and it is reported that it took a large refrigerator car to bring them back. Glad to hear of your success "Ben."

C. M. Goodie, extra gang foreman, has been promoted to section gang foreman at Massillon, Section No. 38, vice "Matt" Turkey, transferred to Section No. 39½.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

PERMANENT MEMBERS

E. W. HOFFMAN.....Chairman, Superintendent, Garrett, Ind.
 T. J. ROGERS... Vice-Chairman, Trainmaster, Garrett, Ind.
 MISS GERTRUDE MANION...Secretary, Secretary to Supt.,
 Garrett, Ind.
 M. S. KOPP.....Assistant Superintendent, Willard, O.
 J. E. FISHER.....Trainmaster, Garrett, Ind.
 M. D. CAROTHERS...Assistant Engineer Maintenance of Way,
 Chicago, Ill.
 F. D. BATCHELLOR.....Division Engineer, Garrett, Ind.
 W. F. MORAN.....Master Mechanic, Garrett, Ind.
 D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
 W. E. FRAZIER.....Road Foreman of Engines, Garrett, Ind.
 F. N. SHULTS.....Division Operator, Garrett, Ind.
 DR. W. A. FUNK.....Medical Examiner, Garrett, Ind.
 A. R. OSBORNE.....Captain of Police, Chicago, Ill.
 E. L. VINE.....Captain of Police, Willard, O.
 E. B. HENSLEE.....Division Claim Agent, Garrett, Ind.
 P. H. CARROLL.....Signal Supervisor, Garrett, Ind.

H. W. DEAN.....Division Storekeeper, Garrett, Ind.
 D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
 R. R. JENKINS.....Secretary Y. M. C. A., Willard, O.
 ROBERT O'FERRALL.....Electrical Foreman, Garrett, Ind.

ROTATING MEMBERS

C. L. WOODCOX.....Yardmaster, Garrett, Ind.
 E. P. LEEPER.....Relief Agent,
 G. E. FOLEY.....Operator, Fostoria, O.
 JOHN CLARK.....Track Supervisor, Walkerton, Ind.
 J. W. RICHMOND.....Water Station Foreman, Garrett, Ind.
 J. A. COOK.....Carpenter Foreman, Maintenance of Way,
 Garrett, Ind.
 L. D. MAGER.....Passenger Engineer, Garrett, Ind.
 P. R. BRENNAN.....Freight Engineer, Garrett, Ind.
 JOHN ELDER.....Passenger Conductor, Willard, O.
 J. R. NESBITT.....Freight Conductor, Garrett, Ind.
 S. C. HINES.....Passenger Fireman, Garrett, Ind.
 R. A. CHILDERS.....Freight Fireman, Garrett, Ind.
 B. J. KINSEY.....Passenger Brakeman, Garrett, Ind.
 R. C. McCULLOUGH.....Freight Brakeman, Garrett, Ind.
 M. A. BRITTON.....Yard Brakeman, Willard, O.
 J. O. COX.....Machine Operator, Willard, O.
 WILLIAM SPELTZER.....Car Repairman, Wolf Lake, Ind.
 D. A. COSTIN.....Machinist, Garrett, Ind.

Willard Joint Yard and Shop Safety Committee

PERMANENT MEMBERS

M. S. KOPP.....Chairman, Assistant Superintendent
 C. C. PITCHER.....Day Yardmaster
 R. L. LINDSAY.....Night Yardmaster
 J. P. COATS.....General Foreman, Mechanical Department
 C. H. GARING.....General Foreman, Car Department
 R. J. CARPER.....Electrician
 DR. G. G. EDWARDS.....Medical Examiner
 J. T. DOWELL.....Storekeeper
 H. E. HELLER.....Ticket Agent
 A. J. DRURY.....Transfer Agent
 MISS CORINNE FORBES.....Stenographer

ROTATING MEMBERS

J. E. BEINKE.....Yard Engineer
 H. E. HOSTLER.....Yard Fireman
 E. ROETHLISBERGER, SR.....Yard Conductor
 G. A. OAKLEY.....Yard Brakeman
 RAYMOND BROOKE.....Shopman, Car Department
 M. G. TEEGARDEN.....Shopman, Mechanical Department
 IRVIN BUNDSCHU.....Car Repairman
 C. E. McENDREU.....Track Foreman
 T. L. SALTSGAVER.....Boilermaker
 CHARLES MYERS.....Pipefitter
 R. F. OATES.....Tender Repairman
 FRANK FELKNER.....Blacksmith
 H. GREER.....Car Inspector
 P. L. GRAHAM.....Painter
 JOHN O'HARREN.....Trucker

Garrett Shop Safety Committee

PERMANENT MEMBERS

W. F. MORAN.....Chairman, Master Mechanic
 N. R. BUTLER.....General Foreman
 D. L. GIBSON.....General Car Foreman
 W. H. DEAN.....Storekeeper
 DR. W. A. FUNK.....Medical Examiner
 L. S. ZIEGENHEIM.....Supervisor Machine and Hand Tools
 MISS THERESA SCHUNK.....Stenographer

ROTATING MEMBERS

CARL GRISCHKE.....Machinist
 JAMES TRAPP.....Boilermaker
 FRANK BERMAN.....Pipefitter
 THOMAS LEESON.....Tender Repairman
 F. W. STOLL.....Blacksmith
 A. BROWN.....Electrician
 JOHN GENDA.....Electric Welder
 RICHARD HAINES.....Car Builder
 M. RINK.....Machine Operator
 ALBERT DREHER.....Painter
 RAY SOBASKI.....Material Distributor

South Chicago Joint Shop and Yard Safety Committee

PERMANENT MEMBERS

R. R. HUGGINS.....Chairman, Terminal Trainmaster
 W. T. WILHELM.....Day Yardmaster
 W. H. McNELLS.....Night Yardmaster
 J. E. QUIGLEY.....General Foreman, Mechanical Department
 E. H. MATTINGLEY.....General Foreman, Car Department

R. A. KLEIST.....	Foreman, Car Department
T. H. BARRY.....	Electrician
DR. E. J. HUGHES.....	Medical Examiner
R. KAZMAREK.....	Storekeeper
M. ALTHERR.....	Agent
C. R. PILGRIM.....	Shop Clerk

ROTATING MEMBERS

WILLIAM COBLE.....	Yard Engineer
W. S. SKINNER.....	Yard Fireman
O. MANN.....	Yard Conductor
L. PATTERSON.....	Yard Brakeman
J. STASZEWSKI.....	Yard Clerk
D. DEWITT.....	Shopman, Car Department
N. J. DAVIS.....	Shopman, Locomotive Department
J. F. HYNDING.....	Car Repairman
W. DAUGHERTY.....	Track Foreman
F. SHAW.....	Boilermaker
W. SCHULTZ.....	Pipefitter
D. CULLETON.....	Tender Repairman
W. TABERNECKI.....	Blacksmith
E. P. PIOTROWSKI.....	Car Builder
S. WAGNER.....	Painter

Chicago Freight House Safety Committee

PERMANENT MEMBERS

JOHN DRAPER.....	Chairman, Agent
L. M. BROWN.....	General Foreman
C. N. BLISS.....	Assistant Agent

ROTATING MEMBERS

DENIS CUSACK.....	Receiving Clerk
WILLIAM CAFFARETTA.....	Delivery Clerk
PATRICK RUSSELL.....	Clerk
JAMES HENRY.....	Truckloader
MICHAEL GALLAGHER.....	Crane Operator
GEORGE MAYPOLE.....	Chief Rate Clerk

Former Employe Now Prominent Banker

George N. O'Brien, who has been the President of the American National Bank of San Francisco since January, 1913, began his business career in 1885 as secretary to E. M. Davis, then division freight agent, Chicago Division, at Tiffin, Ohio.

He was the son of James O'Brien, President of O'Brien Brothers Manufacturing Company, who conducted the wagon works on Greenfield



George N. O'Brien

Street, near the Heidelberg College in Tiffin. He was an '84 graduate of the Commercial Department of the Univeristy of Notre Dame (Indiana), where he specialized in shorthand. In those days very few had chosen this line of work.

In the fall of 1887, O'Brien went to San Diego, California, with a special car party that made up at Fostoria. He was offered a position almost immediately with the Santa Fe at Albuquerque, but then and there drifted into banking, identifying himself with a new institution that was just organizing in San Diego, where he spent his first ten years in California.

The American National Bank of San Francisco has a capital and surplus of \$2,650,000, and total resources of \$30,000,000.

South Chicago

Correspondent, MRS. BERTHA PHELPS

Wheelage Clerk

The advice sent out by the Relief Department regarding influenza is timely and should be given careful consideration. Everybody should take all precaution to prevent a recurrence of this dreaded malady.

Supervisor William Hogan and amily have moved into their new home at Windsor Park.

A bright little youngster has taken up his residence at the apartment in Englewood of C. R. Pilgrim, chief clerk in General Foreman's office.

Harry Burk, machinist in the shops here, went to the South Chicago Hospital for an operation for appendicitis. He convalesced at the home of his mother in Keyser, W. Va.

Conductor Ole Mann has again resumed his duties in charge of a stock run to and from U. S. Yards.

Conductor C. W. Miller, who was injured some time ago, has recovered and is again on duty.

Former conductor Elmer Hemingway, who has been in the service of this Company for a number of years, has purchased a farm in Bavaria, Wisconsin, where he can enjoy such sport as deer hunting at this season of the year.

Paul Wegener, car distributor at this station, has also bought a farm, his being near Crown Point, Ind. He has invested in some high class stock and will later become a scientific farmer.

The wedding of yard conductor Frank Kerwin and Miss Marie Dowling, bookkeeper for the Cudahy Packing Company, is announced.

In these H. C. L. times it behooves us all to practice the same rigid economy, both in the office and at home, that we did during the war, in order to fight this ever present and dangerous enemy.



Office Force of Superintendent, Chillicothe, Ohio

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

The accompanying picture shows the "bunch" in the office of the Superintendent and other offices in Union Depot Building, Chillicothe.

Reading from left to right, top row: Miss Bernice Bowsher, Miss Eva Eberle, R. H. West, Miss Bertha Streitenberger, Miss Osma Foster, Thomas Wilson, Miss Susie Masters, S. K. Yaple, Miss Edith Woodall, William Rardin. Second row: William Schreck, W. Neal, A. E. Erich, E. Rutherford, Miss Mildred Curtis, R. Heintzelman, C. L. Hutt, R. Sickles. In front of all, seated, our efficient messenger boy, LeRoy Clark Reed.

The only member of the force we were unable to introduce in the picture was "Fred" Eichenlaub, chief clerk to division engineer, who said that he did not care to spoil the picture.

Brakeman "Sam" Trovillo, Jr., was kind enough to do the "snapping," for which we extend him a vote of thanks.

Machinist L. J. Rahrle, is wearing a pleasing smile after the arrival of an eleven and one-quarter pound boy. Also boiler foreman Frank J. Rahrle is wearing a particularly happy smile for he now has the high title of "Grandfather."

J. L. Wagner, foreman in roundhouse, and electricians C. A. Wood and S. C. Wilkerson, have been granted furloughs to accept positions with an Aluminum firm, in Gautamala, South America. They sailed from New York with their families for their new locations on November 4. We wish them the best of success in their new positions.

J. Smith, our restaurant manager at Chillicothe, was badly injured by falling from a ladder on which he was working in the restaurant on November 12. We hope for his speedy recovery.

Miss Kathrynne Sheehn, stenographer to master mechanic, has been granted a leave of absence on account of ill health. We hope for her speedy recovery. Miss Lillian Flynn is filling Miss Sheehn's place, and Miss C. Keister is taking Miss Flynn's place as stenographer to chief clerk to master mechanic. Earl Schweitzer is filling Miss Keister's place, in General Foreman's office.

We note in a Hamden, Ohio, paper, the announcement of a new industry, J. F. Shaner, formerly a brakeman on this division, having opened a cleaning and pressing establishment. His fellow employes wish him much success in his new business.

Egidius Rubel, Chillicothe, Ohio, recently passed away after an attack of heart trouble, with which disease he had been ill for some time. Mr. Rubel was born in Chillicothe in 1844, and was employed as boilermaker, being in service forty-five years before going on the pension list. He was always a man of sterling integrity and held in the esteem of all who knew him.

An item worthy of mention has just come to our notice: agent J. W. Townsend, at Lynchburg, has received audit balance sheet back from the auditor of revenue three consecutive times without a single error. This is certainly a creditable showing from a station the size of Lynchburg.

Employes in the Car Department were all wondering what was the matter with Sherman Bordner, car builder, with all his smiles, and whistling like a spring bird. At last the truth came out. An eight pound boy was left at his home by the stork. Congratulations.

We are glad to announce that the wife of general foreman F. R. Gelhausen, who underwent an operation, has recovered.

C. C. Davis, car inspector, who was badly cut and bruised when trying to knock a load of lumber out of the way with his Overland, is back on the job.

A very pretty wedding was held November 19, when Miss Lorrain Shearrow became the bride of Mr. Roy Osterle of Detroit, Michigan. Miss Shearrow was employed as clerk in the Storekeeper's office. We all congratulate you, Lorrain, and wish you a happy and prosperous married life. Miss Eleanor Shearrow, sister of the bride and clerk in the Master Mechanic's office, was attendant, and became so excited (or shall we say because her mind was on a MORE PERSONAL marriage, which we are informed will take place in the near future) in dressing that she arranged her dress wrong side out, wearing it to the wedding in that manner and did not notice it until after returning home. It is hoped that her mind will be more concentrated when the above mentioned personal wedding is performed.

One of our young lady clerks inadvertently dropped the following tender missive on our office floor:

"Dear Wife—You said you were hungry so I thought I would get my baby an all day sucker. Ha! Ha! LOVERS BUDDY."

Ah "Buddy" (or Edwin), wait until you are called upon to pay the bill for beefsteak, etc., and then you will know that she really IS hungry. This also accounts for the all day suckers that appear so mysteriously from time to time.

Miss Eva Eberle, stenographer in Superintendent's office, while attending physical culture class one evening recently was so awkward—as to sprain her knee and had to hobble around a step and a half at a time. We hope the next time she attends class in physical culture she will be more graceful.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*

Divisional Safety Committee

PERMANENT MEMBERS

- A. A. IAMS..... Superintendent, Seymour, Ind.
- J. B. PURKHISER..... Trainmaster, Seymour, Ind.
- H. S. SMITH..... Trainmaster, Seymour, Ind.
- C. E. HERTH..... Division Engineer, Seymour, Ind.
- J. M. SHAY..... Master Mechanic, Storrs, O.
- S. A. ROGERS..... Road Foreman of Engines, Seymour, Ind.
- M. A. MCCARTHY..... Division Operator, Seymour, Ind.
- DR. G. R. GAVER..... Medical Examiner, Cincinnati, O.
- R. J. BARKLEY..... Patrolman, Seymour, Ind.
- B. H. PRINN..... Signal Supervisor, North Vernon, Ind.
- F. L. SCHURR..... Claim Agent, Seymour, Ind.
- W. H. HOWE..... Master Carpenter, Seymour, Ind.
- MISS M. W. TASKEY..... Representative Female Employes, Seymour, Ind.
- D. CASSIN..... Supervisor, North Vernon, Ind.
- W. M. DOWNEY..... Supervisor, North Vernon, Ind.
- T. ROWLAND..... Supervisor, Seymour, Ind.
- P. T. HORAN..... General Foreman, Seymour, Ind.
- E. G. MASHER..... Secretary, Seymour, Ind.

ROTATING MEMBERS

- C. H. LONG..... Yardman, North Vernon, Ind.
- J. E. SANDS..... Agent, Louisville, Ky.
- J. A. FERGUSON..... Bridge Carpenter, Mitchell, Ind.

- E. F. CROSS..... Signal Maintainer, Nebraska, Ind.
- LEE CHAILLE..... Carpenter, North Vernon, Ind.
- M. A. STUBBLEFIELD..... Passenger Engineer, North Vernon, Ind.
- L. L. JAMES..... Freight Engineer, Seymour, Ind.
- J. D. FRAZER..... Passenger Fireman, Seymour, Ind.
- ROSS HINKLE..... Freight Fireman, Seymour, Ind.
- G. L. DURKLAND..... Passenger Conductor, Cincinnati, O.
- L. ROBERTSON..... Freight Conductor, Seymour, Ind.
- W. O. JOHNSON..... Train Baggage-master, Cincinnati, O.
- A. C. MCGINNIS..... Freight Brakeman, Seymour, Ind.
- J. W. HOLLAND..... Yard Brakeman, Seymour, Ind.
- HOMER GOONS..... Car Inspector, Seymour, Ind.
- MICHAEL DUGAN..... Shopman, Seymour, Ind.
- A. J. KEENE..... Car Foreman, Seymour, Ind.

B. H. Prim, signal supervisor, was one of the first to reach the hunting grounds on the Louisville Sub-Division on November 10. He was successful in locating several quail and rabbits before they realized that it was necessary for them to get out of the way of the gun.

Another enthusiastic party which required about two weeks to form was composed of L. H. Willman and L. F. Ackerman, of the Superintendent's office, and "Curt" Baise and C. Bush, conductors. L. H. Willman, better known as "Cotton," had the dope on the hunting ground and the car in which to handle the party. They failed to get away at 5.00 a. m. according to program, but the exceedingly heavy rain at that hour only caused them to postpone the trip a couple of hours. I have heard several statements as to the game bagged, but will not attempt to repeat in detail lest someone be accused of falsifying. Suffice to say that a fine time was enjoyed, the conductors bringing down most of the game and "Cotton" ranking third. The quantity of game, of course, was not the object, and no one will doubt how pleasant it is to be out in the rain all day. We congratulate them for their good management in that no one was shot.

E. G. Boyd, cashier at Mitchell freight station and in service a number of years, has been promoted to assistant traveling auditor, reporting to the Baltimore office. The vacancy at Mitchell was filled by advancing clerks in that office.

D. P. Thompson, yard clerk at Mitchell, has been made a yard brakeman.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

We understand that on Saturday, November 8, road foreman of engines C. H. Creager, with engineer C. F. Baker, went on a hunting expedition. Mr. Creager returned with about ten rabbits, but we are unable to find out what they cost him. Here is the balance of the story as told by a friend: "Mr. Creager only got two rabbits. One of these he shot while it was supposedly sitting under an apple tree. On examination, however, he found that it had been dead two days. The other Mr. Baker shot in the leg and Mr. Creager ran it down, catching it in some high weeds and choking it to death."



Engine No. 13 as she looked in 1885

The accompanying picture is of engine 13, taken in 1885 when it was working in Flora Yard. It shows engineer Charles Schermerhorn in the cab and fireman Davis standing in gangway. Engineer Schermerhorn is still working as a yard engineer at Flora. Engine 13 is equipped with link and pin coupler and with steam brakes, which may be seen between the first and second drivers.

On the evening of December 3, C. F. Stanford, clerk in Division Accountant's office at Flora, and Miss Josephine Rue, of McPherson, Kansas, who was visiting with relatives in Flora, were married. In a way this was a surprise to the friends of the couple, although the event was expected within a short time. Mr. and Mrs. Stanford have the best wishes of all.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

Storekeeper Hershner is busy receiving and shipping supplies. Better not let the Army find this out, old boy, or they will make you a supply sergeant and you will be singing, like chief clerk McManus, "I'm in the Army now."

Miss Jessie Munch of the Division Accountant's office, recently returned from California, where she spent several months for her health. She reports that she had several offers to enter the movies.

Toledo Terminals

One quiet day we heard a cry for help from the Repair Track, and found the girls in the Car Department office were standing on chairs and desks on account of mice playing tag on the floor.

General foreman Phares returned recently from a two weeks' vacation, looking somewhat thinner and refreshed. Keep up the good work, John, you will win out in your race with general yardmaster Farling.

George Thomas, carpenter foreman, who attended the Championship Banquet at the Phillips House, Dayton, took ill suddenly the next day on account of eating too much turkey. We predict the gout in a few days.

A. B. Tiemann, chief clerk to general foreman, a recent benedict, does not look as though married life disagreed with him. So far we have not received an "invite" to that spread he promised.

Machinist Riker, another recent benedict has failed to keep his promise relative to the customary passing of the cigars and Bevo. As luck would have it, he was invited to attend the Championship Banquet at Dayton and had the opportunity of securing a good meal.

C. J. Arlein, boiler foreman, was called to Chicago recently by the death of his brother.

When someone asked the crew dispatcher why engine 313 was taken from engineer Martin, another said, "How do you expect to put a battleship in a submarine."

Stanley Zion, crew dispatcher at Rossford, formerly a member of the Regular Army, oftentimes wishes for the quiet life of the front. He spent twelve months overseas and seventy-six days of that chasing Germans all over the continent. While in France he made the acquaintance of the Vin Sisters, the comediennes, Vin Blanc and Vin Rouge. He also participated in the famous attack on Cognac Hill, near Montmoyen and Essarois, France. Mr. Zion is a college man, having graduated from Gerardmer College, with a degree of T. of P. (trainer of pigeons).

East Dayton

Correspondent, EDWARD M. MANNIX.

Now that the year 1919 is history and the year 1920 is at hand, let us, as employes of the Greatest Railroad System in the world, renew our loyalty to our superior officers and, whether we have Federal or corporate control, give all that we have to maintain the high standards that we have attained.

At the last meeting of the Welfare Committee at the East Dayton Shops a general review of conditions was considered by the Committee, and a resolution was adopted, thanking all of the employes of the Shops and Yards for their cooperation during the past year, and asking their continued efforts for the year at hand.

The resolution embodied a vote of thanks to master mechanic A. E. McMillan and general foreman W. A. Gilmore, for their kindness and consideration during the past year. The Committee was thanked for their efforts and the meeting adjourned amid much applause and with the adoption of the slogan "All for One, and One for All."

Judicial Reflections of a Granddaddy

By George W. Haulenbeek

Magazine Correspondent, Law Department

To Our Baltimore and Ohio Girls

"Those who spin in offices" is the title of an article by Celia Caroline Cole, in the November *Delineator*. She says, in part:

"Then here's the thing. A girl in an office must have distinction without being distinguishable; she must have brains that are so disciplined that they'll march whenever and wherever she bids them; she must have force of character to lead a double life and not let its halves interfere with each other; be feminine enough to make the men she knows outside, or anywhere for that matter, love her and want to marry her, and yet masculine enough to be impersonal and to concentrate on what she's doing."

□

Perhaps this little couplet would be apropos—

"Every man throws a rock now and then, that he would like to have back in his hand."

□

The Relief Department

I have the keenest interest in our Relief Department because I know so much about its wide and helpful sphere of activities.

Whether you are insured or not; whether you are buying property or not; whether you are a depositor in the Savings Fund or not—you

ought to pay it a visit and look it over. I recall the following ancient verses in this connection:

"The King was in his counting house,
Adding up his bills.

The Queen was in the market place,
Buying lace and frills.

The maid was in the Savings Bank
Blushing like a rose,
Depositing her savings
Before the bank should close."

□

Harmless (?) Gossip

Miss Henrita C. H. Ried is assistant to the President of the Bush Terminal Company and has complete charge of the thirty story Bush Terminal Sales Building in Times Square, New York. She is the highest salaried woman executive in the business world.

In her article in the *Woman's Home Companion* for November, she says, in part: "Do not gossip. There is no such thing as harmless gossip. Gossip is a pest, and no matter how much ability the gossipier, he or she, may possess, will not be tolerated in any business organization."

—

Washington Information*(Continued from page 64)*

and the shopmen provides a ratio of apprentices in railroad shopwork of one apprentice to five mechanics. So that the exact situation may be known, the Railroad Administration has just completed a canvass, whereby it has been developed that, at the ratio permitted by the national agreement, 64,076 apprentices could be employed, while there are actually employed but 17,268 apprentices, which is a ratio of one apprentice to 18.58 craftsmen.

At the rate of pay for apprentices provided in the national agreement, apprenticeships become very desirable positions, as they not only provide steady work at reasonable compensation but put these young men in the way of learning some one of the numerous desirable trades in railroad work.

The national agreement has for the first time classified all carmen as skilled mechanics, fixed a rate commensurate with the service performed and provided an apprenticeship system in the car department. The opportunities in this branch of service should not be overlooked, because the larger percentage of the money spent for maintenance of equipment goes to the car department, and, now that the recognition of the importance of this work has resulted in a suitable rate of pay, positions in this department have become fully as desirable as in the locomotive department.

Instructions issued by the Railroad Administration provide that each apprentice shall be given the opportunity to learn all branches of the trade to which he is apprenticed.

In addition to the shop training, a number of roads have highly developed apprentice schools, in connection with their shops, for the education of apprentices. The Railroad Administration has approved cooperation with the Federal Board for Vocational Education in the matter of training apprentices, which will tend to facilitate the work of giving technical instruction to those who enter this line of work.

Taken as a whole, the opportunity for young men to become proficient in the various trades has never been so good, and, with the technical instruction which is given, they may qualify for the highest and most desirable positions in the mechanical departments of the various railroads.

These opportunities should be directed to the attention of the employes so that they may take advantage of them, inasmuch as sons of employes are given preference to the extent of 80 per cent. of the apprentices employed. The officials should also realize that the only way to provide a future supply of skilled mechanics is to keep the apprenticeship lists filled with desirable young men and they should be constantly on the lookout for suitable candidates.

Packing Express Shipments

In an effort to reduce the number of claims for goods damaged in shipment, the American Railway Express Company adopted stricter packing rules on December 10, whereby the use of paper wrapping for packages weighing more than twenty-five pounds is forbidden, as well as the use of ordinary paper boxes when the weight of the contents is over that limit. For heavier packages the regulations, like those in freight service, require wood, fibre board or corrugated strawboard, of specified test strengths. Already reports show the wisdom of these provisions.

A. F. OF L. SCORES REDS

At a conference of leaders of unions affiliated with the American Federation of Labor held in Washington early in December, the following resolution was adopted declaring the federation's opposition to bolshevism and I. W. W.-ism and to the irresponsible leadership that encourages such a policy:

Resolved, that this conference of representatives of trades unions affiliated with the American Federation of Labor, and other organizations associated in this conference, repudiate and condemn the policy of bolshevism and I. W. W.-ism as being destructive to American ideals and impractical in application.

Efficient Freight Car Use

As indicative of increased efficiency in the use of freight cars, the average mileage per car per day made in October was 27.3 miles, as compared with 26.7 miles in September, with 26 miles in October, 1918, and 25.9 miles in October, 1917.

Safety Accomplishments

A comparison of the number of accidents during the two week period of the National Railroad Accident Prevention Drive, from October 18 to 31, 1919, with the similar period of 1917, prior to the formation of the Safety Section, gives some startling figures and shows with more than ordinary clarity just what has been and can be accomplished in this work. From October 18 to 31, 1919, 2,455 employes were killed or injured. In the same period of 1918, 5,228 employes were killed or injured, and in 1917 the number was 6,425. Taking into account the increase in the number of employes, the number of casualties has been cut to less than one-third of what it was in 1917, or from .36 per hundred persons employed to .119.

The Safety Section was not functioning fully during 1918, the national machinery not having been gotten into complete working order until January, 1919.

The following figures show what was accomplished in the first nine months of 1919 as compared with similar periods in 1918 and 1917. These figures are based on the accidents reported under Interstate Commerce Commission regulations. It will be noted that not only has there been a wonderful reduction in the number of employes killed or injured but an almost similar ratio of reduction as applied to persons other than employes:

	EMPLOYES KILLED OR INJURED	OTHERS KILLED OR INJURED
January to September, 1917.....	134,959	19,977
January to September, 1918.....	119,853	18,532
January to September, 1919.....	94,866	16,624
Decrease in 1919 compared with 1917	40,093	3,353

Acting on suggestions from safety committeemen throughout the United States in their regular monthly meetings, 141,081 unsafe conditions and 58,498 unsafe practices on the part of employes were corrected during the first nine months of 1919.

Following is a comparison of accidents to employes in September, 1919, and September, 1918:

REGION	1918	1919	Dec.
Eastern.....	2,336	2,337	99
Allogheny.....	3,120	2,959	161
Pocahontas.....	325	241	84
Southern.....	1,971	1,533	438
Northwestern.....	1,836	1,578	258
Central Western.....	1,871	2,004	*133
Southwestern.....	1,278	1,528	*250
Total.....	12,737	12,080	657

*Indicates increase.

Handling Grievances

Grievances affecting employes belonging to classes which are or will be included in na-

tional agreements which have been or may be made between the United States Railroad Administration and employes' organizations will be handled as follows:

(a) Grievances on railroads not having agreements with employes, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations affected, for final reference to the director of the Division of Labor as provided in Circular No. 3 of the Division of Labor. Grievances on railroads having agreements with employes, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations with which the agreement was made, for final reference to the railway boards of adjustment as provided in the general orders creating such boards. Decisions made as the result of such reference will apply to the period antedating the effective date of such national agreement, and, from the effective date of that agreement, will be subject to any changes that are brought about by the national agreement.

(b) Grievances which occurred on the effective date of any national agreement and subsequent thereto will be handled by the committees of the organizations signatory to such national agreement for final reference to the appropriate railway board of adjustment, except on roads where other organizations of employes have an agreement with the management for the same class of employes, in which case grievances will be handled under that agreement by the committees of the organization which holds the agreement, for final reference to the director of the Division of Labor.

Statement of Earnings

Reports covering the financial results of operation for all Class I railroads under federal control during October show an upward trend in net profits. These roads comprise 232,149 miles, or 97 per cent. of the 240,177 miles of road federally operated:

Condensed Income Account

	MONTH OF 1919	OCTOBER 1918	AMOUNT OF INCREASE	Pct. INC.
Op. revenue....	\$503,488,334	484,372,562	19,115,772	3.9
Op. expense....	399,400,554	378,975,377	20,425,177	5.4
Net op. revenue.	104,087,780	105,397,185	*1,309,405	....
Taxes, etc.....	27,128,003	19,212,699	7,915,304	....
Net income....	76,959,777	86,184,486	*9,224,709	....
Op. ratio.....	79.3	78.2	1.1	....

* Indicates decrease.

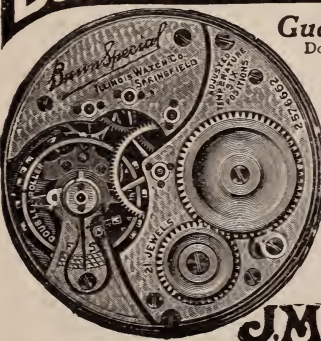
One-twelfth of the annual rental due the companies covered by the report amounts to \$74,356,354, so that the net profit to the government was \$2,603,423 for these properties.

In this connection it should be observed that, on account of the restoration on October 1 of car per diem charges as between railroads in federal operation, the equipment rents in October, 1919, included \$6,000,000 car per diem debits, while the corresponding credits which inure on this account to other railroads in federal operation on account of October transportation will not appear until November; also that there was a large amount of revenue estimated to be not less than \$3,000,000, from coal traffic transported in October which is not included in the October revenues because, on account of the impending coal strike, such coal traffic was held in transit in the last few days in October and the revenues shown on the waybills relating thereto were not taken into account for the month.

The net result of these two items would be to add approximately \$9,000,000 to the net operating income, as stated above, which would result in a net profit to the government of \$11,603,423.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in October, 1918, include about \$12,800,000 back pay applicable to prior months, but they do not, on the other hand, reflect the increases to employes granted subsequent to October, 1918, which are included in the October, 1919, expenses. In addition the expenses for October, 1919, include about \$4,800,000 back pay applicable to previous months.

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The results for the ten months ended on October 30 were as follows:

	TEN MONTHS TO OCTOBER 31		INCREASE OR DECREASE AMOUNT
	1919	1918	
Op. revenue.....	\$4,234,992,130	\$3,985,178,160	\$249,813,970
Op. expense.....	3,556,720,774	3,201,838,204	354,882,570
Net op. revenue..	678,271,356	783,339,956	*105,068,600
Taxes, etc.....	199,288,721	183,363,173	15,926,548
Net op. income..	478,982,635	599,976,783	*120,994,148
10-12 annual rental	743,563,540	743,563,540	
Op. loss.....	264,580,905	143,586,757	120,994,148
Op. ratio.....	84.0	80.3	3.7

* Indicates decrease.

It should be remembered that the comparison between the ten-month period is substantially affected by the fact that the rate increases, approximately 25 per cent., which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

For the first ten months of this year the net gain or loss to the government, after allowing for one-twelfth of the annual rental, has been:

	NET GAIN	NET LOSS
January.....		\$57,782,557
February.....		65,430,850
March.....		64,881,856
April.....		48,757,056
May.....		33,642,128
June.....		22,031,860
July.....	\$1,968,453	
August.....	16,397,112	
September.....	2,392,584	
October.....	2,603,423	
Net loss for ten months.....		\$269,164,735

The following comparison of net ton-miles per mile of road per day indicates that the freight business during October was greater than in October, 1918, or October, 1917, and about the same as in September, 1919:

	REVENUE AND NON-REVENUE		TON-MILES PER MILE OF ROAD PER DAY
	1919	1918	
January.....	4,275	3,878	4,770
February.....	4,002	4,591	4,611
March.....	4,059	5,273	5,192
April.....	4,134	5,471	5,257
May.....	4,524	5,226	5,617
June.....	4,615	5,423	5,694
July.....	4,878	5,487	5,411
August.....	5,075	5,691	5,351
September.....	5,625	5,731	5,217
October.....	5,651	5,584	5,385
Average for ten months.....	4,687	5,234	5,168

Passenger traffic during October showed a substantial increase over October, 1918, so that both freight and passenger traffic were greater than last year.

Reducing "Bad Orders"

Steady and gratifying progress continues to be made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, bad order cars had fallen on November 15 to 130,833, or 5.2 per cent. Figures for eleven weeks to December 13, follow:

	NUMBER	PER CENT.
October 4.....	172,210	6.9
October 11.....	169,343	6.7
October 18.....	163,986	6.5
October 25.....	156,372	6.3
November 1.....	146,702	5.8
November 8.....	136,238	5.4
November 15.....	130,833	5.2
November 22.....	133,208	5.3
November 29.....	135,238	5.4
December 6.....	132,027	5.2
December 13.....	130,918	5.2

Including cars held out of service as not worth repairing, the number of bad order cars had decreased to 148,292, or 5.8 per cent., on December 6. The figures for the ten weeks to December 6 follow:

	NUMBER	PER CENT.
October 4.....	191,656	7.6
October 11.....	188,308	7.4
October 18.....	183,070	7.2
October 25.....	175,348	7.0
November 1.....	166,514	6.5
November 8.....	155,564	6.1
November 15.....	150,133	5.9
November 22.....	148,529	5.9
November 29.....	152,118	6.1
December 6.....	132,027	5.8
December 13.....	146,056	5.8

The showing for the week of November 29 was affected by the Thanksgiving holiday.

Agreements Concluded

On December 16 a national agreement became effective covering the rules and working conditions for employes represented by the United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers, to continue in force during the period of federal control.

This agreement covers seniority rules and regulations in connection with grievances. It provides that overtime for regular section laborers and other employes, except laborers in extra or floating gangs and certain employes whose positions do not require continuous manual labor, will be paid on the basis of time and one-half after the eighth hour of service. Hitherto such maintenance employes have been paid overtime at pro rata rates for the ninth and tenth hours and time and one-half after the tenth hour.

Under this agreement laborers in extra or floating gangs will be paid overtime at the pro rata rate for the ninth and tenth hours and time and one-half after the tenth hour, while employes holding positions not requiring continuous manual labor, such as watchmen, signalmen at non-interlocking crossings, lampmen and pumpers, will continue to be paid for their present hours of work a monthly rate equal to their pay at the time the agreement was signed.

As announced in the December *Bulletin*, the Railroad Administration, in discharging its responsibility to make such readjustments as are necessary to avoid inequalities in compensation to different classes of employes, pro-



“The proudest moment of our lives had come!”

“We sat before the fireplace, Mary and I, with Betty perched on the arm of the big chair. It was our first evening in our own home! There were two glistening tears in Mary’s eyes, yet a smile was on her lips. I knew what she was thinking.

“Five years before we had started bravely out together. The first month had taught us the old, old lesson that two cannot live as cheaply as one. I had left school in the grades to go to work and my all too thin pay envelope was a weekly reminder of my lack of training. In a year Betty came—three mouths to feed now. Meanwhile living costs were soaring. Only my salary and I were standing still.

“Then one night Mary came to me. ‘Jim,’ she said, ‘Why don’t you go to school again—right here at home? You can put in an hour or two after supper each night while I sew. Learn to do some one thing. You’ll make good—I know you will.’

“Well, we talked it over and that very night I wrote to Scranton. A few days later I had taken up a course in the work I was in. It was surprising how rapidly the mysteries of our business became clear to me—took on a new fascination. In a little while an opening came. I was ready for it and was promoted—with an increase. Then I was advanced again. There was money enough to even lay a little aside. So it went.

“And now the fondest dream of all has come true. We have a real home of our own with the little comforts and luxuries Mary had always longed for, a little place, as she says, that ‘Betty can be proud to grow up in.’

“I look back now in pity at those first blind stumbling years. Each evening after supper the doors of opportunity had swung wide and I had passed them by. How grateful I am that Mary helped me to see that night the golden hours that lay within.”

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posed to representatives of the train and engine men that time and one-half would be paid for such time as was required to make runs in excess of what would be required if the average speed of twelve and one-half miles per hour were maintained, provided arbitraries and special allowances previously paid in various forms of freight train service were eliminated for the railroads as a whole.

After consideration of this proposal by the representatives of the organizations affected, an agreement was reached providing for time and one-half for overtime, effective on December 1, affecting employes in slow freight service. Under the settlement all arbitraries and special allowances formerly applicable between terminals are eliminated. Special allowances for switching and similar work at initial terminals are preserved, but at the former rates. Allowances for switching and delays at final terminals are preserved, payable at the former rates, where the work is performed prior to the overtime period. These allowances have been agreed to in the past for relieving men of work which has not been considered part of their regular duties, and correspondingly it is felt that the same conditions exist in connection with the payment of time and one-half for overtime.

Passenger Train Performance

During November 86.5 per cent. of all passenger trains on Class I roads under federal control made on-time runs, or, if late at initial terminals on account of waiting for connecting trains, made as good as schedule time or better. This is a slight decrease compared with October, when the percentage was 88.2.

In the same period 81.7 per cent. of all passenger trains arrived at their destinations on time, compared with 83.9 per cent. in October.

Factors affecting train performance in No-

vember were the severe winter weather in northern and mountain states, heavy and continued rains in the south and southeast and the dislocation of traffic due to the coal strike, which also resulted in the necessity for using inferior locomotive fuel in certain sections.

Following is a record of the performance of trains which arrived on schedule time or which, if late, made their runs in schedule time or better.

REGION	No. OF ROADS	TRAINS OPERATED	No. ON TIME	PER CENT.
Eastern.....	Nov. 43	87,957	77,966	88.6
	Oct. 43	93,659	83,664	89.3
Allegheny.....	Nov. 15	72,938	67,040	91.9
	Oct. 15	77,480	70,882	91.5
Pocahontas.....	Nov. 3	8,421	7,495	89.0
	Oct. 3	8,923	8,224	92.6
Southern.....	Nov. 34	48,669	43,298	89.0
	Oct. 33	49,945	45,222	90.5
Northwestern.....	Nov. 15	24,149	18,351	76.0
	Oct. 15	26,274	22,286	84.8
Central Western.....	Nov. 24	41,579	33,968	81.7
	Oct. 24	43,091	36,207	84.0
Southwestern.....	Nov. 22	20,005	14,721	73.6
	Oct. 23	20,806	15,724	75.6
Average.....	Nov. 156	303,718	262,839	86.5
	Oct. 156	320,178	282,247	88.2

Number of trains which arrived on schedule time:

REGION	No. OF ROADS	TRAINS OPERATED	No. ON TIME	PER CENT.
Eastern.....	Nov. 43	87,957	75,027	85.3
	Oct. 43	93,659	80,593	86.0
Allegheny.....	Nov. 15	72,938	64,325	88.5
	Oct. 15	77,480	68,286	88.1
Pocahontas.....	Nov. 3	8,421	7,277	86.4
	Oct. 3	8,923	7,897	88.5
Southern.....	Nov. 34	48,669	40,831	83.9
	Oct. 33	49,945	43,440	87.0
Northwestern.....	Nov. 15	24,149	17,149	71.0
	Oct. 15	26,274	21,288	81.0
Central Western.....	Nov. 24	41,579	30,516	73.4
	Oct. 24	43,091	33,224	77.1
Southwestern.....	Nov. 22	20,005	12,816	64.1
	Oct. 23	20,806	13,772	66.2
Average.....	Nov. 156	303,718	248,141	81.7
	Oct. 156	320,178	268,500	83.9

Suburban trains are not included in the foregoing compilations.

Brotherhood Lodge Urges Extension of Safety Drive

E. J. HAMNER, Superintendent,
Baltimore and Ohio Railroad,
New York Terminal Lines,
St. George, S. I.

ST. GEORGE, N. Y., November 1, 1919.

Dear Sir:

Having so successfully passed through the last two weeks in the National SAFETY Drive, and having completed 100 per cent. SAFETY on these properties, may we not cooperate and see if we cannot have another two weeks of the same careful consideration for ourselves and families.

To the officers and every employe, this must seem a wonderful record to make, but it is not too much if we can keep in mind the principle of SAFETY. May we not take the saying of the Great Master, "Believe in me and you shall be saved." So let us have that for a slogan in our further safety work, "Believe in safety and you shall be sound in body and limb."

The Brotherhood of Railroad Trainmen takes this liberty of thanking the officers and employes for the wonderful work accomplished in this direction, and sincerely trust that this good work will continue.

(Signed) J. ZIMMER,
President S. I. Lodge 560.

Bonds of Happiness

By Mary L. Harris

NO ONE knows better than the salaried man that old age does not wait on convenience. It may seem rather hard to put aside a regular part of the pay envelope for savings. It may even seem unnecessary, in the light of present good wages, health and a bright future. But thrift, as Theodore Roosevelt said, is simply the use of hard common sense in regard to the spending of money, and common sense undoubtedly advocates some consideration of the needs of tomorrow that may be greater than those of today.

Some one is saving what you spend foolishly. Who is depositing your dollars? Are they being put to your credit where you can call on them in time of need, or are you passing them on to the other fellow who looks farther ahead? Is it going to be you or "Bill" Jones who will be comfortably fixed for the rest of his life when you both stop work for good?

Systematic saving is the only road to a future assured from privation or actual want. A regular amount saved each week and invested in sound securities means freedom from the worry of that want.

All five issues of Liberty Bonds were loyally supported by Baltimore and Ohio employes. This is a record to be justly proud of. But that is not where patriotism and business sense should stop. There are, at present, a great many influences at work to persuade people to sell their bonds. Advertisements offering to buy bonds appear every day. *Somebody* wants the bonds, wants them for a profitable reason, and it is for that reason that each original buyer should keep them. The government makes no promises as to how much a broker in any city will pay you today for a Liberty Bond, or how much you can get for it in San Francisco, but the government does promise that interest will be paid at the time it is due, and that each bond will be redeemed at its *full* face value at its maturity date.

It is good business to hold your Liberty Bonds.

Stifel's Indigo Cloth

Standard for over 75 years



This is Mr. Charles Broll, one of the oldest engineers of the Baltimore and Ohio, who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel Indigo Cloth.

Since the time of the first railroads, strong, sturdy, fast-color, never-break-in-the-print Stifel's Indigo has been the popular garment cloth for railroad men. Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

look for this trademark on the back of the cloth inside the garment.



It is the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. Garments sold by dealers everywhere. We are makers of the cloth only.

J. L. STIFEL & SONS

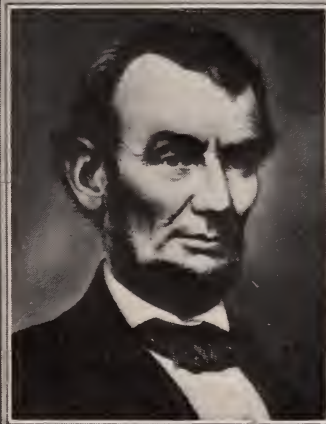
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SALES OFFICES

NEW YORK.....	260 Church St.	BALTIMORE.....	Coca Cola Bldg.
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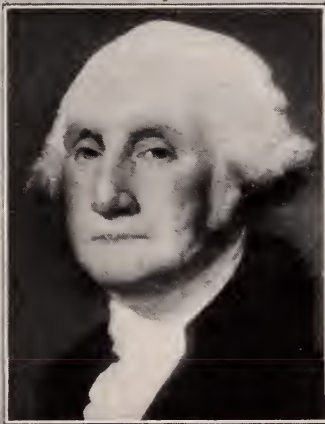


ABRAHAM LINCOLN

Property is the fruit of labor; property is desirable; is a positive good in the world. That some should be rich shows that others may become rich, and hence is just encouragement to industry and enterprise.

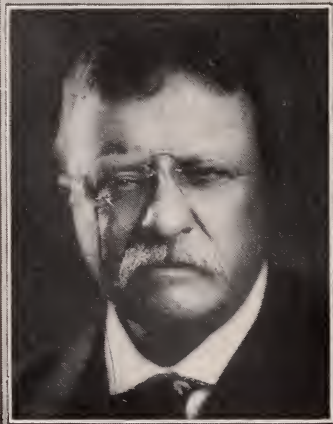
Let not him who is houseless, pull down the house of another, but let him work diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built.—

Address to the Workmen's Association in 1864.



GEORGE WASHINGTON

Observe good faith and justice towards all nations; cultivate peace and harmony with all. Religion and Morality enjoin this conduct; and can it be that good policy does not equally enjoin it? It will be worthy of a free, enlightened, and, at no distant period, a great nation, to give to mankind the magnanimous and too novel example of a people always guided by an exalted justice and benevolence. Who can doubt that, in the course of time and things, the fruits of such a plan would richly repay any temporary advantages which might be lost by a steady adherence to it? Can it be that Providence has not connected the permanent felicity of a nation with its virtue?—
Farewell Address to the American People.



THEODORE ROOSEVELT

The worst foes of America are the foes to that orderly liberty without which our Republic must speedily perish. The reckless labor agitator who arouses the mob to riot and bloodshed is in the last analysis the most dangerous of the working-man's enemies. This man is a real peril; and so is his sympathizer, the legislator, who to catch votes denounces the judiciary and the military because they put down mobs.—
American Ideals.

February

1920

ILLINOIS



WATCHES

**SANGAMO
SPECIAL**

Bunn Special



ADJUSTED
TEMPERATURE
SIX
POSITIONS

Choose a watch that doesn't have a weak spot in it

You can't go wrong if you choose a SANGAMO SPECIAL or a BUNN SPECIAL.

Originally, railroad watches were not adjusted to positions.

Later three position adjustments were required.

Now, the inspectors are not allowed to pass any watches adjusted to less than five positions.

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

So why take any chances on a five position watch when you can just as easily get the superior, all around adjusted

Sangamo Special and **Bunn Special**

16 size Illinois watches which are adjusted to temperature, isochronism and SIX POSITIONS ?

Ask your jeweler for these watches

Illinois Watch Company
Springfield, Illinois

Look!

21 Ruby and Sapphire Jewels—
 Adjusted to the second—
 Adjusted to temperature—
 Adjusted to isochronism—
 Adjusted to positions—
 25-year gold strata case—
 Genuine Montgomery Railroad Dial—
 New Ideas in Thin Cases.



Only

\$

3 50
A Month

And all of this for \$3.50 per month— a great reduction in watch prices direct to you—a 21 jewel adjusted watch at a rock bottom price. Think of the high grade, guaranteed watch we offer here at such a remarkable price. And, if you wish, you may pay this price at the rate of \$3.50 a month. Indeed, the days of exorbitant watch prices have passed.

See It First You don't pay a cent to anybody until you see the watch. You don't buy a Burlington Watch without seeing it. Look at the splendid beauty of the watch itself. Thin model, handsomely shaped—aristocratic in every line. Then look at the works! There you will see the masterpiece of the watch maker's skill. A perfect time-piece adjusted to positions, temperature and isochronism.

Practically every vessel in the U. S. Navy has many Burlington watches aboard. Some have over 100 Burlingtons. The victory of the Burlington among the men in the U. S. Navy is testimony to Burlington superiority.

Send Your Name on This Free Coupon

Get the Burlington Watch Book by sending this coupon now. You will know a lot more about watch buying when you read it. You will be able to "steer clear" of the over-priced watches which are no better. Send the coupon today for the watch book and our offer.

Burlington Watch Co.

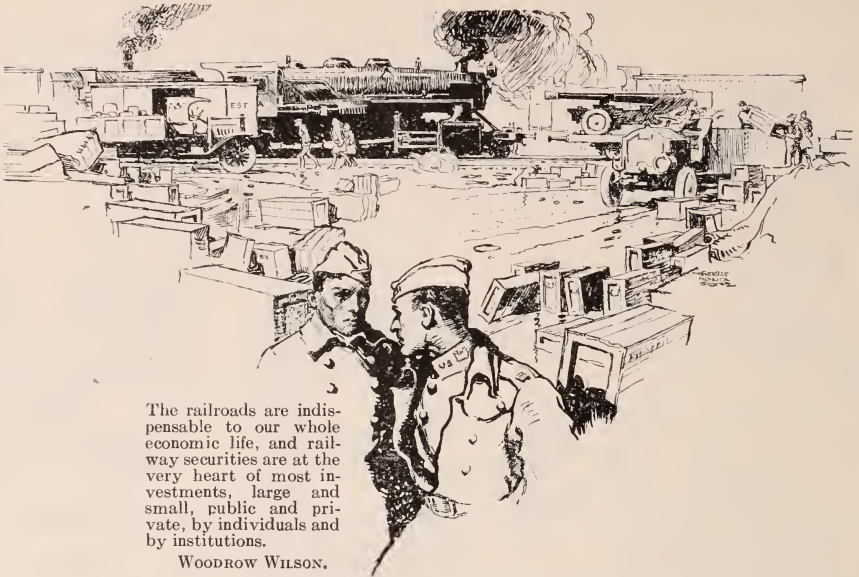
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Burlington Watch Co.
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Please send me (without obligation and prepaid) your free book on watches with full explanation of your cash or \$3.50 a month offer on the Burlington Watch.

Name.....

Address.....



The railroads are indispensable to our whole economic life, and railway securities are at the very heart of most investments, large and small, public and private, by individuals and by institutions.

WOODROW WILSON.

THE war could not have been won without railroads. Transport—by rail and sea—is an indispensable arm of national defense.

Carrying capacity, from the wheat fields and the mines and the steel mills to the front lines in France, was the measure of our power in war.

And it is the measure of our power in peace.

Industrial expansion—increasing national prosperity—greater world trade—are vitally dependent on railroad growth.

The limit to the productive power of this country is the limit set by railroad capacity to haul the products of our industry.

The amount of freight carried on American rails doubled from 1897 to 1905—since that year it has doubled again.

It will double *still again*.

To haul this rapidly growing traffic the country must have more railroads—more cars and engines—more tracks and terminals.

Sound national legislation, broad-visioned public regulation, will encourage the expansion of railroads, without which the nation cannot grow.

This advertisement is published by the Association of Railway Executives



Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York



From My Office Window

By Margaret Talbott Stevens
File Clerk, Transportation Department
Decoration by Stanley M. Bell
Valuation Department

A visitor came into our office the other day, and while waiting for some information, walked over to one of our windows and exclaimed, "I didn't know that you could see the harbor from here!" And there are many others who do not know the wealth of pictures the upper windows in the Baltimore and Ohio Building present.

From our office on the sixth floor, on the south side, we can look out over the harbor upon a scene of absorbing interest. Of the great, gray, grain elevators and the long, low-lying coal piers; of the staunch steamers which sail the seven seas; of the sturdy coal tugs and the trim coastwise boats; the while the smoke and steam from all of them mingle in a long blue line of clouds that drifts lazily just above the horizon.

And when evening comes and offices begin to close for the night, there appear the most beautiful of all our pictures—the sunsets which fill the western windows with scenes of exquisite coloring. Then, no matter how great our haste, we cannot but pause enraptured to admire them. No two are alike and there is no admission fee. The pictures are all ours—to see, to enjoy, and to dream about.

When the evening time comes stealing, and the sunset's golden glow
Sheds abroad a radiance beaming over all the earth below,
When the shadows come a-creeping down like goblins old and gray,
Spreading out their cloaks of darkness, stealing all the light away;
Then we pause to greet the evening with its pictures ever new,
That the sunset paints with magic touch in purple, gold and blue.

Far away on the horizon, where are spread the golden bars,
Dance a thousand rainbow lights that seem to twinkle like the stars,
And on every roof and window glows a picture clear and bright,
As the colors gaily mingle where the daytime greets the night;
E'en the eastern skies are tinted with reflections from the west,
Merging into darkness slowly as the sun sinks down to rest.

Mem'ries come of winter evenings in a farmhouse, miles away,
Where we watched the sunset pictures forming at the close of day,
With our pensive childish faces pressed against the window pane
As the homing cowbells echoed, "tinkle, tinkle," down the lane;
Till at last the stars came gleaming, over all their watch to keep,
Then rose prayers at mother's bedside, "Now I lay me down to sleep."

From the skies the lights are fading, open swing the arms of night,
Far across the roofs and towers shine the stars with mystic light:
Now the shadows sweep upon us like the goblins old and gray,
Stealing all our treasured pictures, sailing with them far away.
And though we draw down the curtains as each one for home departs,
Yet fond memory paints the glory of those pictures in our hearts.

Ready for Service

A Lesson on Health and Efficiency

By Dr. E. V. Milholland

Chief Medical Examiner, Relief Department

PANTING, puffing, now and then "popping off," apparently impatient and all in a tremor, a monster of steel and iron—the present day high-speed locomotive, latest achievement of the ingenuity of man in this sphere of mechanical effort, with its long train of ponderous steel coaches, awaits the will of the hand at the throttle. The word is given! By a simple movement, steam enters the cylinders; slowly and with apparent indifference to its huge task, this giant of energy gets under way and eventually goes thundering along the rails, but always subject to the will of the hand at the throttle; provided—and therein lies the secret—both machines are working on the required efficiency basis. Yes, both machines; for the hand at the throttle is but a part of another machine, the original type of mechanical device.

As the locomotive, or any other type of high pressure mechanism, is dependent for its power and adaptability upon a fire box, boiler, draught, exhaust, conducting pipes, ash pan and central control, so the human machine—the animated being—is dependent upon the same factors, and is limited in its efficiency by the degree of perfection and endurance of these parts.

Let us compare man—this animate machine—with the locomotive, or any similar power-generating device. We have the firebox (the stomach) to receive the fuel; not coal, but another variety of energy producing material—food. It is taken into the stomach and there partially digested; thence into the intestines for further digestion and absorption, thus affording nourishment necessary to main-

tain the activity of the vital powers. Then we have the boiler (the heart) or central power plant; the draught appliances (the lungs), the medium through which, with every inspiration, oxygen is extracted from the air and delivered to the blood for the proper combustion of food material; the exhaust, again the lungs, that give off, in every expiration, gases generated in the system as the result of expended energy; then the blood vessels, corresponding to the conducting pipes that deliver energy to all parts of the mechanism. There are also the bowels and kidneys, concerned with the disposal of waste material, corresponding to the ash pan; the auxiliary parts, the pistons, side rods and wheels, corresponding to the legs, arms and muscles.

Finally, the central control. In the locomotive this embraces the throttle, reverse lever, air and steam gauges located in the cab, all subject to the will of the guiding hand. In man, it is the brain. And here we have the paramount distinction between a machine and a human being; the former, a product of man's ingenuity, and ever dependent upon his control; the latter, a creation of the Supreme Being, endowed with the great treasure of free will, or the power to do according to his liking; and, with this will power is closely allied another quality—judgment—or the ability to decide the proper course under all circumstances.

Let us return to the locomotive: the huge, panting, apparently restless creature; the acme of perfection in the realm of mechanical arts, but still a thing of

steel and iron subject to the will of an animate machine—the man at the throttle. No matter how perfect this mechanical device, or any other, may have been originally, it requires close supervision and cannot give full efficiency unless all of its parts are in proper working order. It is carefully inspected after every trip; every precaution is taken not only to postpone inevitable deterioration, but also to correct defects that develop as a result of long service or injudicious handling. Occasionally it must go to the shop for a general overhauling and the substitution of parts that have become unserviceable.

Constructed on a more delicate plan and capable of independent action, the human mechanism is also subject to wear and tear, and means must be devised to prevent a premature break. Bear in mind that the inanimate machine has a decided advantage over the animate, in the possibility of the replacement of worn-out parts. Our bodies may be neglected or abused to a certain point; but when a vital function is disturbed as the result of organic degeneration, no replacement is possible. All the more reason, therefore, to jealously guard against the effects of premature wear and tear, and assure ourselves that we obtain the highest efficiency with minimum depreciation.

But how are we to determine that we carry a sufficiently high steam pressure to meet conditions; that the injector is supplying the boiler so that the crown sheet will not blow out; that the air brakes are holding, and all bearing and working parts are in proper adjustment?

In the first place, we must consider the type of machine with which we are dealing. Some locomotives are built primarily for speed, and others for strength and tractive power. Likewise, individuals are differently constituted, either through inheritance, chance or environment. Judicious selection of occupation is most important. Some are better adapted for outdoor than indoor work; some for service by day rather than at night; some for light tasks rather than laborious ones; and others, with certain physical defects or diseases, are unsuited

for any kind of railroad work. The only satisfactory way to determine individual fitness for the task is through a physical examination by a competent physician.

Now, after we are reasonably assured that we have a mechanism capable of economic energy, what is the first thing requiring the closest supervision? Fuel! How many, many engine failures are due to bad coal, or its injudicious use! So we, likewise, must have proper food and know how to use it. It may not be so much what we eat as how we eat it, and how much. Common sense and experience will suggest the staple articles of diet. Avoid unripe or overripe fruits or vegetables, highly seasoned or spiced articles, and tainted meat or seafood. Have some consideration for your stomach, and avoid indigestion by thoroughly masticating or chewing your food. Do not drink too freely of coffee and tea. Eat sparingly of meat, and above all do not overeat. A good rule is to finish a meal feeling that you can eat more. Remember that usually less than half of what we eat is fully digested and absorbed. More people have died as a result of overeating than from starvation, and the heavy meat-eater robs himself of the chances of reaching pensionable age. Eat meat but once a day, never more than twice, and red meat never more than once. Better miss a day now and then. Milk is one of the best articles of diet.

Be sure the water and milk you drink are not contaminated. Typhoid fever and intestinal troubles are traceable to contamination. Unless the water has been analyzed and certified, you take chances when you drink from a spring or shallow well, as most of them are polluted. Do not drink water freely during meals or ice water when overheated. Wash your hands before eating, and bathe frequently—daily, if possible. If a warm bath is taken on cold mornings shortly before going out, rinse off in cool water and rub briskly afterwards.

Keep your home clean and sanitary, three agencies being involved, namely: water, will and wisdom. Vigorous application of the broom and scrub brush, and avoidance of the unsightly and unhealth-

ful practice of throwing articles about the premises, add much to comfort and offer prospects of longevity. Have covered cans for all refuse, and keep them covered so as to avoid breeding places for flies, mosquitoes and other insects that spread disease. Screen your windows and doors in open season, and do not forget to close your fireplace (if you have one), as flies and mosquitoes can enter through the chimney.

Keep your living and working quarters well ventilated, and avoid hot and stuffy rooms. If the air of a room cannot be kept fresh by constant ventilation without draft, throw the windows open for a minute or two, several times a day, in order to get a complete change of air. Never sleep in a room with all the windows closed, even in the coldest weather. Never sleep in clothing that has been worn during the day. Raise your blinds and let in the sunlight. Walk to or from your work, both ways, if practicable. Be out in the open as much as you can. Learn to love fresh air.

The Surgeon General of the United States Public Health Service recently stated that "had the conditions of twenty years ago prevailed during the year just passed, 350,000 more persons would have died than actually did die." This statement is borne out by the fact that the national death rate has been reduced from 17.5 per thousand of population, to 14.5 per thousand. This satisfactory achievement emphasizes the value of sanitary supervision and public health education.

Give serious attention to the natural functions of excretion, or the elimination of waste material, by cultivating toilet regularity. Dependence upon laxative or purgative drugs is a bad habit. Constipation is usually acquired through inattention to this eliminative act, by awaiting functional inclination. Make it a practice to relieve the lower intestines by a daily visit to the toilet. Have a certain time of the day for this purpose, preferably before or after breakfast, so that the demands of business or other pursuits will not interfere. Neglect of this function affords an opportunity for the absorption of toxic or poisonous substances into the system, and you will find that

those who are seldom bothered with headaches or sluggishness, and quite consistently enjoy good health, are those who follow this rule.

Even though reasonable supervision is exercised, due attention given to minor adjustments, and all working parts kept properly oiled, every piece of mechanism will occasionally have to go to the shop. It is a good plan to "put her up," now and then, for a "once over," and not wait until she "goes dead" on the road.

There are slight indispositions that come to all individuals, usually the result of some indiscretion of diet or routine. On the other hand, the persistence of certain symptoms should be warnings to consult a physician. In its incipiency, organic heart trouble or kidney disease is seldom, if ever, manifested by pain in the region of the heart or lower back; but constant or repeated headaches, vertigo, shortness of breath, rapidly failing vision, constant thirst, ready fatigue, weakness in the legs, persistent cough, loss of flesh, spitting of blood, swelling of the ankles and frequent urination are often symptoms of constitutional disease which may be cured or benefited by early and competent medical treatment.

Do not get an exaggerated impression from this advice, else the matter of health conservation will become an all-absorbing topic and the growth of imaginary symptoms will render one a burden to himself, his associates, and his physician. We need not look for these symptoms, for if they develop, they will hardly be overlooked, and then is the time to seek medical advice.

After one has reached forty years of age, an examination by a physician, every year or two, is advisable. In this manner organic changes which occur with advancing years, frequently with symptoms not apparent to the individual in the early stages, may be anticipated, and appropriate advice or treatment given to compensate for wear and tear resulting from functional activity. This will avert a premature or sudden break in the mechanism.

As machines—human machines, more delicately constructed than the locomotive or any inanimate type, and capable of

intellectual and physical activity responsive to voluntary impulse—it behooves us to guard them with care. Simple, however, and easy of application are the rules for the preservation of health.

There are some things to avoid—important things; some things to adopt—equally important.

Analyzing all measures conducive to health and longevity, we discover that they resolve themselves into a few essen-

tial principles, not fully embraced in the familiar proverb:

“Early to bed and early to rise,
Makes a man healthy and wealthy
and wise.”

More widely applicable, though less elegantly expressed is the following:

“Give heed to your diet, surroundings
and toilet;
And add to your health, or else you
will spoil it.”

RELIEF DEPARTMENT—ADVISORY COMMITTEE

Conducting Transportation Department

W. S. Berkmyer.....	Conductor.....	Canton, Ohio.
J. H. Coulbourn.....	Passenger Brakeman.....	Philadelphia, 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.
William D. Lenderking.....	Plumber.....	Baltimore, Md.
Henry Loveridge.....	General Foreman.....	East Chicago, Ind.
H. W. Oldenburg.....	Car Inspector.....	Cincinnati, Ohio

Maintenance of Way Department

Ira E. Baker.....	Section Foreman.....	Kanawha Station, W. Va
J. S. Price.....	Account Clerk.....	Newark, Ohio
J. W. Richmond.....	Water Station Foreman.....	Garrett, Md.
J. F. Thorne.....	Section Foreman.....	Aviston, Ill.

STATEMENT OF PENSION FEATURE

The following employes were honorably retired during the month of December, 1919, with pensions:

Name	Last Occupation	Department	Division	Years of Service
Ai rey, William H.....	Scale Machinist.....	Maintenance of Way..	Cumberland.....	40
Bowman, Richard.....	Locomotive Cleaner.....	Motive Power.....	Newark.....	53
Clapp, John V.....	Agent.....	Cond'g Transportat'n	Indiana.....	21
Clawson, John F.....	Carpenter.....	Maintenance of Way..	Chicago Terminal.	23
Mark, Lemuel.....	Engineer.....	Cond'g Transportat'n	Baltimore.....	48
Murdock, George A.....	Carpenter.....	Motive Power.....	Newark, Ohio.....	39
Resler, John H.....	Boilermaker.....	Motive Power.....	Illinois.....	27
Sharon, Michael L.....	Engineer.....	Cond'g Transportat'n	Cumberland.....	48
Sheets, Daniel R.....	Engineer.....	Cond'g Transportat'n	Ohio.....	47
Stillwell, W. Y.....	Cashier.....	Cond'g Transportat'n	Baltimore.....	30
Wilson, Samuel G.....	Pumper.....	Maintenance of Way..	Ohio River.....	33

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

During calendar year 1918, \$322,188.23 was paid out through the Pension Feature to those retired.

Since the inauguration of the Pension Feature, October 1, 1884, the total payments are \$3,894,435.05.

The following employes, after serving the Company faithfully for a number of years, have died.

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Beini, Margaretha.....	Car Preparer.....	M. P.....	Baltimore.....	December 25, 1919.	22
Burrows, Michael A.....	Tool Distributor.....	M. P.....	Pittsburgh.....	December 18, 1919.	34
Crail, Daniel.....	Coach Preparer.....	M. P.....	Indiana.....	November 29, 1919.	25
Craw, William C.....	Crossing Flagman.....	C. T.....	B. & O. C. T.....	December 12, 1919.	10
Donohoe, Thomas.....	Trackman.....	M. W.....	Cleveland.....	December 12, 1919.	21
Doyle, Daniel.....	Crossing Watchman.....	M. W.....	Newark.....	December 14, 1919.	22
Foster, James D.....	Tool Distributor.....	M. P.....	Newark.....	December 2, 1919.	46
Gleeson, John E.....	Machinist.....	M. P.....	Cumberland.....	December 24, 1919.	45
Goosman, Henry.....	Engineer.....	C. T.....	Ohio River.....	November 25, 1919.	34
Kline, William M.....	Machinist.....	M. P.....	Ohio River.....	November 20, 1919.	24
Lee, James E.....	Conductor.....	C. T.....	Philadelphia.....	December 7, 1919.	53
Patterson, John C.....	Ticket Agent.....	C. T.....	Newark.....	December 13, 1919.	54
Shaw, George.....	Deck Hand.....	C. T.....	Baltimore.....	December 17, 1919.	31

Cost of American Railroad Service Compared to Charges Elsewhere

Americans Buy More Railroad Service and Greater Amount of Transportation Is Supplied and Used in United States

IN a recent speech Frederic C. Howe, Director of the Conference on Democratic Control of the Railroads, was reported as making a statement to the effect that American railroad charges were the highest in the world. This statement was called to Mr. Howe's attention and he replied:

"Briefly, the statement I have made about railroad rates is as follows: (1) That the per capita cost of railroads in European countries is very much below what it is in this country; (2) that we cannot compare our rates, and that if we could compare service rendered and individual commodities we would probably find that the rate was lower in some European countries than it is here, and that so far as service to the consuming public is concerned, the passenger rates are lower in many countries than they are in this country."

Taking the first proposition as to cost per capita. It it were said that the cost of postage in Patagonia is lower than it is in America, the answer would be obvious. *Of course it is.* Americans buy more postage than Patagonians do. We also buy more railroad service.

Taking Mr. Howe's second proposition, as to actual rates:

The fact is that the great bulk of passenger traffic in European countries goes second, third and fourth class. For example, in Germany in 1913 less than three per cent. of the traffic was first class and seventy-nine per cent. was third and fourth class. In England seventy-six per cent. of the traffic was third class.

Any statement to the effect that average per capita cost for transportation in

European countries is below what it is in the United States ignores the fact that Americans travel more miles per capita, and ship more goods more miles per capita than do the peoples of European countries. Then, too, we have more miles of line per capita than European countries have.

In 1913 the miles of line per 10,000 of population in the United States was 26, as against less than 7 miles per 10,000 of population in France, about 5 in the United Kingdom, and less than 6 in Germany.

According to statistics just prepared by the Bureau of Railroad Economics for the Association of Railway Executives, the ton-miles per capita carried by United States railroads in 1913 were 3,101. In France 447 ton-miles per capita were carried by the railroads; and in Germany only 631. This is conclusive evidence as to the greater amount of railroad transportation supplied and used in the United States. Naturally the amount paid to the railroads is more.

But Americans according to the same statistics, which refer to the year 1913 (the last year available for comparative purposes) paid the lowest charges per ton-mile. The average receipts of all railroads per ton-mile in the United States were about $\frac{3}{4}$ of a cent (.729 cents), while the average receipts per ton-mile of French railroads were about 1 1-6 cents (1.16 cents) and of the German railroads were about $1\frac{1}{4}$ cents (1.24 cents).—*American Railroads.*

Remember—the Traveling Car Checker wants to help you Keep Cars Moving. By helping him you help yourself



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Cook Who Made the Meals That "Made" Carpentier

Georges Carpentier, heavyweight champion of Europe by virtue of his decisive defeat of "Joe" Beckett in London, enjoying a cup of tea at his training quarters at Stanmore with Mme. Vaavelbrouc, his cook, who took care of his training table. A great many of America's sporting fraternity are hoping that if Carpentier and Dempsey fight, the Frenchman will win. They figure that his four years in the French Air Service entitles him to a good deal more consideration than should be given the American champion, who, as one newspaper writer put it, "beat it for the cover of a shipyard as soon he found he was in the draft."



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Rotary Snow Sweeper Used in Germany

Type of rotary sweeper used to clean railway tracks in Germany. The propeller arrangement in front rotates as car moves, thus sweeping snow to side.



Huge Wave Breaking Over Deck of U. S. S. New Mexico

Copyright by N. G. Moser

This remarkable picture of a huge wave breaking over the deck of the U. S. S. New Mexico was taken during a cruise off the coast of California.



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Translators of New Bible for Chinese

More than a quarter century ago, Rev. Chauncey Goodrich, D. D., Litt. D., L. H. D., with Chinese and other workers, began the translation of the Bible into Chinese. The work has just been finished and Dr. Goodrich (man with white beard near left), Chairman of the Translation Committee and eighty-three years old, has continued the work from the beginning while others have died or begun other work. The immensity of the task may be realized by the statement of the American Bible Society that an average of several hours total time for all the translators was spent on each of the 31,173 verses of the Bible. The new Bible will be known as the "Revised Mandarin Bible" and will go to more human beings than any other translation of the Bible. Photo taken in China, where the Mandarin Bible is to be printed.

"Let Us Eliminate Highway Crossing Accidents"

By A. F. Duffy

Manager, Safety Section, U. S. R. R. A.

WHILE the work conducted by the SAFETY Section has been crowned with phenomenal success, yet so long as there continues to occur in railroading any accidents whatsoever which could in reason be eliminated, will we still have work, and an abundance of it, to do.

Our attention has of necessity been devoted almost exclusively to the eradication of casualties among the employes, since most railroad accidents have always been those which occurred among them. However, we have also done wonderful things in the way of educating the people who travel on our trains and those whose duties and pleasures take them within close range of danger on the tracks and right of way. And it is these people with whom we will have to deal very firmly in the future.

Nothing that I could say regarding the impelling necessity of SAFETY experts' devoting as much time as practicable to this phase of our work would be too strong.

So pronounced has been our success in employe accident reduction that we have become confident of our ability to achieve a fine record in other fields. The United States Railroad Administration has done, and continues to do, all within its power under the circumstances, to perfect mechanical and operating conditions, to the end that efficiency may be realized and that life may be preserved. However, in the matter of SAFETY, mere devices, rules and regulations have not in the past proved sufficient insurance against accidents. It has taken the educational program of the SAFETY Section to effect really material results in the reduction of deaths and injuries. Our work has been largely that of the teacher, the educator, the guide.

So it must be with us in our relations to the public regarding highway crossing dangers. We will have to show them the way.

Let us see what we can do with the public for the public, how we will meet this opportunity to perform a lasting service for our fellowman over and above that which we do for the railroad employe. We have so far succeeded and will continue to go forward in our work among our own men. Let us also branch out and save the lives of persons at grade crossings. We might some day have a "National Grade Crossing Accident Prevention Drive."

The railroad world is now familiar with the helpful cooperation and spirit of unity which characterizes the SAFETY conferences between the employers and employes. Not a craft is overlooked. Each has its accredited representative on the SAFETY committee, be it a divisional, shop or local committee. These committeemen are not only invited, but urged to express themselves, to give voice to their ideas and opinions. And the 276,985 sensible and timely recommendations which they have made during the ten month period so far reported are indicative of their enthusiasm and capability.

Can we not, through the SAFETY supervisors and SAFETY agents, reach in similar manner the automobile and team owners and drivers? Already we have met with the most friendly assistance of many of the large automobile associations and clubs. But we have not done enough.

Just as SAFETY has perhaps done more than any other one thing to break down the barriers which formerly existed between the employers and employes, in that the SAFETY work brings them together on a common plane, so we can,

by contact with the public through the autoists, bring our message to hundreds of thousands of Americans, and in great part break down any possible misunderstanding of or animosity towards our great work.

SAFETY is so big now that we can hardly hope to be without some few enemies, and we would do well to lessen their numbers by letting them look us straight in the eye, face to face.

Any medium, such as the SAFETY Section, that has succeeded in awakening in the employes a disinterested interest in the safe conduct of the road on which they are engaged, and has helped so wonderfully to strengthen the morale of the rank and file of railroad employes, is to be heartily commended.

In my monthly bulletins I have several times referred to the resolutions received by me from the great union organizations throughout the country. It is my hope and dream to see the day when, if I am still privileged to be identified with organized SAFETY work, I will receive testimonials from municipalities, public service commissions, schools and other bodies, expressing appreciation of the activities of organized SAFETY in reducing casualties at grade crossings. I have already been favored with considerable cooperation and many letters of good will from such bodies, but by no means to the extent that I hope for.

The time will come, I confidently predict, when we will have whole-time SAFETY men designated to handle only this feature of the work, separate and distinct from employe accident prevention. This is perhaps the only way in which we will ever overcome this bugaboo of grade crossing casualties. If a SAFETY man's reputation and salary check depend on his successfully coping with this problem, then he will bend his utmost efforts to do so. He will register strong.

The Interstate Commerce Commission gives the following figures regarding highway crossing accidents during the few years preceding the advent of the SAFETY Section:

In 1915—1,086 persons killed; 2,981 injured.

In 1916—1,652 persons killed; 3,859 injured.

In 1917—1,777 persons killed; 4,356 injured.

Total, three years—4,515 persons killed, 11,196 injured.

Thus a grand total of 15,711 persons were either killed or injured in a three year period while walking or driving over railroad tracks at highway crossings in the United States. The number is increasing each year, too, owing to the increased output of automobiles and the proportionate increase in the number of reckless and incompetent drivers.

Something must be done to stop this business. It does, indeed, seem almost a business, so regular is its occurrence. Few people are aware of the enormous toll of life exacted yearly by this type of accident. All persons should be informed and awakened to the necessity of overcoming grade crossing casualties.

While the SAFETY Section exercises no jurisdiction over the public yet we can reach them if we but try, by approaching them in the right way.

I think that the most direct and most practical way in which to cope with the situation is for *all* State Legislatures to enact laws so stringent, and enforce penalties for their violation so heavy, that those persons prone to highway recklessness will stop to think twice before running counter to orders. There are some who, while holding lightly their own lives and those of others, yet have a very wholesome aversion to paying court fines.

Our Passenger Service—This Letter Tells the Story

CITY OF CHICAGO
OFFICE OF THE MAYOR

December 19, 1919.

Mr. B. N. AUSTIN,
General Passenger Agent,
Baltimore and Ohio Railroad,
Chicago.

My Dear Mr. Austin:

I am writing to express my appreciation of the arrangements that were made for us on the recent trip of the "Chicago Boosters" to Washington and New York,

in connection with securing the next Republican National Convention for Chicago. The arrangements were delightful, and I am sure that everybody enjoyed the trip immensely.

Yours very truly,
(Signed) WM. HALE THOMPSON,
Mayor.

Mr. Galloway Addresses Automobile Club of Maryland

ON January 13, C. W. Galloway, federal manager, Baltimore and Ohio Railroad, addressed the members of the Automobile Club of Maryland and told them of the extensive campaign which has been under way for several months to reduce accidents to automobiles at railroad crossings on all lines of the System.

He explained the check which has been made at a number of our crossings and which have shown the large percentage of automobile drivers who neither stop, look nor listen on approaching crossings, and he urged that every member of the Club use his influence to make all car drivers remember these ordinary and sensible precautions for SAFETY. He mentioned the large number of posters which have been distributed in hotels,

garages, automobile show rooms, gas filling stations, in stations of the Railroad, and at other strategic places; also of the many thousands of small reproductions of this poster which have been distributed by the automobile commissioners with the 1920 licenses of the various states which the Baltimore and Ohio reaches. Many of the large business houses in the principal cities on the Baltimore and Ohio have joined with the federal manager in helping the campaign by mailing the small poster to their customers.

One of the most helpful factors in this campaign waged by the Railroad has been the enthusiastic support given by Colonel E. Austin Baughman, Commissioner of Motor Vehicles for Maryland. Colonel Baughman has not only cooperated in the many requests made by our Management for a furtherance of this important work, but he has also, of his own initiative, made a number of suggestions and interested himself in other ways, much to the gratification of our officials and to the success of the campaign.

The Automobile Club of Maryland and other organizations which appreciate the enormous human and economic waste caused by carelessness at railroad crossings are solidly back of this campaign and gratifying results are expected during the current year.



Type of Freight Steamship Loaded at Locust Point

This is the second of a series of pictures which will illustrate the kind of export business handled at our seaport terminals. The steamship *Western Plain*, of London, is 410 feet long, has a depth of 30 feet and a beam of 54. She has 450,000 cubic feet of loading space, is run by turbine engines and is managed and operated by the Atlantic Transport Company. On a recent sailing from Locust Point, her captain, F. C. Farrington, and his crew of forty-five men took away 106 cars of lumber, 3030 tons, 200 tons of wax, 250 of oil, 100 of tobacco, 100 of leather and 400 of miscellaneous freight.

Education the Surest Way to Stamp Out Ignorance as Cause of Accidents

Second Prize Essay, "No-Accident Contest," Western Lines

By W. W. Hamilton

Assistant Supervisor, Tiffin, Ohio



AS long as there are railroads there will be accidents. Even the most optimistic of us will not go so far as to predict a new era in the history of transportation, in which accidents will be unheard of. But there is an irreducible minimum which we are nowhere near and toward which we must resolutely direct our efforts.

Accident prevention is not primarily a question of dollars and cents, but of saving human life, the most valuable thing in the world, and which, when once gone, can never be replaced. It is attempting to prevent men from losing legs and arms which can never be put back. It is trying to save the making of widows and orphans, destitution and misery. Neither our officers nor the laws can do it. But the workmen themselves can do it if they but try.

It should be impressed upon our men that it is they and not the stockholders or officers of the Road who are being killed or injured; that they are the controlling factors in the work; that every time an employe is killed or injured, it not only brings suffering and sorrow to him and his family but it necessitates the employment of an inexperienced man in his place, thereby increasing the risk of injury to all other employes and at the same time decreasing the efficiency of the organization.

Statistics show that a large majority of all accidents are preventable; that a large part of them are due to carelessness or thoughtlessness, to unlawful practices on the part of the employes and not to defective machines, structures, tracks, engines or cars. The human element can never be entirely eliminated. Mis-

takes will happen, even when one is trying to do his best. It is easy to misunderstand, to forget, to neglect some little detail, to use poor judgment. Yet think what awful consequences come from a single error on the part of one man.

I often wonder if the officials in charge of the employment of our men really give ample time to their education. I grant that we have an efficient SAFETY organization; results prove this. But on the other hand has it not been taken too much for granted that employes should as a matter of course *know* the safe and unsafe ways of doing their work? Hasn't it been assumed that they *know* it to be dangerous to go between moving cars, to kick a draw bar, to use a track jack between the rails of a main track?

It seems to me that not only has it been too generally assumed that employes *know* the safe and unsafe way of performing their routine work, but it has also been assumed that, without any special instruction on this subject, they would of their own accord take the safe course. The best proof that these assumptions are not well founded is the accidents themselves. Many are undoubtedly caused by sheer carelessness. Yet how often would what on the face of things appear to be carelessness, turn out to be simply ignorance; ignorance as a result of lack of instruction.

The most important and the least considered factor in railroad operation is, in our opinion, the human element. This element is responsible for a greater number of preventable injuries, deaths and property accidents than all other elements combined. But it receives the least attention. Immense sums are spent

in selecting, grading and testing materials. Little is spent in proportion on the education of employes.

In one of its reports the Interstate Commerce Commission stated that seventy-four per cent. of the total number of accidents investigated were the result of mistakes by employes. These mistakes are the result of either carelessness or ignorance. Carelessness cannot always be controlled, but ignorance can, and there is no justification for it. Safety and ignorance can never be co-existent. They are as widely separated as day and night and cannot go hand in hand. Either one must go or the other.

Ignorance on the part of an employe can either be eliminated by careful previous education or it can be ignored until some frightful accident makes everybody recognize its danger. It was never truer than it is today, that: "An ounce of prevention is worth a pound of cure."

Don'ts for Foremen and Other Men

By W. O'Brien

Supervisor, Toledo Division



IT IS easy to criticize the work of other people and in offering the following, I am also keeping in mind the fact that it is easier to make suggestions than to execute them. On the other hand, I have been through the same grind that our foremen are now going through, and many of these suggestions come from the hard knocks of experience.

Don't be ashamed to say that you do not know when you really do not. The supervisor is paid to show you how if you need showing. The asking of intelligent questions shows a man anxious to learn. On the other hand, if you have a good idea, don't be backward in expressing it.

Don't think that the "Old Man" has it in for you because he doesn't get all the men and material you ask for. He has to fight to get what you have to get along with.

Remember that if you learn to do better just one little thing each day, at the end of the year you will do about 300 things better than you did the year before.

Don't get the idea in your mind that a job half done is "good enough." That is a sure sign that there is something wrong with you and "good enough" isn't "good enough," for this Road, anyway.

Don't forget that your men are human, just the same as you are. If you show them that you have some ginger in your system, they will show you that they appreciate it by getting a move on themselves. Team work wins.

Don't fail to remember that the supervisor's success depends on those working under him, and that the success of the foreman depends on the work of his gang and how well it is done.

When you feel that you are being overloaded with work don't forget that when you applied to the Company for a job, work was what you asked for. When you show that you can carry more responsibility, your chances for a job are far greater than those of the fellow who says, "I'll do just what I am paid for and no more." That kind of a man never gets far.

Don't forget that your superiors went through with the same thing that you are now going through, and can tell pretty well whether you have been on the job or not.

Don't figure that the supervisor is going to ride the same train every day. If you do, you are gambling on a mighty uncertain proposition.

Don't forget that everything you use costs money. If you have five cents worth of material, or of time, it all counts and helps to make the checks come.

Don't take home your railroad troubles at night. There never was a house built large enough to hold a family and a railroad. If your day's work has been well done, the railroad will stay where it belongs until morning. And you will feel a whole lot more like pitching in the next day if you leave your cares and worries at the car house.

Don't go along with the blinders on. If you find something that needs attention on a bridge or a bad order car, don't pass it up just because it belongs to some other department. Some day the other man may find a broken rail for you.

Don't make fun of SAFETY and say, "It is all right if it is only done right or carried out." Who is going to carry it out if you and I don't?

Don't forget that the devil hates a quitter. When things are all in a jam, as they sometimes are, just bat the ball as hard as you can. Things are bound to get straightened out if you have the "sand" to stay with them.

And finally, remember that all of us are human beings. The most desired attribute of a man's character is "Squareness." Be square with yourself, with your men and with the men over you, and you will be happy, contented and successful.

When the Caller Calls

By George G. Pennell
Extra Caller, Riverside



CALLER requires a heap of patience and good nature. When he is out after men for duty he hears all sorts of questions like these: "Wasn't 'Bill' ahead of me—why am I called for that run?" "Where is 'Jack'—has he laid off for this turn?" "I did not expect to go out until tomorrow—why am I called for this turn?"

A caller must also anticipate a good deal of trouble in getting the men out. During the first shift, 8 a. m. to 4 p. m., he may expect replies like the following: "'Joe' isn't home—you will find him at the corner store or pool room, or maybe at the Y. M. C. A." "'Ed' didn't expect to go out so soon—you will have to get some one in his place; I don't know where to find him."

The second shift, 4 p. m. to midnight, is especially trying. The older men have gone to bed and are hard to get up; the younger have left their residences to go out to some place of amusement. The answer a caller generally gets on this shift is that the man he wants is not at home.

The next shift, from midnight to 8 a. m., isn't so hard, except that it is difficult to get the men out of bed in the early hours of the morning. It takes a caller an average of over five minutes to get a man up during this shift, and some sound sleepers take as much as fifteen minutes to respond. Then, too, the neighbors often have something to say to the caller at this time: "Go away from there—you are making too much noise." "What do you mean by waking everybody in the



New Method of Installing Switches

This is a picture of the installation of one set of switches at east end of Benwood Yard, W. Va., under the supervision of J. H. Wintermoyer, supervisor of track. It has the following advantages over the old system of putting in track a piece at a time. It is completely assembled with all new material before being installed, thus insuring a complete, 100 per cent. perfect job. It blocks the yards only a short time. This job was put in complete in a little over an hour. It entails a minimum of expense.

neighborhood—why not put rubber heels on your shoes?" etc.

Our callers haven't the easiest job in the world and our C. T. employes can help them a good deal by adopting the following suggestions:

Have door bells fixed so that they will ring. I think that sometimes not more than one-third of our bells are in order. If the bell is out of order put a sign up that says so. Where there are two bells on the door indicate which is for day service and which for night.

Where the front door has outside protecting shutters, do not fasten them so that it is impossible either by bell ringing or knocking to raise the man needed.

Be sure that the number on your house is plain, so that the caller can easily see just what it is.

The experience of a caller who finds the door unlocked and a dog behind it is very unpleasant. The dog doesn't know him nor he the dog and it is usually a poor time to get acquainted, especially without an introduction. I have been through this and know.

Don't let your wife answer for you and then roll over and "hit the hay" again.

It means trouble for you, delay to your train and a lot of anxiety to your officials.

If you started as a caller yourself, remember your own trials and try to give the men who are breaking into the railroad game in this job the sort of support you would have liked to have.

The Baltimore and Ohio Building Lunch Room

What have I to do with the Baltimore and Ohio Building Lunch Room, which is in charge of John Bopp? Why should I mention it, especially in the Magazine?

Because it is a valuable institution; an indispensable institution that should be extolled whenever an opportunity offers. Mr. Bopp manages it exceedingly well and "satisfaction" is emblazoned over the entrance.

Moreover, the young ladies of my department have repeatedly observed in my hearing that the young ladies who serve the food, give prompt attention and fine courtesy and politeness; that cleanliness prevails; that the food is well prepared; that the prices do not savor of profiteering; and generally, that contentment and satisfaction are observed on the part of patrons.

These and kindred complimentary observations have been reported to me, and I second the motion.—George W. Haulenbeck.

I Am the Conqueror of Preventable Disease

I am stronger than all the nations of the world.
 I am the co-worker of medicine and surgery.
 I save thousands of lives each year.
 I restore children to their parents.
 I banish plague and pestilence.
 I convert the fever ridden jungles into health resorts.
 I prevent sickness, disease, suffering.
 I add years to the lives of thousands.
 I am on guard at all times, my vigilance never ceases.
 I bring cleanliness, good cheer, and wholesome living.
 I make mankind happier, I bring prosperity. Towns spring up and grow under my protection.
 I am necessary for the progress of the world. Trains and ships move under my protection.
 I watch over the children in the schools, the soldiers in the camps and trenches, the sailors on the sea and the people at home.

I Am Sanitation

—U. S. Public Health Service

Enormous Savings Effected by Fuel Economy— One Scoopful Fewer, One and One-Half Billion Times—Did It

By H. C. Woodbridge

Supervisor, Fuel Conservation Section, Allegheny Region

DURING the year 1917 on the railroads in the United States the unit fuel consumption per 1000 G. T. M. and per passenger car mile, when compared with 1916 performance, increased about five per cent. By the middle of the year 1918, this increase had grown to nearly eight per cent. over the 1916 performance. But by the end of the year 1918, the losses of the first half of the calendar year (in part due to the rigorous weather in January and February) were caught up, and a saving totaling \$19,231,000 stood as a credit to the efforts towards fuel economy made by railway officials and employes.

During the year 1919 remarkable progress has been made and, for the first nine months, a total saving of \$24,663,000 was made in locomotive service, not including saving due to handling less fuel on users' rails. Including Power Plants and miscellaneous saving, and estimating seventy-five cents per ton company haul, it is estimated the total saving for the year will be over \$45,000,000. It is figured that, including company haul, the fuel bill for the railroads of the United States in 1919 will be about \$665,000,000, and, with the probable increase, even though slight, in unit costs, unless checked by decreased unit consumption, it will in a few years reach the billion dollar mark. The 1919 fuel pile, if loaded in fifty ton cars, would make a train 26,261 miles long, more than enough to encircle the globe. The fuel saving of this year would make a train 2,064 miles long, extending, if coupled up solid by way of the Pennsylvania, from New York to Chicago, thence back by way of the New York Central to New York and doubling back to Albany. And although the aggregate saving is so

great, it was in reality accomplished through using one less scoopful of fuel one and one half billion times. This is the result of the concerted effort of, and is a fine tribute to the interest and enthusiasm of the officers and employes of the railroads who have brought it about.

Speaking for the Allegheny Region, I may say that, prior to August, September and October, 1918, records of fuel consumption per unit of work done were incomplete on many railroads. It developed, therefore, that comparisons involving months prior to August, 1918, depended largely on estimates, and it is of particular interest and most gratifying to note that comparisons between records of August, September and October of 1919 and corresponding months of the previous year, show that in each case the Allegheny Region made a greater saving than was accomplished in any other Region. The total saving in this Region for the aforesaid three months due to improvement in service was \$1,355,534. The strike of coal miners in the bituminous fields resulted in the use of large quantities of very inferior fuel and also in serious interruption in the movement of business and interference with necessary supervision and instruction, with a consequent saving of only \$217,166 in the November, 1919, performance, as compared with records for November, 1918.

The work has just fairly begun. The enthusiastic interest that has obtained should, and I feel sure will, continue. Information should be exchanged between the roads. Friendly rivalry and competition should go on.

At this, the close of the year's work, I wish to express my appreciation for the generous treatment that has been accorded by the officers and employes

of the railroads, and especially wish to commend the fine spirit of loyal cooperation of the engineers and firemen in the Allegheny Region, which has contributed so largely to the progress of the fuel conservation work.

Benefits Without Booze

Haven't you already found that prohibition has brought distinct advantages? Merchants in many places are finding that their bills are more promptly paid, that purchases are being increased, and that families which formerly eked out a precarious existence, buying only the poorest of merchandise, are now able to make respectable purchases. It is an old

story that prohibition almost empties city prisons. But New York had the novel experience this Christmas of having more turkey dinners and more baskets than there were poor people to come for them. The city lodging houses, too, are almost empty, instead of being overcrowded, as they formerly were around the turn of the year. It is even recorded that a wealthy couple who visited one lodging house had their proffered money refused by about half of the inmates. The man who gives up booze recovers his self-respect, to say nothing of his purchasing power. In every respect, the disappearance of liquor has a beneficial effect upon general trade.—*Forbes Magazine.*

A Doubting Passenger + A Meal on One of Our Dining Cars = "He's Our's for Keeps"

TRAIN 527

December 31, 1919.

Traveling quite a little for the United States Shipping Board Emergency Fleet Corporation, have had occasion to dine on a number of the railroad trains, east. Finding so much difference in the service of the various roads would like to say that that of the Baltimore and Ohio is far superior to others in service and cuisine. The *courtesy of those in attendance is also notable.*

(Signed) G. I. TOOLE,

Emergency Fleet Corporation,
Transportation and Housing Division.

140 North Broad Street,
Philadelphia, Pa.

TRAIN 527

December 31, 1919.

I have just finished one of the best dinners I've had in sometime—turkey, young and tender, a baked potato as good as it was big, *apple pie like mother used to make, and real coffee.* And I like the *cordial, friendly service* on the Baltimore and Ohio.

Yours very sincerely,

(Signed) JOHN VAN SCHAICK, JR.,
Late Lieutenant-Colonel, A. R. C.

1417 Massachusetts Avenue,
Washington, D. C.

MILWAUKEE ATHLETIC CLUB
MILWAUKEE, WISCONSIN

December 19, 1919.

BUREAU OF COMPLAINTS,
United States Railroad Administration.

Gentlemen—May I take this opportunity to praise and commend R. L. Sanderson, steward of one of the Baltimore and Ohio Railroad dining cars, running between St. Louis and Cincinnati, last Sunday, December 14.

His keen eye for service and for making his patrons happy is certainly meritorious, and my hat's off to him. I see plenty to complain about as a traveller on the railroads; therefore it is my pleasure to praise Mr. Sanderson.

Sincerely yours,
(Signed) B. C. BOWEN,

907 Security Building,
Chicago, Illinois

New Castle Division Hard at Work Reducing Loss and Damage

Improvement in Condition of Loaded Merchandise Cars Encourages Platform Forces to Their Best Efforts

By A. C. Harris
Assistant Chief Clerk

ACTIVE campaigning on Loss and Damage on this division is gradually enlisting the interest and support of all who can help reduce this unnecessary leak in our revenues.

Monthly meetings are regularly held and much of the improvement is due to the manner in which they are conducted by Chairman S. H. Rhoads. Supervising agent A. D. Griffith is also closely following up this matter and his method of personal instructions to the agents has done much to eliminate this source of expense. Through the distribution of minutes of the committee meetings and the personal visits of Mr. Griffith, all agents are kept advised of the progress of the work and the general plan of the campaign, so that the division as a whole is gradually attaining a higher degree of efficiency.

The following is a copy of a letter of December 11 from agent G. W. Taylor, Painesville, Ohio, to Mr. Rhoads, Chairman of the New Castle Freight Claim Prevention Committee:

"I desire to call to your attention the improvements which have been noticed during the last few weeks, in the condition of merchandise cars which have come in off our Road. These have been so great that they have been remarked by my platform force, including the truckmen.

"As a member of our Division Freight Claim Prevention Committee, it is very gratifying to me, indeed, to know that efforts on the part of our committeemen all over this System are beginning to show good results. Of course, we still find some bad cars, in fact I have reported a few, I believe, to you. But generally speaking, the merchandise cars received now are beginning to show the appearance of having been swept out and cleaned.

They also show that efforts have been made to properly stow the freight and, best of all, they show less damaged freight.

"Now perhaps you have noticed, as I have, what a difference this makes in the atmosphere of your platform. The truckmen feel better and the tallymen feel better. In insisting that our platform men clean cars and properly stow freight and cooper damaged packages, my experience has been that they have shown indifference—they have often called my attention to the fact that other places do not clean up cars. My reply has been that it does not make any difference what other fellows are doing, it is up to us to do what is right. Now the atmosphere has changed. Our men have seen the improvement in incoming cars and want to be as good as the other fellows. And they are taking more interest in their work.

"When a car of freight is opened and found to be in a jumbled mess and more or less damaged, the ordinary truckman or tallyman loses heart, because he sees that he has to clean it up. If the car is in an orderly condition when he opens it, and it is clean, and the freight is easy to get out and not damaged, he goes at it with a will. It means the same thing in our work that a clean office, good furniture and a comfortable place to work means among clerical forces. Or that a front yard with a little patch of grass and a few flowers means in home life. It makes the employes feel interested and you get a better class of men and better work.

"Clean cars, well stowed freight and no damaged packages to bother with, mean better platform forces. I feel that we are now on the right track and I sincerely trust that every agent will use his efforts to continue the improvement."

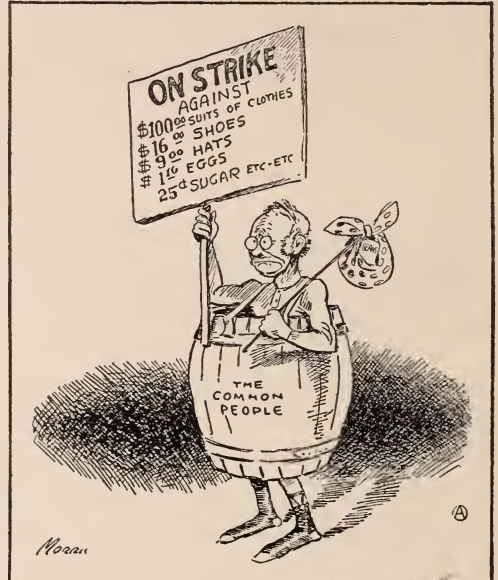
Current Events As Seen

Looks Like Herbert's In For a Proposal



—Gibbs in *The Baltimore Sun*

Will It Come To This?



Protected by George Matthew Adams

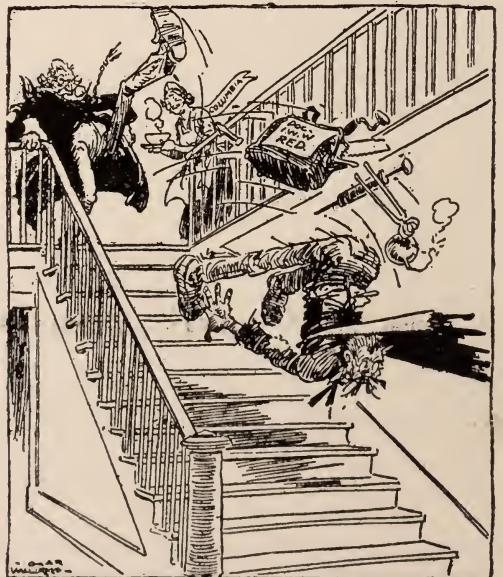
—Morris for *The George Matthew Adams Service*

Thin Ice



—Chapin in *The St. Louis Star*

When We Need a Doctor We'll Select Our Own



—From *The Indianapolis News*

by the Cartoonists

Looks as if Somebody Will Have to Adopt Him



(Copyright, 1920, New York Tribune, Inc.)

The New Doctor



—From *The Baltimore American*

The Only Way to Discuss It



—From *The Memphis Commercial Appeal* (Dem.)

As They See Themselves

Uncle Sam and the U. S. A., according to the "Wet"
American Press



—From *The Montreal Star*

A Good Lesson for These Influenza Days—In Twelve Chapters

1 THERE WAS ONCE A CORNER

2 AND A MAN, TOO HOUGHTHE MENACE OF SPITTING AND YET ASHAMED OF THE DIRTY MARK HE WOULD LEAVE, EMPTIED A MOUTHFUL OF SALIVA INTO THE CORNER

3 THE CORNER CLEAN AND SANITARY ONCE, BECAME A MENACE

4 THERE'S A CORNER ALL PREPARED FOR US

5 AND THEY REARED A LARGE AND EVER INCREASING FAMILY

6 THE FAMILY, AS SOON AS IT COULD FLY, STARTED TO MOVE ABOUT

7 HERE'S AN OPENING

8 ONE HAPPENED AROUND AT THE LUNCH HOUR AND WAS TAKEN INTO A GUNDOWN HUMAN SYSTEM

9 ONE FOUND A MAN WITH A COLD AND IMMEDIATELY BUILT A FOUNDATION FOR PNEUMONIA

10 SOME WARNING HAD BEEN HUNG UPON THIS MAN, BUT HE CONTINUED TO GO ABOUT "SHAKING" THE LINES OF HIS ASSOCIATES

11 AND THE MARK PUT UPON THE CORNER BY THE MAN WHO SPIT INTO IT TOOK ON THIS SHAPE!

12 DON'T SPIT!

Courtesy B. F. Goodrich Co.

In 1919 Our Railroad Family Coal Bill Was Eleven Hundred Thousand Dollars Less for Same Work Done than in 1918. A Fine Achievement! What Will 1920 Show?

United States Railroad Administration
Director General of Railroads

Fuel Performance—Saving or Loss in Dollars

Twelve Months 1919 vs. Twelve Months 1918

(Based on Fuel Consumption per Passenger Car Mile, per 1000 G. T. M. and per Yard Engine Hour)

Baltimore and Ohio Railroad—Western Lines Dayton Union Railroad
Dayton and Union Railroad

DIVISION AND DISTRICT	PASSENGER SAVING OR LOSS	FREIGHT SAVING OR LOSS	YARD SAVING OR LOSS	TOTAL SAVING OR LOSS
New Castle.....	\$ 14,353	\$ 60,749	\$ 18,995	\$ 94,097
Cleveland.....	1,613	3,770	6,513	11,896
Newark.....	12,091	56,088	1,726	69,905
Chicago.....	24,259	70,278	7,258	101,795
Northwest District.....	52,316	190,885	34,492	277,693
Toledo.....	31,079	52,404	28,315	111,798
Ohio.....	17,499	72,983	21,743	112,225
Indiana.....	14,685	47,928	18,047	80,660
Illinois.....	10,804	58,202	8,749	77,755
Southwest District.....	74,067	231,517	76,854	382,438
Western Lines.....	126,383	422,402	111,346	660,131

Baltimore and Ohio Railroad—Eastern Lines Staten Island Rapid Transit Railroad
Baltimore and New York Railroad Morgantown and Kingwood Railroad
Coal and Coke Railroad

DIVISION AND DISTRICT	PASSENGER SAVING OR LOSS	FREIGHT SAVING OR LOSS	YARD SAVING OR LOSS	TOTAL SAVING OR LOSS
Philadelphia.....	\$ 16,525	\$ 52,752	\$ 17,388	\$ 86,665
Baltimore.....	1,142	36,373	15,001	52,516
Shenandoah.....	* 2,520	* 156	.....	* 2,676
E. E. Cumberland.....	18,843	76,945	4,847	100,635
W. E. Cumberland.....	15,277	* 35,846	6,387	* 14,182
Maryland District.....	49,267	130,068	43,623	222,958
Monongah.....	40,418	114,104	* 9,132	145,390
Wheeling.....	10,692	30,337	21,851	62,880
Ohio River.....	3,937	2,077	5,879	11,893
West Virginia District....	55,047	146,518	18,597	220,163
Connellsville.....	25,714	* 4,857	* 6,421	14,436
Pittsburgh.....	9,084	80,614	* 31,092	58,606
Pennsylvania District....	34,798	75,757	* 37,513	73,042
Eastern Lines.....	139,112	352,343	24,707	516,163

* Indicates Loss.

NOTE—This statement indicates which Divisions and Districts are saving most money by reason of improved fuel performance. It is a summary of the Monthly Fuel Performance Statements covering the past twelve months. The total saving, of over one-half million dollars, indicates the possibility of saving on this territory. If every Division will save, in proportion, as some Divisions are now doing, the total saving for the year 1920 will be much greater.

We Can Make an Even Greater Saving Count for the Railroad in 1920



Baltimore and Ohio Employees Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

Leveling Production to Please the Slacker

THE greatest thinkers and writers in America—and the world for that matter—agree that the chief cause of political and industrial unrest is underproduction. Convincing articles on this subject have been poured into the public prints. Sensible men in all stations in life are beginning to realize that as individuals we have got to produce more.

An appalling illustration of the pernicious philosophy that a leveling of individual production to the slackers' low standard will create universal happiness, recently came under my observation.

I was given a certain job to complete by special process within a reasonable number of months. New equipment was purchased and three young women engaged especially for the job. Three of them did the same kind of work, Miss A being the most experienced, Miss B, next, and Miss C, next. For the first several weeks the work went well and an average of about thirty-three units per day was turned out. Then the average fell rapidly, and, in order to discover the cause, I put the three operatives on a basis of individual production, keeping a record of the work of each. Within two weeks it was apparent where the trouble lay; Miss C, the least experienced of the three, was the only one keeping up her output,

turning out approximately fifteen per cent. more work than either of the other two.

I discussed the situation frankly with the three operatives and was assured that they could and would reach and maintain their previous good average. What was my surprise, therefore, two weeks later, to find that not only had the production of Miss A and Miss B remained the same, but that Miss C had also reduced her output to the level of the other two. Inquiry disclosed the fact that Miss C had been made so uncomfortable because she was doing more than the other two that she had practically been forced to reduce her individual output to their low level.

One of the most suggestive phases of the situation was that Miss A and Miss B could not afford to jeopardize their positions by poor work because they were wholly dependent on themselves for support, while Miss C lives at home with her parents, who are in comfortable circumstances.

The job is completed and the young women have left our service. But the fact that Miss C is now making thirty per cent. more salary in her new position than either Miss A or Miss B is in hers, is hardly to be wondered at.

By no manner of sound reasoning can it be shown that leveling production is fair to either the conscientious employe or the employer. Time, the great reckoner, rewards according to merit.

Anonymous Communications

EVERY editor, we suppose, gets unsigned communications, so we don't feel lonely in being singled out every once in a while with such unsatisfactory and annoying missives.

The writer has never received a scurrilous or abusive letter in his five years work on the MAGAZINE, but often employes submit articles, clippings, poems, etc., and, either because of timidity or for some other irrelevant reason, do not advise who they are. At this minute we have two poems, apparently original, post marked "Syracuse, Indiana," and although we have made inquiry from the

agent at that point as to probable authorship, we are unable to identify them. We would like to know the sender of these and other articles so that we can at least extend the courtesy of an acknowledgment.

Delay in Magazine Publication

ON ACCOUNT of the great congestion in our Printing Department at Mount Clare, where the EMPLOYEES MAGAZINE is published, the December and January issues have not appeared on schedule time. This issue will be late for the same reason.

We trust that our readers will bear with us until these difficulties can be overcome. We are running an "On Time Railroad" and we certainly ought to have an "On Time MAGAZINE."

National Marine Week, April 12-17

TO AROUSE the people of the entire country to take a voting and investing interest in the American merchant marine and thus establish the maritime independence of the United States, a series of demonstrations, nationwide in scope but centering in New York, will be held next April 12-17 under the designation of "National Marine Week." Parades, dinners, exhibits and an exposition of the largest collection of ship models ever gathered in America will be features of the week's ceremonies, which will be opened by the Secretary of Commerce, Joshua W. Alexander; Chairman John Barton Payne of the U. S. Shipping Board; Senator Wesley L. Jones, Chairman of the Senate Commerce Committee; Hon. William S. Greene, Chairman of the House Merchant Marine Committee and others prominent in national maritime affairs.

The tentative program for National Marine Week follows:

Monday, April 12—Inaugural luncheon in New York harbor aboard a ship built, owned, operated and manned by Americans at which the ceremonies will be opened by Government officials. At night: formal opening of the National Marine Exposition by Chairman Payne of the U. S. Shipping Board. Display

of maritime relics, ship models, inventions, shipbuilding methods, etc., including government exhibits.

Tuesday, April 13—Merchant Mariners' Day. Devoted to the officers and men of the American Merchant Marine. Special features to aid in recruiting American boys to the seafaring professions. At night: the annual dinner of The National Marine League in New York, at which Secretary of Commerce Joshua W. Alexander will be the principal speaker; subject, "The American Merchant Marine and Foreign Trade."

Wednesday, April 14—Shipbuilding Day. Launching of ships by electric buttons pressed from the floor of National Marine Exposition. Films and lectures of popular and technical interest.

Thursday, April 15—Travel Day. "Travel in American Ships" featured as a slogan in a series of dinners and celebrations under the auspices of the Travel Club of America.

Friday, April 16—Fuel and Engineering Day. Special features in connection with American maritime inventions, propulsive and auxiliary machinery.

Saturday, April 17—Inland Waterways and Harbors Day. Demonstration parade in New York City, reviewed by government officials.

Are You Fully Protected?

IN THE past three years building costs have nearly doubled. Have you increased your fire insurance to the amount it would cost you to replace your property in case of loss by fire?

You should be protected!

If you are a borrower from the Savings Feature of the Relief Department, and wish to have your insurance adjusted to meet present conditions; write to W. J. DUDLEY, Superintendent, Relief Department, Baltimore, Md.

Automatic Train Control

ON PAGE SIXTY of this issue, in the department, Washington Information, United States Railroad Administration, is printed a most interesting report on Automatic Train Control. Devices calculated to reduce accidents by the automatic control of trains have been the subject of exhaustive experiment and study for many years. This report is concise, impartial and illuminating, and should be read carefully by every person interested in railroad transportation.

THE OBSERVER.



Pernicious Advertising

A certain advertising medium in a large city on our lines is carrying the following advertisement:

"You cannot be a wisher and keep in the running. The World owes you a car—and everybody knows it. Get now that ————— car. Terms of payment arranged in a few minutes."

Socialistic? Worse than that! For this advertising is but a glorified exaggeration of the life philosophy of the bum, the beggar and the jail bird, "The world owes me a living."

The world doesn't owe anybody a living. Nor does it owe anybody a car!

It is unfortunate that such advertising is permitted when all the agencies of the Government are setting up such a hue and cry against the modern tendency to unnecessary luxuries.

Driving an automobile is not a congenial occupation to any man who gives a mortgage on his home to the man who sells him the car on the spurious argument that the world owes him one. No car is a pleasure to the fellow whose heaviest load on every trip is the mental weight of "that mortgage on my home."

Of course, terms can be arranged for any so credulous and asinine as to fall for such an advertisement.

The Claque

A recent newspaper note recounted humorously the trials of some of the singers in the Chicago Grand Opera Company with the "Claque." As an institution, the "Claque" reached its highest development in France during the reign of Louis XIV. Composers, singers and other musicians, whose work was not of the highest order, would hire bands of men to applaud their offerings to the public and help make them successful, whether they were worth it or not.

Unfortunately "clagues" are not peculiar to the theatre or the music hall. They sometimes exist in business organizations and appear in divers forms. The clique which stands in with Mr. So-and-So and supports him, right or wrong, getting minor privileges in return, is but one form of the "Claque." Another consists of but a single individual who appropriates the constructive achievements of his subordinates and passes them along to his superiors without credit to those who should get it. Sooner or later, however, the artificial enthusiasm of the "claque" shows its lack of sincerity. The forced applause dies and the erstwhile hero flees from the wrath of impartial observers. So also the individual "claque artist" weakens under investigation. It takes a real man to stand on his own legs.

Singing

February is seeing a big musical celebration in New York City, lasting over a week and calculated to direct the attention of New York's six millions to the charms of music in her many forms.

In discussing the celebration, Mr. Otto Kahn, honorary chairman of this "Music Week," said: "There is a good reason for concentrating the attention of the people first on the art of music in the onward development of all art

in this country. Music will, I imagine, for a certain period, become the leader in art. It is the most nervous of the arts, the most individual, the most deeply moving. Though we have not been notably creative as yet in music, I think Americans are a distinctly musical people and that they are genuinely fond of music."

If you are one bit musical, try to tie up with some organization where you can improve your talent. It has always been my hope that at every place on our System where we have a considerable number of employes, we might have some sort of a musical club, preferably a singing club, because more men can sing than can play instruments. If every singer on the System knew the fun the members of the Baltimore and Ohio Glee Club in Baltimore get out of their association, music clubs would spring up in many places. Pittsburgh had a good glee club about three years ago, but we haven't heard of it recently. Are there any other glee clubs on the System?

If we had ten or a dozen it is not unreasonable to suppose that we could have an annual song fest in competition for prizes. That was one of the finest traditions of the old Germania-Maennerchor.

I remember having read an article during the early days of the World War in regard to the value of singing in creating morale. An English officer wrote it and said that he never feared the Germans except when they were advancing in mass formation and singing their beautiful old songs.

Roosevelt's Letters to His Children

Many newspapers are now running these letters, in short installments. If you haven't access to such a paper, and haven't bought the book, you are missing a rare treat. No literature of recent years has created wider interest and more universal praise than these intimate communications from the busy statesman-father to his "darlings," as he so often called them. Here is a book that should be in every home and particularly in every home where there are children. It gives one a new idea of what possibilities there are in the relationship between father and child.

Getting the Magazine

If you can't get copies of the Employees Magazine, tell your immediate superior officer and show him this paragraph. If, after waiting a reasonable length of time you still fail to get it, write to the editor at Mount Royal Station, Baltimore, and say so. The Management is especially anxious that all pensioners who wish to receive copies, get them. If you know of any such, send in their names and we will put them on our mailing list.

And, by the way, when you have finished with your copy won't you pass it along to some other fellow who might be interested; an employe who is away on account of illness, a former employe or perhaps some railroad man working for another system.

Happy Railroad Holidays Because—

For one reason it seemed to me as if the best part of the Christmas spirit pervaded the entire railroad as never before. Gratifying, indeed, were the messages which came to my desk; there is Keyser, for instance, where my good friend and correspondent, ticket clerk Harry B. Kight, wrote me that the employes of the shop "chipped in" five hundred dollars to support the Child's Refuge, founded a number of years ago by a Doctor Baker. Think of what this meant and will mean to these dear and needy children.

Then word from the Freight Claim Department in Baltimore that they had sent a huge shipment of sensible but delectable Christmas goodies and necessities to a fellow clerk who is fighting for health under the patient care of his mother, in a little cottage up in the mountains.

Our enterprising Transportation Department followed with a note that they had purchased 2,500 Red Cross Seals to help in the fight on the white plague, and that the Freight Claim Department had equalled their total. (I might add here that our own little department of eight employes purchased 500 of these.)

The Relief Department in its departmental notes, this issue, writes of a shipment of good cheer sent by its members to a poor family. Under our social department heading you can read of the joy given by the employes of the Cincinnati Terminal to the Free Day Nursery children of their city. And if you will glance through all of the notes in the Among Ourselves section, you will find accounts of several other cooperative efforts made at various places on the System to give real cheer to the unfortunate.

May this spirit increase by leaps and bounds during the year 1920. There could be no surer proof of our growth in character during the trying days ahead than if it were possible to report in the February, 1921, issue a ten fold or greater multiplication of similar activities in our Baltimore and Ohio family.

We must all either wear out or rust out, every one of us. My choice is to wear out.—Theodore Roosevelt

Not a Jack Out of Place in the Lorain Car Repair Yards

New Ideas on Supervision also Help Cut Down Personal Injuries

By William F. Braden
Welfare Agent

NO one who visits the Lorain car repair yards can fail to notice the orderly appearance of the place and be favorably impressed with conditions. It is pleasing and surprising to chance upon a big railroad yard such as that at Lorain, which is on the Cleveland Division, where thousands of cars are repaired or practically made over

during the year, and at the close of the working hours not to find a jack out of place, a board lying in a dangerous position, chips here and there.

The afternoon I visited the car yards and the shops it reminded me of a well-kept garden. Long vistas between cars indicated that dirt and refuse were not hidden in corners, but actually had been



General View from Yard Office



Supervising Officials at Lorain Car Repair Yard

Lower row, left to right: C. Bender, Car foreman; H. F. Johnson, Gang foreman; J. Lewis, Pipe Shop foreman. Upper row, left to right: P. Foss, Blacksmith foreman; V. Lucas, Steel Car foreman; G. Synder, Wood Car foreman; W. Jacobs, Mill foreman; F. J. Staller, Car inspector; W. K. Gonnerman, General Car foreman; G. H. Van Pelt, Gang foreman; G. Leimeister, Wreckmaster; M. Reichlin, Painter foreman.

swept up and carried away. Every lumber pile seemed to be as orderly as a pile of napkins in a thrifty household. The buildings looked good from the outside. The great pieces of iron and steel that are used in the repair of cars were in orderly array in their proper and convenient places.

It was a Saturday afternoon and the workmen had gone home for the day. In the offices there were several young women clerks and minor officials at work. I was informed that the ranking official then on duty was W. K. Gonnerman, general car foreman. Deciding to wait for him when informed that he was engaged at the moment, there was an opportunity to look from the windows up the yards.

From the elevated position of the second floor of the building there was a clear view for a great distance, and as far as the eye could see there was orderliness apparent.

Finally Mr. Gonnerman was available and I found a dynamic, alert gentleman who had just finished a conference. Almost the first question I put to him was "How do you do it?" pointing to the yard and explaining that seldom does one see so unusual a condition. Imme-

diately he showed pride in the fact that orderliness had made an impression on someone and he smiled a most satisfied smile.

"Oh," replied Mr. Gonnerman, "I hold my foremen responsible. They, in turn, get the good will and confidence of the men. I have just finished with my little class. Every Saturday we meet here, I and the half dozen foremen of the different branches of the work, and sometimes it consumes four or five hours for us to run over our defects of the past week and outline our program for the week ensuing."

Before these weekly conferences, at which attendance is mandatory, Mr. Gonnerman experienced difficulty, as all general car foremen do, in transmitting his ideas to the minds of the men under his jurisdiction. He knew what he wanted done, but to have about 600 minds impregnated with one ideal was another thing. "Where there's a will there's a way," and the general car foreman decided to reach his orce through those whom he trusted.

"In the matter of observance of the SAFETY rules and regulations," said Mr. Gonnerman, "the plan in force here is bringing most gratifying results. Take the month of March, for instance," and

he pulled out his accident and injury report from his desk, "here it is the fifteenth of the month and not a man injured. That's a record, I believe."*

Reports available as this is being written, April 3, show that there was only one injury to an employe at the Lorain shops, that occurring on March 29. With only one working day to go, March 31, it is likely that an unusual record has been made. Mr. Gonnerman was out after a 100 per cent. report, but sparks from a blow-torch set a workman's glove afire and the man's hands were burned.

"In keeping a clean yard and in SAFETY work," explained Mr. Gonnerman, when asked to tell his methods, "cooperation between the men and officials is the one essential. I found that frequently the SAFETY lesson was not pressed home when I spoke with a violator of the rules. I wondered why. It perhaps was a psychological phenomenon or something of that sort, but I determined that another plan would have a trial. I then called the different foremen together and instilled into their minds just what I wanted and asked them to get the message across to the men. Soon I noticed little groups gathered in the yard for a few moments at lunch time. The foremen came back to me and reported that the men were deeply interested in SAFETY, and that they understood their foremen better than they did me. The fact was that the foremen understood their own little gangs and could get the lesson home better than could I, a stranger to many of them.

"Right there I learned a valuable lesson. I knew then that an official must depend upon those under him in his

*The accident figures are for 1919. The article was prepared by Mr. Braden in April, 1919, but held up on account of lack of space. The deductions drawn on the methods employed to "pass the word on down the line" are as pertinent now as then—Ed.

department and that cooperation was the watchword of SAFETY success. Soon I conceived the idea of weekly meetings with my foremen when I would outline specifically just what was to be done the following week and listen to suggestions they might have or which the men had mentioned in their presence. On Monday mornings the foremen started out with a definite object in view. Not to promulgate all SAFETY rules; but just a few that needed immediate attention.

"At the noon time on Monday there would be a little group just behind the blacksmith shop. Another group would be assembled around a car being repaired. Another group would be far down the yard where the fence makes a corner. Other groups would seek their own convenient place and in the centre of each was the foreman, in the language of the majority of each group, explaining just what I wanted them to grasp. They did not know that they were absorbing my ideas. They all thought that the foreman was the originator. That's just what I wanted them to think. It gave the foremen prestige with the men under their control. If I happened to be in the yard and a man came to me with some grievance, large or petty, I gave no attention, but insisted that the matter be taken up with the foreman of the gang.

"My foremen felt that they had some authority. They respected the responsibility I placed upon them. I was then able to plan better and better SAFETY matters, for I knew the men would absorb it when I fed it to them through their foreman, whom they respected highly.

"That's the plan I have followed. If you think that it will help any other shops or yards on the System, you may make it known. I have given it a long trial and am firmly convinced of its efficacy. It is a simple plan, isn't it."

Q The American is an individualist. Bolshevism takes all incentive from the individual, for it robs him of reward of effort. Successful nations have been those full of men desiring to succeed and willing to work hard for their success. A Bolshevistic nation inevitably would crumble and disappear.—*Elbert H. Gary.*

Letters of a Self-Made Failure

By Maurice Switzer

This is the seventh installment of a continued story that is running by special arrangement with The Leslie-Judge Company in THE BALTIMORE AND OHIO EMPLOYEES MAGAZINE. In a succeeding issue the final section of the book will appear.—THE EDITOR.

OLDBURG, November 12, 1913

DEAR BOB:

Yesterday morning there burst upon my peaceful horizon a young man with effervescent personality and blond locks. He wore a green hat, a hand-painted top-coat belted aft, low-necked shoes and white socks. He carried a stick and a letter of introduction which certified to the fact that Mr. J. Wellington Whimple was a friend of yours. I hated to believe it, but your signature looked genuine, so I received him pleasantly.

I could see at a glance that J. Wellington was no ordinary fellow. It was also apparent that he devoted a good deal of his time, valuable or otherwise, to his wardrobe, which was, I should say, the last word in twelve-cylindered, self-starting, 1920-model toggery, as prognosticated by those infallible sartorial seers, "The House of Frankfurter."

I'm not knocking fashionable attire. I go in for dress a bit myself, for I believe that appearances count in creating an impression, but I never see a chap in ultra-regalia but I get to wondering how much time he must spend in keeping up with the style. It must have required some time, a good deal of thought and no little courage to achieve the *tout ensemble* in which J. Wellington descended upon this jay town.

A good appearance is always an entering wedge when a man seeks an interview, but all the clothes in a king's wardrobe won't sell a bill of goods; it takes human intelligence to do that.

Vanity sometimes leads a fellow to bedeck his person like a five-storied wedding cake, and some men do it, I suppose, because they believe in the foolish aphorism that "clothes make the man." It's the other way: man makes the clothes, and just as often clothes unmake the man. Fine feathers may make fine birds, fine hats or fine dusters, but the best that fine clothes ever did was to make fine-looking men.

No doctor ever prescribes for himself, and by the same token you'll notice that the men who own the clothes foundries don't wear their own styles—not publicly, at any rate.

My estimate of your friend J. Wellington is that of a person skilled in the fine arts of light conversation and heavy dancing. I judge him to be a tireless scout in tracking down new tango parlors in the perilous Lobster Belt of Wild Manhattan; and I'll bet a cream-puff he's a bear with the ladies. Altogether, J. Wellington is some classy lad!

He modestly remarked to me that he had no expectation of doing much business this trip as it was his first time here. I didn't discourage him.

He told me also that you were aces up with the swellest little skirt in all Manhattan—I quote his exact language—and as he proceeded to unlimber his heavy conversational ordnance, I gathered that you were considering an excursion into that country from whose bourne no traveler ever returns—quite the same man.

Of course, I'm not surprised; few men have the sense to let well enough alone, but if you are thinking seriously of matrimony I hope the fortunate young lady does not move in J. Wellington's set. It seems to me that you have trouble enough in settling your own bills while engaged in discharging the mental labor allotted to you, with-

When a fellow of your age begins to dally with the so-called weaker sex, he has to trail with either the bad ones or the good ones. In the company of the swift he gets into trouble, and in the society of the others he gets married; there's no escape, they've got you coming and going; so in the circumstances, I prefer to see you respectably harnessed.



He carried a stick and a letter of introduction which certified to the fact that Mr. J. Wellington Whimple was a friend of yours

out aspiring to go in hock to milliners and dressmakers, besides doing general housework after you get home nights. I imagine that the dolls in J. Wellington's circle are built for speed, not comfort.

I'm not asking your confidence, but I would like to know how you expect to keep a wife on your present salary. Still, perhaps you'd better not tell me. I don't want to attempt the hopeless task of trying to extricate you from the soft embraces of the only girl in the world. I know how it is: when love comes into the bean, reason flies out of the window.

Your earning capacity just now is not such as to cause the government much worry over the collection of your income tax, so if you had put the matter up to me I should have counseled you, if you must marry, to select a wife from among those girls who make their own living. No one appreciates the value of a dollar like those who have earned one.

The other kind of a wife for a man in your position is one with a bankroll; it's just as easy to love a woman with money as it is to cherish one without it.

Don't get the idea that I'm against



He told me also that you were aces up with the swellest little skirt in all Manhattan

matrimony. I'm for it, but in certain circumstances.

I don't think it's a good thing for a man to be so worried with domestic cares that he can't attend to his business, for when that happens, he'll lose his job. It never makes any difference how good you were, it's always how good you are and can still be; past services are poor assets.

It's pretty tough for a single man to be broke and out of work; you've been there and know. But if you want to get the real definition of suffering, ask a married man how it feels to be in that position.

Why must you have any domestic cares? Why should you be one of the very few to escape them?

I'm a little afraid that you are banking on the promises of advancement and emoluments that have been made to you.

Don't place too much dependence in human nature—not because men in general are untrustworthy, which I do not mean to imply—but because they are human. Promises are often born of momentary enthusiasm and made with the best intentions of ultimate fulfillment. But things happen, conditions change, ardor cools; the sentiment of liberality is superseded by one of selfish interest and pledges made in the best of faith are forgotten.

Everything human is frail and mutable. The nature of a man may change with each new environment, but the coin of the realm has a fixed and dependable value. You may fail to cash in on promises, but you can always collect one hundred cents on a dollar bill.

That's the reason I say to you that it's all right to have faith in men, but put your implicit trust in cash; it's the only sure bet in the moment of adversity.

The greatest thing in the world is a true and sympathetic friend when misfortune trips you by the heel; but how much happier is the helper than the helped; how much better to be the friend than the befriended.

It's an old aphorism that promises are like piecrust—easily broken; but the simile is insufficient. Broken piecrust at least is sustenance; a broken promise is empty nothingness.

Promises are the flowers of acquaintance that are nurtured in the garden of friendship. They are made to blossom by the sunshine of sympathy and the fragrance they exude is hope. Today they lift their heads in full-blown beauty, only to be touched tonight by the frost of selfishness. Tomorrow they droop, wither and fall apart, and on the winds of adversity their petals are scattered broadcast, to be trod upon by the heel of indifference and ground in the dust of forgetfulness.



It's pretty tough for a single man to be broke and out of work, but if you want to get the real definition of suffering, ask a married man how it feels to be in that position

Sentimental stuff? Maybe so; but matrimony is usually a sentimental affair—for at least one of the parties.

"Never take a wife until thou hast a house to put her in," said Solomon—or was it Ben Franklin? It really doesn't matter; both had sufficient experience with the ladies to make either of them competent authority on the subject.

If you happen to know in advance when J. Wellington is headed this way again, tip me off; I want to be out of town.

Any other friend of yours who happens to be a regular person will always find the latch-string out and the folding-bed down.

Your affectionate brother,
JIM.

The Use and Handling of Gasoline

On account of the introduction of motor cars on our lines and the use of various mechanical devices driven by internal combustion motors, the use of gasoline has become wide-spread and a word of caution is necessary in order that safety to life may be preserved and serious losses by fire averted.

In all properties where gasoline and similar highly volatile oils are used, stored or handled, the following regulations should be observed. Foremen and others in authority should consider themselves responsible for their enforcement.

Supplies of gasoline of over five (5) gallons should be stored in an approved underground tank with pump, of which there are several good types on the market.

Small supplies, not exceeding the amount required for a day's use, should be kept in approved safety cans.

Vaults or outbuildings in which the pumps for drawing gasoline are located should be provided with metal signs, prominently posted on the outside, preferably in bright red, with white lettering, reading: "DANGER—GASOLINE—NO SMOKING—KEEP LIGHTS AND FIRE AWAY."

In straining gasoline use only wire gauze strainers, as chamois skin, which is frequently used for this purpose, will generate static (or frictional) electricity, a spark from which will cause an explosion.

If necessary to draw gasoline after dark, use an electric torch.

Remember that gasoline vapor has been known to travel to and ignite at a point over 200 feet away from the main supply.

Take no chances! Carelessness in this matter may cost you your life. It will, at least, burn you out of your job.

B. S. MACE,
Superintendent of Fire Prevention.

Help Us to Prevent Fires—Be Careful

Railroads Worth More Than Their Full Capitalization

Interstate Commerce Commission Valuations Indicate Real Investment

AN article by Mr. Samuel Barker, in the Philadelphia *North American*, says "... it is soon going to be impressed upon public attention—and as a genuine surprise in view of the common opinion which has been entertained during many years in which time a great change has taken place—that the railroad properties of the country, as they stand today, have value as a whole, and in most cases separately, well in excess of their capitalization.

"Upon such demonstration the position of railroad securities in the estimation of investors will be improved, railroad credit will strengthen and as a result the cost of the great additional investment which stands to be made in railroad development will be proportionately reduced and to public advantage.

"Valuation of the railroads, which has been going on under the act of March 1, 1913, through the Interstate Commerce Commission, is now so well along in surveys, etc., that completion of valuations is likely to come now quite fast. In fact, preliminary figures are already appearing for some large systems.

"The estimates are being generally based on properties and values as of June 30, 1914, plus capital invested subsequently, so that the results do not build upon what it would take at current inflated costs to reproduce the properties. We have showings of value as compared with capitalization, as follows:

Individual Valuations

"Reproduction value of the Boston and Maine Railroad system is given at \$231,776,000, apart from land values, which raise the total to \$278,924,000, the whole depreciated to \$225,514,000, for a capitalization of about \$210,000,000.

"It is understood that the valuation of the New Haven system, approaching completion, will show no less well.

"For the Rock Island system a valuation of \$410,000,000 to June 30, 1915, is allowed. Capital expenditures since then raise the total to \$427,500,000, with the capitalization only \$345,797,000.

"Various State valuations which have been made show as follows:

STATE	YEAR	REPRODUCTION VALUE	RAILROAD CAPITALIZATION
Washington....	1905	194,057,000	161,582,000
South Dakota...	1908	106,495,000	109,444,000
Michigan.....	1907	204,340,000	337,556,000
Minnesota.....	1907	411,735 000	300,028,000
Wisconsin.....	1909	296,803,000	225,000,000
Texas.....	1909	212,795,000	420,032,000
Nebraska.....	1911	327,190,000	263,170,000

"The Pennsylvania Railroad Company has realized \$525,635,301 net to its treasury from the \$499,265,700 capital stock, so that the property has had from it \$26,369,601 more than the face value. Counting income put back into the properties, it has been roughly estimated that the Pennsylvania system stands now a cash investment about \$500,000,000 in excess of its capitalization.

"Total net investment at the beginning of 1917 in the railroads of the United States, as figured by the Bureau of Railway Statistics, was \$18,160,545,000, and so about \$7,750,000,000 more than in 1907. At the same date the net capitalization was \$15,880,153,000, an amount increased less than \$3,000,000,000 since 1907. The Interstate Commerce Commission put the total road and equipment investment of the American railroads on June 30, 1916, at \$17,525,577,000."—*American Railroads*.

Has Any Other Shop a Record That Can Beat This ?

From August 7, 1919, to January 5, 1920, the Reclamation Plant at Zanesville, Ohio, J. L. McCann, superintendent, operated without a single reportable accident to its employees. If you have made a record that can beat this, let us hear from you.

Changes and Promotions



HE jurisdiction of C. W. Galloway, federal manager, Eastern Lines, was, effective January 15, extended over the following properties: Baltimore and Ohio Western Lines, Dayton and Union Railroad, Dayton Union Railroad, Staten Island Rapid Transit Railroad, Staten Island Railroad, Baltimore and New York Railroad, and Baltimore and Ohio Railroad properties and piers on Manhattan Island.

Effective the same day, Mr. Galloway announced that the jurisdiction of the following officers was extended over the same properties: W. G. Curren, general superintendent, Transportation; Golder Shumate, acting traffic manager; H. A. Lane, chief engineer; J. T. Carroll, general superintendent, Maintenance of Equipment; E. Stimson, general superintendent, Maintenance of Way; F. P. Patenall, signal engineer.

Effective the same day, the following properties were released from the jurisdiction of Mr. Galloway and transferred to the jurisdiction indicated: Western Maryland, and Cumberland and Pennsylvania Railroads, M. C. Byers, federal manager; Cumberland Valley Railroad, Elisha Lee, federal manager; Gettysburg and Harrisburg Railroad, and the P. H. and P. branch of the Philadelphia and Reading Railroad, federal manager Ewing.

Effective the same day the following announcements were also made by Mr. Galloway: R. N. Begien appointed general manager, Baltimore and Ohio Western Lines, Dayton and Union Railroad and Dayton Union Railroad, headquarters Cincinnati, Ohio.

The jurisdiction of E. M. Devereux, federal treasurer, extended over the Staten Island Rapid Transit Railroad, Staten Island Railroad and Baltimore and New York Railroad.

On January 1, Daniel Willard, president of The Baltimore and Ohio Railroad Company, announced that, effective that date, Archibald Fries was appointed general traffic manager of The Baltimore and Ohio Railroad Company, with headquarters at Baltimore, Md.

Effective the same day, Mr. Galloway appointed Golder Shumate acting traffic manager of the Baltimore and Ohio Railroad—Eastern Lines, Coal and Coke Railroad, Morgantown and Kingwood Railroad, Western Maryland Railroad, Cumberland Valley Railroad, Cumberland and Pennsylvania Railroad, vice Mr. Fries.

Freight Claim Department

On December 13, 1919, F. L. Charles was appointed assistant to freight claim agent, in charge of Freight Claim Prevention, Lines West, headquarters, Room 67, Carew Building, Cincinnati, Ohio, vice J. P. Henson, resigned.

On January 1, W. B. Brice was appointed inspector of stations, Southwest District, headquarters, 67 Carew Building, Cincinnati, Ohio, vice F. L. Charles, promoted.

Office of General Storekeeper

On December 27, 1919, V. N. Dawson was appointed storekeeper at Fourteenth and Lincoln Streets, Chicago, vice J. J. Gibbons, transferred.

Picked Up Here and There

By "Ernie" Baugh
of the Dining Car Department

South Clark Street, Chicago

Watching a teamster on an overloaded wagon as he started to throw the lash into a pair of tired horses, a street urchin tossed out this one: "Sing to them, kiddo, hand 'em the honey; ANY DECISION IS A PUNK ONE IF YOU WIN IT WITH A WHIP."

Three Classes of "Greetings" I Saw on My Last Trip Over the Line

At Cincinnati

A microbe did a Brodie into the arms of a "corn fed," slipped her a kiss, goo goo'ed into her bovine like eyes and called her "B-i-r-d-y."

At St. Louis

A gink with an insinuation of a soup garage on his upper lip met a "springer" about frying size, pecked her once and sighed "Ma Cherie." This in St. Louis and not Paris.

At Chicago

A little old lady met a "doughboy" as he unloaded from No. 5. They went to a clinch that took her off her feet and he handed her a soul kiss that would have made the Knickerbocker Company famous. Neither spoke, and I took off my hat.

Lobby of Sinton Hotel

From a man who could play the name part in O'Henry's "Man About Town." "A successful guy is not one who has a barrel of coin

or a world of power. It's a bird that has a Home Life where the man remains a boy, the woman remains a girl; where the boy is on the level with the girl that's on the square and they both grow old as sweethearts."

Toledo Division

One automobile man, speaking of another: "He is hitting on all cylinders and never misses a stroke." The answer was, "I admit he works with his muffler cut out and wide open."

A Mason Locomotive on the Baltimore and Ohio Railroad in 1857

By J. Snowden Bell

In "Railway and Locomotive Engineering"

THE accompanying illustration, which is reproduced from an excellent photograph made prior to 1864, shows engine No. 232, which was one of six built for the Baltimore and Ohio Railroad by William Mason & Co., of Taunton, Massachusetts, and put in service in August, 1857. The Potomac River and Chesapeake and Ohio Canal appear in the background, and the locomotive and its location will be familiar to the few now living who knew them.

When William Mason began building locomotives in 1852, the ideas of art harmony as applied to locomotive designing appear to have had no place in the minds of men carrying on the work. They labored with some success to produce locomotives that did the work of hauling the trains with fair economy, and they worked out proportions that provided the required strength without carrying a burden of unnecessary material, but no attention appears to have been bestowed upon the outward appearance of locomotives, so far as making the visible outlines harmonious, was concerned. There was a great deal of ornamentation put upon some of the parts, but the effect on aesthetic taste was often grotesque where beauty was aimed at. Elaboration of brass in bands and coverings of domes, sand boxes, wheel covers, steam chests and cylinders with great vagaries of paint on other parts, conveyed the impression one receives from looking at the garments of an overdressed woman. Those were the days when the red smoke stack and vermilion painted wheels were regarded as a mark of distinguishing beauty. It was then considered the correct thing to spend hundreds of dollars on the painting of portraits or picturesque scenes on headlights, cab panels and tenders.

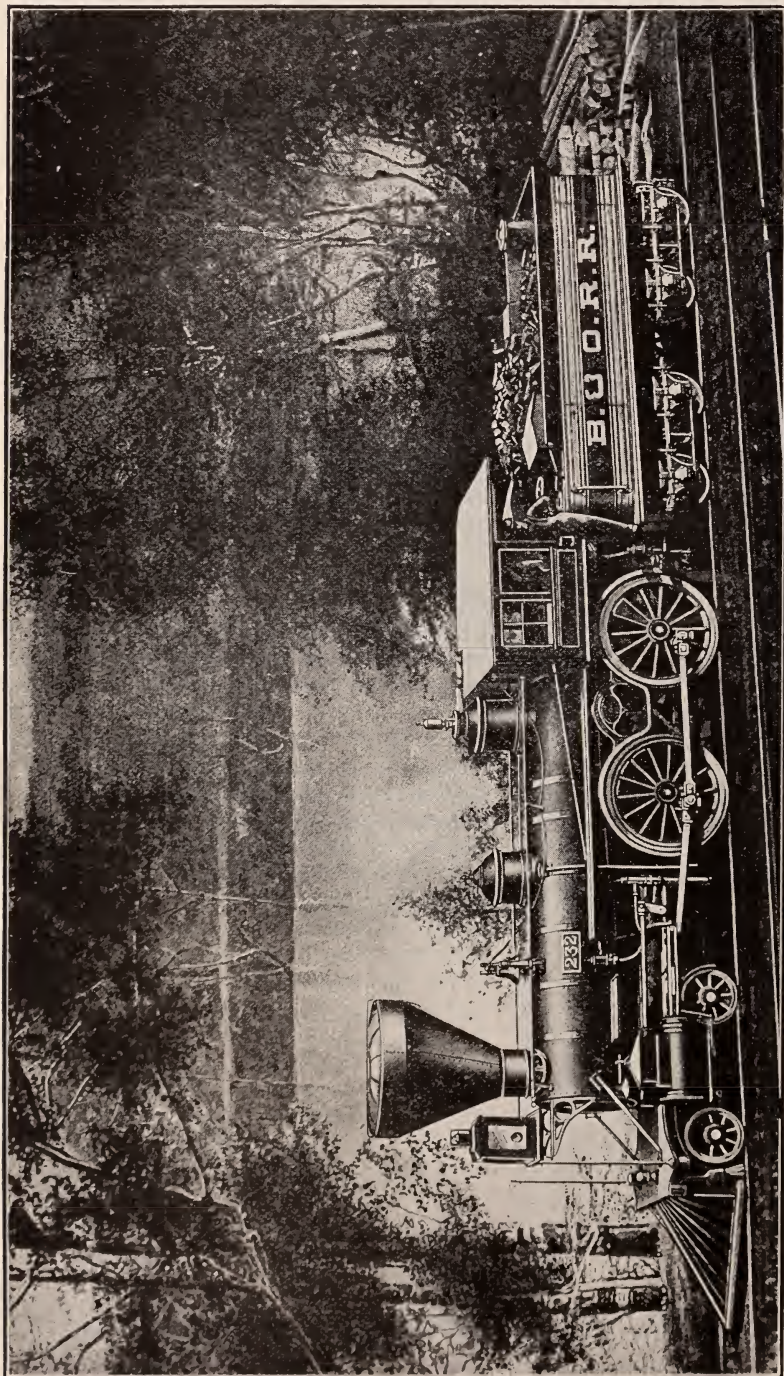
Mason took the lead in making locomotives that were handsome without the aid of glittering brass and ostentatious painting. Mr. M. N. Forney said of him: "He was a wonderfully ingenious man and combined with his ingenuity a high order of the artistic sense, so that his work was always most exquisitely designed. It might be said of his locomotives that they are 'melodies cast and wrought in metal.'"

These engines can be correctly characterized as novel and typical, and except as to the improvements of detail which have been developed in later practice, their general design stands today unsurpassed by any of the "American" or 4-4-0 type. It was immediately adopted by nearly all the locomotive builders of the United States, and its characteristic features may be stated as comprising the straight, or, properly speaking, telescope boiler, instead of the prior dome or wagon top pattern; horizontal cylinders secured to the frame and to a round smoke box through a cylinder saddle; widespread truck; elimination of outside frame rails and other excrescences; ogee moulding dome and sand box bases and tops; and a neater and more symmetrical arrangement of link motion and reverse. These engines had 16x22 inch cylinders, 60 inch driving wheels, and weighed about 24 tons. Their boilers were 46½ inches diameter of smallest ring, ⅝ iron, and had 106 tubes, 2¼ inches diameter, and 11 feet 2½ inches long. The fire box heating surface was 86.5 square feet, tube heating surface 694.5 square feet, total heating surface 784 square feet, and grate area 15 square feet.

The writer's recollection of the Mason engines accords with that of a veteran railroad man, who wrote to him: "I well remember these engines—the neatest, best proportioned, trim-

mest engines ever built by anybody, and they did their work all right, too." The type has now practically been superseded by the Atlantic,

but in its time it was the best for general service, and no better exemplification has ever been produced than the Mason locomotive of 1857.



Mason Engine on the Baltimore and Ohio Railroad in 1857. Cut by courtesy of *Railway and Locomotive Engineering*

(This is one of a series of articles which will appear from time to time and cover as many of the types of locomotives used on the Baltimore and Ohio as we can get accurate record of. John E. Spurrier, whose interesting contributions on some of the old-time practices, rules, relics and events of the Railroad, have often appeared in the Magazine, is working on these articles now and has a number of good photographs of the earlier types of engines to go with them. We would be glad, however, to have other employees let us see whatever data or pictures they may possess of interest in this connection.)

The Inter(n)ment of T. Von B-H. Hohenzollern, or the Cat Came Back

Being the Actual Experience of a Fellow Employe

By John Newman

Terminal Timekeeper, Pier 22, N. R.

MRS. HOHENZOLLERN had a cat. There is nothing remarkable in this statement in itself, as in the neighborhood where Mr. Hohenzollern lives every house contains a cat, or several, and the community at large has a community of cats (also at large), so that the feline contingent is about pro rata with the human. But as a tale has to have a beginning as well as an end, and professional story tellers tell beginners that a written story should start with something that will attract attention and follow up with something that will hold it, this introduction is not so bad, for the name "Hohenzollern," meaning high tolls or taxes (not to mention a number of new derivatives), is attracting a lot of attention just now. To proceed: The name of the cat was Von Bethman-Hollweg, first name "Tom," but fondly nicknamed "Nigger" on account of his color. He was a hand-raised, milk-fed, lap-fondled, feather-pillow cat, allowed many privileges ordinarily denied decent people.

I have spoken of my hero in the past tense because he is dead now. His life was an uneventful period of luxury, self-indulgence and impositions on the kindness of his mistress. And his end was no doubt a direct result of attempts to carry his imbued heathenish practices into the neighbors' houses.

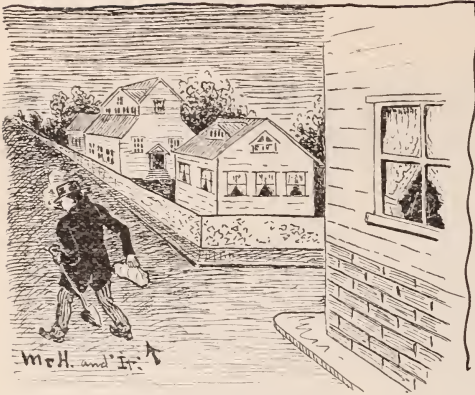
One morning Mrs. Hohenzollern found him on the back porch "completely dead," as the Irish put it; all nine lives extinguished entirely. And examination of the *corpus delicti* revealed that some deadly drug had been the agent of destruction.

The protests and lamentations of Mrs. Hohenzollern were heard as far as heaven, and all intervening space was filled therewith. The tears shed were genuine, for Mrs. Hohenzollern had a tender heart in spite of the name she bore.

After the passing of the paroxysm, consequent on the passing of the cat, the question of disposition of the remains arose. Mrs. Hohenzollern instructed her usually docile husband to attend to the undertaking and designated the place in the garden where, under a lilac, the deceased was to repose. But the "old man" demurred; said he was not going to be made a d— f— of for the neighbors to comment on, nor to invite trouble from the city authorities. He advised the gutter and a call on the Board of Health dump-wagon, which suggestion nearly resulted in the annihilation of the head of this branch of the Hohenzollern family by flame-projector oratory. The suggestion was "outrageous, but no more than could be expected



T. Von B-H. Hohenzollern



The last of "Tommy"

from a man with an insect's intelligence and a wolf's heart," and so forth. Mr. Hohenzollern, in whom the instinct of self-preservation was active, jammed his hat on his head and beat an exit.

On his return in the evening his spouse, whose passions had subsided and whose reason had begun to assert itself by her contemplation of the ex-dearly beloved, which by now was beginning to make its presence known in the air, so to speak, broached the subject again, and the ensuing discussion finally resulted in a compromise to the end that Mr. Hohenzollern was to wrap Von Bethman-Hollweg in a nice paper parcel and carry it to his place of business, whence he was to have it disposed of by the Health Department scavengers.

This was done. When Mr. H. issued forth the next morning he had a large but neat paper parcel under his arm, and was puffing vigorously on a punkerino profundo to soothe a certain nervousness and to distract the attention of bystanders and fellow passengers from the package to the cigar.

As it happened, he reached the station just as his train pulled out. Composing himself on the station platform and placing the package against an upright post, a few feet distant, he proceeded to read the morning paper and wait for the 7.15. Becoming absorbed in an account of what the Entente intended to do to his namesake in Holland, he was startled by the 7.15 pulling in, and, hastily folding up his paper and his spectacles, he boarded the train and resumed his reading.

Of a sudden he recollected—! Then a smile spread over his features as his imagination unfolded the possibilities of the situation.

He saw a trainman pick up the package and turn it in to the lost property department where (oh boys!) after a day or two of the then hot weather . . . He chuckled.

Or, again, maybe some person whose bump of honesty was dented or whose conscience was not too nicely adjusted in its relation to the Seventh Commandment, might find the package, and, after careful survey of the surroundings, sneak away with it. Then the opening of the parcel, the revelation and—tableau! He laughed out aloud. Some joke! Should he tell the story to his wife? He had some doubts as to how she would receive it. So he decided to keep his peace at home, but pass the good thing along with some embellishments to his business friends.

When he reached home that evening he espied by the front stoop a large paper parcel, and on closer view recognized it! It was Von Bethman-Hollweg come back.

In making the package he had overlooked the fact that the outside wrapper was a sheet of paper in which Mrs. Hohenzollern had received a pair of C. O. D. portieres the day previously and that her name and address were neatly printed on the outside.

An honest soul had found the package and expecting a reward had carried it to its point of origin, remarking to Mrs. H. that she "suspected the package might contain something perishable." Mrs. H. was equal to the occasion and tipped the honest soul liberally, determining to take it out of the party of the second part on his return home.

Let us pass over the painful scene that ensued on the meeting of husband and wife. Yes, let it pass—only adding that darkness that night saw Mr. Hohenzollern take a solitary walk of about three miles to the nearest vacant lot, puffing on another of his deodorizers and carrying a large paper parcel at arm's length.

Invoking That Which They Would Destroy

W. J. Lavelle

Train Rules Examiner, Cumberland Division

Have you observed that those who advocate destroying the Government of the United States nevertheless implore that very government to save them from deportation and keep them here under its protection?



Conductor Whitcomb Praises Thoughtfulness in Railroading

By H. S. Adams

Chief Clerk to Superintendent, Indiana Division

THE accompanying photograph is of M. C. Whitcomb, passenger conductor on the Indiana Division, who was born February 22, 1854, and entered the service of the Ohio & Mississippi Railroad as brakeman, July 12, 1870. Mr. Whitcomb has given me the following interesting sketch of his service since that date:

"In 1870, when I began braking, Stephen Kelso, formerly an L. & N. conductor during the Civil War, was my conductor. The number of our



M. C. Whitcomb

caboose was '26' and my partner's name was Orlando McGannon of North Vernon, Ind. We had a Rogers Engine No. 16, with William Mosier as engineer and John Meyers as fireman. At that time the Ohio & Mississippi had a six foot gauge, which was changed, however, to present standard gauge in September, 1871.

It was a case of the hand brake and link and pin couplers during those days when I was employed as brakeman, switchman and yardmaster. I was promoted to freight conductor November 25, 1880, and to a passenger run, October 15, 1903. I was tendered a passenger run in 1888, but declined it in favor of a local freight run. On this I worked for fifteen years, with the exception of two years spent as night yardmaster at Seymour, Ind., at a salary of \$54.00 per month.

"The brakemen's strike in 1876 was occasioned by a cut in pay. A trip of eighty-seven miles constituted a day on Eastern Division (Cincinnati and Seymour). On the Middle Division (Vincennes and Seymour) it was 105 miles. At the time of the strike the Ohio & Mississippi was two months in arrears in pay to their employes, and trains were all tied up for about ten days, the only exception being that for several days mail cars were allowed to move.

"Seventeen years of passenger service have proved to me that it pays to be civil, and that most people are honest and agreeable if approached in the proper manner. To one whose heart is in his work and who recognizes the fact that the chief assets in any business are Thoughtfulness and Civility, railroading is a pleasure. With these two words 'pasted inside our hats' and an occasional reference made to them, the cloud with the silver lining will always be in view, the passenger's journey made a pleasant one, and the conductor's life prolonged and happy."



. SOCIAL .

Holiday Celebrations at Cincinnati Terminals

THE Girls' Branch of the Baltimore and Ohio Welfare Association at Smith Street local office, had an enjoyable Christmas luncheon on December 23, after which they entertained the male members of the force. Old Santa Claus, impersonated by one of the members, was there with gifts for one and all, and a beautiful Christmas tree; this, the gift of terminal agent C. E. Fish, was decorated by the young ladies and toys were received by all present.

After an address by Mr. Fish, who acted as master of ceremonies, several vocal selections were rendered by Miss Hall, and all joined in singing the beautiful old Christmas Hymn, "Silent Night." A real surprise gift was handed to Patrick McPartlin, the faithful and staunch advocate of SAFETY, who is always on the job at the Smith Street crossing. It was a pair of well filled Christmas stockings. "Our Paddy," as we all love to call him, said "Ye took the feet from under me," but he did not lose his head and nobly responded with true Irish wit and chivalry with "A Merry Christmas to the young ladies, God bless them, and also to the boys."

After we had frolicked, like kids, tree and toys were sent to the Cincinnati Free Day Nursery. Here the tree was again decorated by Miss Kirton and Miss Haynes, and turned over to the little ones, much to their surprise and delight.

The annual Yuletide spread of the superintendent's force was held in our Welfare Room

during New Year's week. Covers were laid for eighteen, a delightful luncheon being served by the girls. The hot frankfurter and ham sandwiches, potato salad, pickles and olives, home-made pie *a la mode* and coffee, made the contest to see who could eat the most a stirring one. "Fred" Oehlschlaeger was unanimously proclaimed the winner and said he could have eaten lots more if we hadn't made him so nervous with our remarks.

Short talks were given by all present on the subject, "The Year 1919." After eating for about two hours, the party turned to dancing in an effort to aid digestion, and, as a last resort, to singing. The spread was such a success that our car distributor, "Bob" Jennings, made the suggestion that these parties be given monthly instead of annually. Evidently he wasn't very far behind the winner in the "Eats Contest."

Baltimore Veterans Elect Officers for 1920

By C. R. Weir
Recording Secretary

ON January 5, the Baltimore Division Veterans held its regular business meeting, with election of officers for the current year as the main object. President Pennell was in the chair and business proceeded to unfinished business when, after the regular order of business was set aside, the election of officers was taken up.

The portion of the ticket with reference to the Board of Directors was changed to the following district representation:

	REPRESENTATIVES
Central Building.....	2
Mount Clare.....	2
Riverside.....	1
Camden Station.....	1
Locust Point.....	1
Curtis Bay.....	1
Line of Road.....	2

While the judges and tellers were counting the ballots a delicious supper consisting of oysters, ham sandwiches and coffee was served. The supper was in charge of the chairman of our entertainment committee, brother J. D. Riley, to whom great credit is due.

Cigars were being enjoyed by a good many veterans who had remained when, at midnight, the judges and tellers were able to report the successful candidates as follows:

President, G. A. Bowers, 27 North Fulton Avenue; vice-president, H. A. Beaumont, 21 North Fulton Avenue; treasurer, C. B. Snapp, 1030 North Fulton Avenue; recording secretary, C. R. Weir, 1533 Poplar Grove Street; financial secretary, W. H. Harrigan, 432 East Fort Avenue; sergeant-at-arms, J. P. Stoffer.

The following Board of Directors were elected:

Central Building—J. M. Wells, G. W. Sturmer; Mount Clare—W. L. Childs, J. D. Riley; Riverside—W. S. Forrestell; Camden Station—D. J. Corwin; Locust Point—J. F. Summers, Sr.; Curtis Bay—W. T. Stewart; Line of Road—B. E. Barger, C. H. Shipley.

C. H. Pennell, ex-president, 1507 Henry Street, Baltimore, and W. H. Shaw, ex-recording secretary, 3843 Garrison Avenue, Baltimore, were elected as delegates to the Grand Lodge.

Glee Club Social Nights

IT HAS been decided by the Baltimore and Ohio Glee Club that a social night about once a month is the proper stunt. And the first experiment was tried on January 19 with complete success.

Thirty-eight men turned out and only a few of them were unable to persuade young ladies to share their enjoyment. The Club sang a half dozen numbers in concert style and C. E. Mitchell, president, then introduced John T. Broderick, superintendent, Safety and Welfare Department, one of the guests of the evening. Mr. Broderick congratulated the members on their work and on the delightful and wholesome association which they have in their singing. He promised his support in the many worth while activities which the Glee Club program

includes, such as singing at churches and for the benefit of various charitable organizations. He said that he knew of no social influence on the Railroad more ideal than that disseminated through singing clubs.

Mr. Smock, the ever interesting, humorous and popular director of the Club, followed with delightful songs and side-splitting stories. He is an asset to the organization which every member appreciates at full value.

A delicious supper of sandwiches, relishes and hot chocolate followed. It was prepared and served by a committee of a half dozen of the women employes in the Baltimore and Ohio Building: Miss Mabel T. Gessner, chairman; the Misses Grace Berghaus, Loretta Schott, Virginia Smith, Margaret Stevens, Edna Weller, and Mrs. Edna Weller. The Club greatly appreciates their help. John Bopp, in charge of the Baltimore and Ohio Building Lunch Room, was generous in permitting the Club to use some of the Lunch Room facilities.

Dancing was not on the program but it was thoroughly enjoyed, impromptu, as a fitting climax to an evening full of fun.

Final applications for membership in the Glee Club this year will be received Monday night, February 16, in the Baltimore and Ohio Building Assembly Room at 8.00 p. m.



His Idea of Uplift

The Old Relay Station

By H. R. Howser

Manager Government Order Office, Washington, D. C.

THREE months before the Baltimore and Ohio Railroad was opened to Ellicott City by horse power on May 24, 1830, a hotel, housing the ticket office and waiting room, was erected at Relay House. This hotel is still in use and is one of the old landmarks at Relay. When steam power was substituted for horses on August 30, 1830, the traffic increased to such an extent that plans were made for the building of the passenger station illustrated. This was put directly opposite the Relay Hotel and finished in 1832, and additions for the accommodations of passengers (the open shed as shown in the accompanying picture) were added when the Railroad was opened to Washington on August 25, 1834.

This one-story, rambling building was the station until 1873, when the Viaduct Hotel was completed and occupied. Subsequently the old station was used by the Railroad gardener as a tool house until 1890, when it was demolished and a signal tower placed on its site.

The person with beard and in white trousers standing on the platform is J. W. Howser, an uncle of mine, who was agent at Relay for forty-seven years. The little fellow in a white suit standing in the door is myself. All notices for the traveling public are here shown posted

on the outside of the station and not in waiting rooms. The woman sitting at the end of waiting shed is Aunt Julia Weaver, who sold peanuts and made quite a good living out of her trade. At times she would have a supply of Maryland fried chicken sandwiches for her patrons. Some of our old timers will remember that they were the real thing.

John E. Spurrier, now special representative of the federal manager, was the night telegraph operator in this station during the year 1866, and Upton W. Howser, brother of the agent, was the station baggagemaster.

If the Man Who Painted Sign at Harper's Ferry Is Alive, a Fortune Awaits Him

THE living worth of good work is always recognized, even in small things. Sign painters do not usually achieve wealth or fame, yet it is said that a fortune awaits the man who painted a station sign at Harper's Ferry, on the Baltimore and Ohio Railroad, shortly after the completion of the line at that point. The Western Society of Engineers has the sign on exhibition at their rooms.

The engineers are trying to ascertain who mixed the paint and applied it to the sign, which was placed in position at the Harper's Ferry



The First Station at Relay of which we have seen Pictorial Record

station about thirty years ago. The summer's heat and winter's storms have in no way dimmed the luster of the paint used to make the words "Harper's Ferry." They stand out as boldly as the day they were formed by the artist's brush.

The wood around the letters has been worn about one-sixteenth of an inch by sand beaten against it by fierce winds, but the letters have withstood the elements.

It is asserted that no paint manufactured nowadays is equal in durability to that which was applied to the old sign, and if the person who mixed it is living and will take advantage of the secret he possesses as to its composition it is said he can, by engaging in the paint manufacturing business, soon accumulate wealth.—White Plains (New York) *Record*.

Fifty Years' Service Gave William Archer, Late Assistant Engineer, Remarkable Knowledge of Western Lines

By F. J. Parrish
Assistant Engineer

WILLIAM ARCHER, formerly assistant engineer, Maintenance of Way, and assistant real estate agent, died at Cincinnati, Ohio, on November 24, 1919.

Mr. Archer was born at Penrith, England, June 7, 1844, and came to the United States with his parents in 1850. The Archer family settled at Cleves, Ohio, in the early fifties, and Mr. Archer made this little suburb of Cincinnati his home for the remainder of his life. After securing his elementary education he attended Farmers' College at College Hill, Ohio, taking a Liberal Arts course, but specializing in all the mathematical and scientific courses available.

After spending four years as assistant engineer with the Big Four Railroad, he entered the service of the West Virginia and Ohio Railroad (now a part of the Baltimore and Ohio) in May, 1869; his active service with our Company from that date until his death, a period of over fifty years, was never severed. He held successively positions as, engineer of Location and Construction, assistant engineer, division engineer, principal assistant engineer, Maintenance of Way, assistant real estate agent and assistant engineer in an advisory capacity, the position he held at the time of his death.

Fifty years of continuous active service, beginning with the construction of the Railroad west of the Ohio River, gave Mr. Archer an



The late William Archer

almost unparalleled knowledge of the Western Lines; a wonderful memory, together with an unusual gift for assembling facts, in an orderly and concise manner, enabled him to use this knowledge most effectively.

As assistant engineer in an advisory capacity, his knowledge, together with his eagerness to assist all who came to him, made his services invaluable for the securing of historical and statistical data.

Mr. Archer was a member of the American Society of Civil Engineers and a charter member of the American Railway Engineering Association.

M. F. Frey, Late Assistant Engineer, Came with Railroad on His Discharge from Union Army

By G. J. Goolic
Magazine Correspondent

IT IS with deep regret that we announce the death of M. F. Frey, retired assistant engineer, at his home in York, Pa., December 9, 1919.

Mr. Frey was born January 18, 1838, at Easton, Pa. When a young boy his parents journeyed by team to a new settlement in the northwestern part of Pennsylvania and were among the first settlers of what is now known as the town of St. Marys. He engaged in farming until the time the Pennsylvania Rail-

road constructed its lines from Sunbury to Erie, Pa., when he took a position as axeman on a survey corps.

His liking for the engineering profession encouraged him to take advantage of every opportunity to improve his knowledge and broaden his education. He was later employed on other railroad construction work and on parts of the water supply systems in the City of New York.

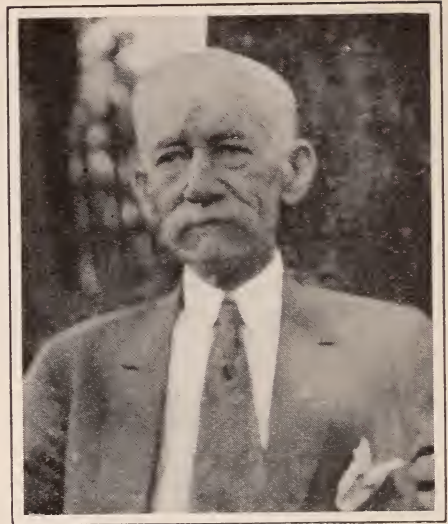
When the Civil War broke out he enlisted in the Engineering Corps of the United States Army and on his discharge was employed by the Baltimore and Ohio Railroad at Baltimore. In 1888 he was transferred to the New York Division to enlarge the old Consolidation Coal Dock, and when this work was completed, remained with the Staten Island Rapid Transit Lines as assistant engineer.

Mr. Frey was actively engaged in engineering work on the Staten Island Rapid Transit Lines until 1910, when, on account of failing eyesight and ill health, he was compelled to resign. He moved with his family to their old home at St. Marys, Pa., but finding the climate too severe, he located at York, Pa.

Mr. Frey was a member of the Employees' Mutual Benefit Association from the date of its organization and was well liked by all his associates. He is survived by a wife and two children.



The late Michael F. Frey and his widow



The late Davis F. Dowden

Davis F. Dowden, Pioneer Machinist, Dies

By A. D. List

IT is with regret that we report the death of Davis F. Dowden on November 4. Mr. Dowden was one of the pioneer Baltimore and Ohio men at Newark. He entered the service of the Company, August 10, 1873, as a machinist apprentice at Cumberland, Md., where he served his time. He came to Newark from Cumberland shortly after his marriage in 1878, and continued to reside in this city, a man highly esteemed for his many splendid qualities of true manhood.

To the Company he gave his best efforts. He was always at his place of duty, faithfully and successfully undertaking what was assigned him as his daily task. A man of fine character and attainments, in all his dealings with his fellow men he was ever mindful of the golden rule and endeavored to do unto others as he would be done by. In his early life he accepted the Lowly Nazarene as his guide and mentor; he was faithful to the church of his youth and manhood, and so long as health permitted, was a regular attendant upon divine services. Counting every man as his friend, he was the friend of all. He had a good word for everybody, and everybody had a good word for him. It is not strange, therefore, that in his passing many mourned the loss of a good friend and adviser.



Verses by Our Railroad Poets

My Request

By Charles F. Alfordson
Pipe Fitter, Newark Shops

The author of this poem repairs superheater units, and, during the summer, did his work outside of the shop. The poem is an actual copy of the original which he sent to master mechanic F. E. Cooper. We trust Mr. Alfordson got his shanty before the snow began to fly.—Ed.

Good morning, Mr. Cooper;
Thanks, I'm feeling better,
And thought I'd just drop in
With a little business letter.

Perhaps an introduction
Will not be out of place,
You've probably forgotten
My bright and smiling face.

The Superheater Guy, am I,
Who works in grease, tut, tut,
That's why "Bill" Browning tells me,
I'm just a simple nut.

At that I do not worry,
I have enough to do,
A good old nut is just the thing
When it's on the proper screw.

That's just what I've been doing,
All summer in the heat,
And often it's been raining,
When I have got wet feet.

I take a superheater
And cut a brand new thread,
And like a good old rooster,
On the wrench, both feet I tread.

You know I'm not complaining,
So please don't turn your back.
The only thing I'm asking for
Is a superheater shack.

Give me a boarded shanty,
With gas and air and steam,
A little handy work bench
And my life will be a dream.

And over in the corner
You can put a little sink,
Also a bubbling fountain
Where I can get a drink.

And don't forget the juice bug,
So I can have a light,
For it's often superheaters
Must be repaired at night.

Remember, I'm not asking
For a carpet on the floor,
Or curtains on the windows,
Or a bell upon the door.

But just a little shanty,
Whitewashed and looking swell,
And one of those new lockers,
Whose doors don't squeak like h—l.

And then I'll be as happy
As anyone I know,
If you give me the shanty
Before it starts to snow.

And remember this, Friend Cooper,
My task I'll never shirk,
That's if I get the shanty,
Where I can do the work.

The End of a Perfect Day

By Arthur A. Boettger

Accountant, Engineering Department,
Philadelphia, Pa.

When you come to the end of a perfect day,
As you ride on the road toward home,
And you think of the ones who are far away,
Of the wife who is there alone.
What a jar to your nerves when you hear third
trick crack,
"Reverse your levers and take the side track,
Here are orders, a special is right on your back."
'Tis the end of a perfect day.

When you shove back your engine and arrive
at the switch,
How the air all around you gets blue,
And your train bumps along with a terrible
twitch,
The steam valve has nothing on you;
Your conductor comes up and he shouts through
the gale,
"There's a brake shoe that's caught between
switch point and rail,"
Then you rave in such style that the tempest
seems pale.
'Tis the end of an awful day.

The railroads get all that is coming to them,
By way of your ranting and rage,
You cry, "If we ever get home, 'twill be when
In hitting the pike we engage."
Just one minute more as you blow your last
blast,
Then after that shoe, though it sticks to the
last,
What a sigh of relief when the special goes past,
What an end to a perfect day.

When you come to the end of a perfect day,
There at home by your dear fireside,
With what real solid joy, you can climb in the
hay,
And your troubles at work ever hide,
How you look at your wife as she smiles back
at you,
And the little one comes with, "I 'ove daddy,
too;"
Then you say, "Thank the Lord, I took care of
that shoe."
'Tis the end of a perfect day.

Sammy, Our Hero

By Winnie H. Riddle

Wife of Report Clerk, Chicago Division,
Syracuse, Indiana

'Twas on a sunny morning, and a mother held
her child,
Who lisped the name of "daddy" and laughed
and cooed and smiled,
And daddy was a soldier on the front line far
away,
The mother feared he'd not come back to her
for many a day.

Her Sammy went over to France,
To his country he ever was true,
He went "over the top" with a smile and
a shout,
And he died for the Red, White and
Blue.
For his dear ones at home he stood firm,
While for freedom his all he has dared,
"My Country, my Home, and the
Right,"
Was his war cry, his motto, his prayer.

'Twas in the glare of noon time, when a maiden
breathed a prayer,
Her brave, young heart was pining, for her boy
far "over there."
Her lover in the trenches, how oft for him she
pined!
He did his bit for freedom and the girl he left
behind.

Her Sammy went over to France,
To his country he ever was true,
He went "over the top" with a smile and
a shout,
And he died for the Red, White and
Blue.
For his dear ones at home he stood firm,
While for freedom his all he has dared,
"My Country, my Home, and the
Right,"
Was his war cry, his motto, his prayer.

Now in the twilight shadows, a mother's eyes
are dim,
Her heart's across the water—her boy, she
thinks of him,
Who in the strength of manhood, went out to
fight for Right,
His country was his altar, his life its sacrifice.
Her Sammy went over to France,
To his country he ever was true,
He went "over the top" with a smile and
a shout,
And he died for the Red, White and Blue.
For his dear ones at home he stood firm,
While for freedom his all he has dared,
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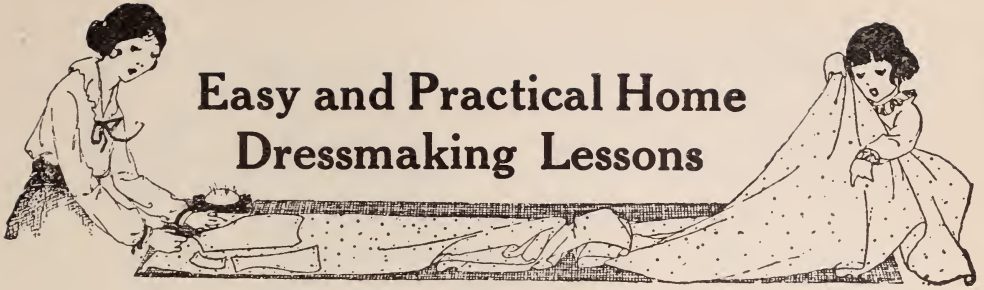
When the silent darkness hovers, a father's
heart is torn,
His hopes are seared and withered, his courage
almost gone,
The boy he was so proud of, has faced the fire
and flame,
"To do or die, he did his best," all history will
acclaim.

"To keep the home fires burning,"
Our boys went o'er the sea,
To make the world a safe place,
For right and liberty.
With their backs against the wall,
They stopped the foe, and then
They won the war for U. S. A.,
Our noble boys—our men.



—CHAS. SMITH—

Bill: I heard you quit the railroad.
John: Yes, too dangerous.
Bill: What are you doing now?
John: Learning to be an aeroplane pilot.



Easy and Practical Home Dressmaking Lessons

Attractive Cape and Muff Design to Be Made of Genuine Fur or Fur Fabrics



ACCESSORIES sound the keynote of smartness in the season's costumes, especial prominence being given to fur sets. These usually consist of cape and muff, or stole and muff, and when it is not possible to have genuine pelts, the fur fabric are substituted with very good effect. The cape shown here is in two sections, gathered to a collar which may be rolled high, or the ends may be crossed in low effect, leaving the front of the cape open. The muff is in four sections. The set comes in one size only and requires 1 yard 54-inch material for the cape, with 1 $\frac{5}{8}$ yards 36-inch lining, and $\frac{1}{2}$ yard 54 inches wide for the muff.

The collar is the only section of the pattern laid along the lengthwise thread of material, the cape and muff sections having the large "O" perforations resting along the lengthwise thread. The lining must be folded with the selvages meeting as shown in the cutting guide and section "B" of the pattern placed with triple "TTT" perforations along the lengthwise fold. If the cape be desired without seam at center-back, cut off 1 inch from back edge indicated by double small "oo" perforation and place pattern on material with edge having double small "oo" perforation on a lengthwise fold of material.

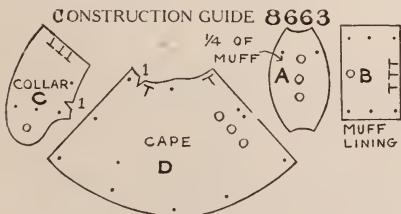
To make the cape, close centerback seam, making seam at least an inch wide. Turn hems at front and lower edges on small "o" perforations. Line cape and gather upper edge between "T" perforations. Line the collar, making seams one inch wide. Sew to cape with center-backs and notches even, making seam one inch

wide. Bring small "o" perforation at upper edge of cape to corresponding perforation in collar. If collar be desired rolled high, lap right end over left, matching lines of small "o" perforations, which also indicate center-front and finish for closing. Join the four muff sections A matching small "o" perforations and making seams one inch wide. Turn the ends under 1 inch. Insert the filling.

Next, close the seam of cuff lining and turn outer edges under on small "o" perforations and gather $1\frac{1}{4}$ inch from folded edges. Adjust lining inside of muff and filling and stitch gathers to position along the turned-in edges of outer muff sections A forming a frill.

If made of fur fabric, tails easily may be added as a decoration.

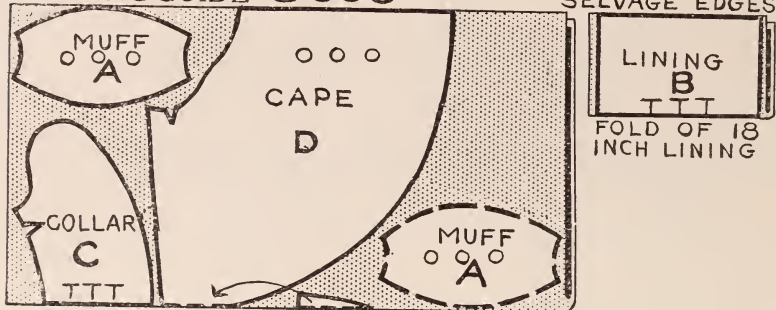
FUR SET No. 8663. One size only. Price, 25 cents.



Patented April 30, 1907



CUTTING GUIDE 8663



FOLD OF 54 INCH MATERIAL
Patented April 30, 1907

Two Towel Designs That Help Solve the Problem of What Makes Pretty and Acceptable Gifts

By Kathryn Mutterer

JUST now many women are busy with plans for sensible St. Valentine reminders—something that will be attractive, inexpensive and practical, all in one. One of the ways of solving the problem is with guest towels. These are always appreciated and when made by the giver personally their value is increased both intrinsically and from a sentimental standpoint.

Hand-embroidered towels shown in the shops are prohibitive in price. Material and labor have increased so enormously that they, like almost everything else, have been affected. Yet, in many instances, the allowance for valentine gifts will be reduced this year because of the H. C. L.

The towels illustrated are unusually attractive and are worked in stitches that are well-known to even amateur needle workers. There are two towels of each design in the pattern. The designs measure 14½ inches and may be carried out in eyelet, raised satin, outline and buttonhole stitches.

There is a wreath in one of the designs,

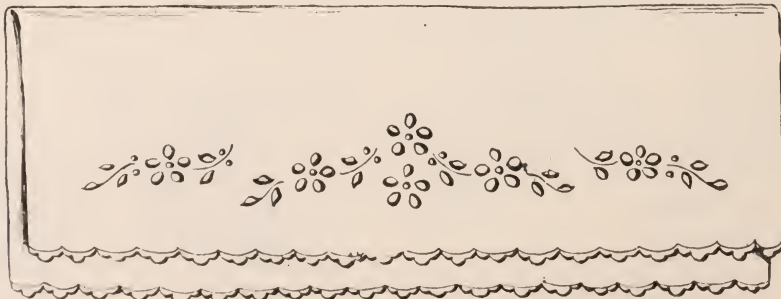
treated as a finish for an initial or a monogram. Instead of eyelets for the centers of the flowers, one may use French knots or solid satin stitch embroidery, and the wreath would be particularly attractive in the latter. The little bow-knots and streamers are done in solid satin stitch.

If there is a set color scheme for a room, this may be repeated in the embroidery, and this season much yellow and brown are seen in guest room towels, while the popularity of blue and rose continues.

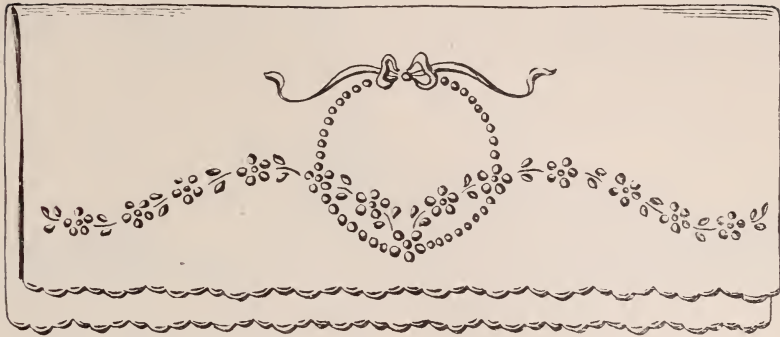
However, there is nothing in better taste than all-white. It wears well, launders well and corresponds with everything. Huckaback or satin damask may be used for the towels. It is better to buy the material by the yard than to purchase ready-made towels and embroider them.

EMBROIDERY No. 12482. Transfer, blue, 15 cents.

Pictorial Review patterns on sale at local agents.



This design can be made in simple stitches



No 12432—Pretty Towel for use in the Guest Room

**Dainty and Useful Clothes—
Easy to Make**

8657—LADIES' ONE-PIECE DRESS (25 cents). Seven sizes, 34 to 46 bust. Width at lower edge about $1\frac{1}{2}$ yard. Size 36 requires $4\frac{3}{4}$ yards 36-inch material. Closed at center-back; round neck finished with a round collar which terminates at the darts on front of dress. Long one-

piece sleeves with dart seams at back flaring at the wrists. The triple, overlapping patch pockets with pocket laps, applied over the under-arm seams may be omitted. The fullness at waist-line is held in with a narrow belt closed at back. Length of dress at center-front, from natural waist-line to lower edge, 39 inches.

8691—LADIES' TWO-PIECE GATHERED SKIRT (25 cents). Six sizes, 24 to 34 waist. Width at



Dress 8657



Blouse 8683, Skirt 8691

lower edge about $1\frac{1}{2}$ yard. Size 26 requires $2\frac{1}{2}$ yards 44-inch material. Skirt has two-inch raised waist-line, closed at left side seam. Straight straps of material are adjusted on skirt in front and back. The straps are caught under lower edge of skirt: front straps are stitched to form pockets. The belt may be closed in front, back, or on left side.

8683—LADIES' BLOUSE (25 cents). Seven sizes, 34 to 46 bust. As illustrated, size 36 requires $1\frac{3}{8}$ yard 36-inch material. Closed at back. The gathered v st is mounted on an underbody, which is perforated for square neck. Short sleeves with turn-back cuffs or long, plain one-piece sleeves sewn in the armholes of the underbody.

Rules for the Better-Halves of Newly Weds

By Edith H. Coplan

Transportation Department

1. Do not go through your husband's pockets at night—it is bad form; it is also dangerous—he might shoot you for a burglar. Go through them during the day, the best time being when he wants them sent to the cleaner's.
2. Do not get up too early in the morning to get your husband's breakfast. It will make him lazy and too dependent upon you.
3. NEVER allow your husband to go out before he has washed the supper dishes, otherwise he might forget the late World War.
4. Make him carry heavy life insurance, but do not allow him to carry it with him—he might lose it while he is being killed.
5. Give him lessons in cooking and general housekeeping during his spare time at night until he can get along by himself with a correspondence course. Your cook and maid might leave you at the same time and it is always best to be prepared in case of an emergency.

How An Immigrant Boy Got His Education



HIS story of an immigrant boy is told by Fayette B. Dow before the National Petroleum and Western Petroleum Refiners' Associations at their semi-annual meeting in Pittsburgh when, calling attention to the appalling illiteracy percentage in the country, he urged "the importance of education as a safeguard for our fundamental individualism."

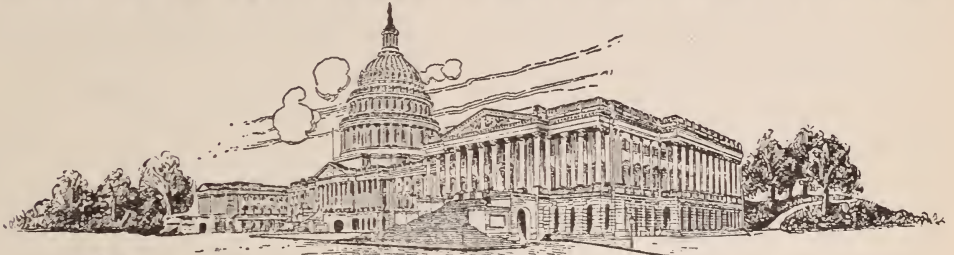
"A few years ago, when I was practicing law in New York City I was also the manager of a baseball team called the 40th Street Giants. Its members were boys 10 to 12 years old who lived in the block on 40th Street between Tenth Avenue and the river. I got acquainted with those boys by simply going over there and quietly uttering the magic word 'baseball.' They went with me every Saturday afternoon

for two summers or more to Van Cortlandt Park. The team became something of an institution in its neighborhood.

"This story is about the center fielder, a very small, bright eyed boy named Tony. He had come to the United States five years before with his father, stepmother, and younger sister, immigrants from somewhere in Czecho-Slovakia. One day Tony came to me and said that his father, who was a day laborer, wanted to talk with me. He asked me to come to their home the next Sunday afternoon. I said I would be glad to go. When the day came Tony met me in the street and led me up four or five flights of stairs in a dark, smelly tenement house to their home, where I found the family. Tony's father had a kindly face, a fine forehead, dark eyes with a thoughtful expression which gave me the impression of latent intellectual power. The stepmother was a large, powerful woman, somewhat less kindly and evidently the force to be reckoned with in the household. Soon a well dressed woman came in and joined the circle. She was a sister of Tony's dead mother. Her self-possessed manner indicated some experience in a world outside of the horizon of Tony's family. I learned afterward that she was a chambermaid at the Knickerbocker Hotel. Conversation was difficult for neither the father nor the stepmother could speak English, but Tony acted as interpreter and we made ourselves understood. But Tony's father seemed to hesitate to say what he wanted to talk with me about. After a while they asked me to stay to supper. The concoctions which we ate were wholly strange to me, but I imagine that with patience one might acquire the taste. Finally after some thick, strong, black coffee, Tony's father got his pipe into action and while the stepmother was busy with the dishes in the corner of the same room—which was the family sitting room, dining room, and kitchen combined—the family problem came out. It was Tony. He was just finishing public school. What should he do after that? I suggested high school. The father shook his head sadly. He had never been to school a day himself and he wanted his boy to have an education, but he could not pay the tuition for high school. I explained that there was none. The father was surprised. Could that possibly be true? In the old country there would be something to pay for the equivalent of high school. Yes, it was true. So one difficulty was removed. There was another. Books would cost a good deal. Yes, but Tony could earn that much working afternoons. At this point the stepmother walked over to where we were sitting. The rattle of her dishes had not prevented her from catching the drift of these revolutionary plans. More school? She said. It was absurd. Tony had been to school long enough. The grocer at the corner had offered \$3 a week to help his delivery man. The family needed the money. That was the thing to do. Her mind was made up about it. Besides, Tony had no suitable clothes for high

(Continued on page 94.)

United States Railroad Administration



Washington Information

Review of Federal Control

In an address before the Association of the Bar of the City of New York on January 7, Director General Hines made some interesting comments on what has been done during the period of federal control. The address, in part, follows:

Railroad Credit Protected

Let me say that, despite the widespread fashion of criticising federal control of railroads and attributing to it practically every condition that grew out of the war, my deliberate judgment is that federal control has rendered some very important public services which far outweigh any defects with which it may be chargeable.

For one thing, it protected railroad credit through a period of most critical financial difficulty. When we consider on the one hand the precarious situation of public utilities in many parts of the country, and on the other hand the results which the railroad properties have enjoyed during federal control, it must be clear that a highly important service has been rendered in the protection of investment in railroad property and of the due returns therefrom.

Equally important results have been obtained from the viewpoint of the general public. In a time of great difficulty and with an amount of equipment which was inadequate even before federal control began, the unified operation of the railroads has produced a total transportation service greater than ever before in the history of the country and has done it with far less congestion and delay than was characteristic of conditions of heavy business under private control. Generally speaking the period of heaviest business is in the fall months. In these months both in 1918 and in 1919 the business was heavier than in any corresponding periods prior to the war. A greater volume of traffic was moved and with far less congestion than was characteristic of the conditions of private management. I know on several occasions in the fall months prior to federal control that traffic congestion in some parts of the country reached such a state as to constitute a transportation crisis, but these

conditions were obviated through the use of the opportunities which came from unified control. I attribute the achievement entirely to the opportunities which unified control gave and not to any superior wisdom which I claim was possessed by the Railroad Administration.

First Aim Was to Win the War

I want to emphasize the point that the railroads were placed under government control during the war and that the predominant motive during the war was the prompt movement of troops and war supplies. From January 1, 1918, to November 1, 1919, 13,446,859 soldiers, sailors and marines were moved on the railroads in the United States, and this was equivalent to transporting one passenger 5,917,658,719 miles, thus necessitating the use of 213,749 railroad coaches and Pullmans and the movement of over 18,000 special trains. The civilian inconveniences, which have been dwelt upon so consistently, resulted in a very large measure from the primacy which had to be given to this war object.

A Question of Rates

The fact that there has been a deficit from railroad operations under federal control has been regarded by many as conclusive evidence of the necessity for a precipitate return to private control, but the fact is that the deficit has not been due to excessive costs. The costs have not been relatively greater than in other lines of enterprise. The real reason for the deficit is due to the fact that the prices charged for railroad transportation have not been increased in keeping with the increases in prices of commodities. For the first six months of federal control no increase was initiated by the director general in the rates of transportation. If the increases in rates which were put into effect by him in the latter part of June, 1918, had been put into effect on January 1, 1918, at the very beginning of federal control, the Class One railroads would have shown a profit of about \$14,000,000 at the end of October, 1919, at the expiration of twenty-two months of federal control, instead of a deficit of nearly \$500,000,000. In other words,

the deficit can fairly be said to have been due to the fact that the increase in rates was necessarily deferred six months. The entire deficit for the period from January, 1918, to October, 1919, both inclusive, for Class One railroads and large terminal companies in federal operation, was \$480,000,000, but if the rate increases made in June, 1918, had been effective on January 1, 1918, from which time of course the increased expenses were largely effective, the additional revenue, without any increase in operating expenses, would have been \$494,000,000, thus more than offsetting the deficit and leaving a profit of \$14,000,000.

If the Railroad Administration had increased its rates fifty or sixty per cent., which was less than the increase in prices by private industries throughout the country, and which by the way appears to be in line with the increases in rates now being proposed for railroads in England and in other European countries, handsome profits would have been shown instead of a deficit.

Wages and Hours

While on the subject of results of the Railroad Administration, I wish to correct the radically erroneous impression as to the treatment of labor. The increases in the rates of pay to railroad labor have by no means been out of line with the increases to labor in private enterprises, and in both instances the increases have been due to the conditions created by the war. It is a curious illustration of the aberration of the times that the increases in wages made by the Railroad Administration are regarded as proof of politics and inefficiency, while an even greater increase in some of the important industrial enterprises of the country is regarded as a perfectly natural response to business necessities.

Special stress has been laid by some of the critics of the Railroad Administration upon the increase in the number of employees. This increase is principally accounted for by the establishment of the eight hour day and involves no increase in the number of hours of labor paid for. Obviously, if eighty hours of labor are to be done, ten employees will be required on the basis of an eight hour day as compared with only eight on the basis of a ten hour day, and yet only eighty hours will be paid for in either case. To a considerable extent it is undoubtedly true that the larger number of employees has been due to the loss of experienced employees on account of the war and to the exceptional turnover of employees which has been a natural characteristic of the industrial change and unrest. In these respects the Railroad Administration does not differ from other industrial enterprises. It is important to bear in mind that the number of hours of work paid for is in the control of the experienced railroad officers as far as it can be controlled in view of general industrial conditions. The Central Administration is constantly checking up this situation and bringing to the attention of local officers any cases which arise and which indicate the pay-

ment of unnecessary hours of work. The influence of the Central Administration therefore is consistently exercised in favor of a reduction in the hours of work paid for rather than in favor of an increase in the hours of work paid for.

No Political Appointees

Let me at this point digress to say that there has never been any selection of either officers or employes in the Railroad Administration for political reasons and that the assumption which is sometimes indulged that governmental activities create unnecessary positions for political reasons is absolutely without any foundation so far as the Railroad Administration is concerned.

I do not believe there is a single officer of the Railroad Administration who has sought his position. It is strikingly an institution where the office has sought the man. There has never been any inquiry into the politics of an officer, and as a rule I am not advised as to the politics of the members of my staff or their subordinates or as to the politics of the officers on the various railroads or their subordinates.

Let me emphasize also that, throughout federal control, railroad operation has been in the hands of skilled railroad officers who have spent their lives in railroad service, and, generally speaking, has been in the hands of the very same officers who conducted the same operations prior to federal control and will continue to conduct them after federal control.

Returning to the results of railroad operation under federal control, let me emphasize that the striking respect in which private enterprise has been more effective than the Railroad Administration is that the private enterprise has been so much more efficient in raising the prices which have been imposed upon the public, while the Railroad Administration has endeavored to protect the public and the business of the country from any unnecessary increase in the level of the railroad rate structure.

Conditions in the early part of 1919 were so abnormal and unprecedented as to preclude any satisfactory and reliable readjustment of rates. It is thoroughly appreciated that the unfavorable return in the early months of 1919 was very largely, if not wholly, due to the abnormal slump in business. If an increase had then been made to produce the profits on the abnormally small business, I am satisfied the step would have been exceedingly unjust to the public. The result in the fairly normal months of July to October clearly justified this prudent policy, because they indicated that in any normal volume of business the rate increase necessary under unified control would have been very much less than was indicated by the abnormal months preceding.

The entire increase in rates since 1914 has been on an average for the country only about 33 per cent. In that time the increase in prices of the articles transported has varied from 60 and 80 per cent. up to 150 per cent.

Conditions Prior to Federal Control

Let me in conclusion again remind you of the conditions which prevailed in 1917. We get no clearer or more striking picture of these conditions than that presented by the executives of the eastern railroads to the Interstate Commerce Commission in the late fall of 1917 in behalf of the effort then made to secure an increase in rates. The conditions were then summed up on behalf of the railroad interests as follows:

(a) Continuous increases in the cost of labor, fuel, supplies, taxes and of obtaining new capital.

(b) Inability to secure and retain efficient labor.

(c) Curtailment of maintenance expenses, which curtailment is due in part to inability to secure necessary labor and materials.

(d) Decrease in net operating income, notwithstanding large increase in operating revenues in property investment, in carload and in trainload.

(e) Reduction in surplus, with consequent effect upon the credit of the carriers.

(f) Inability to secure new capital by the issue of stock, with the consequent weakening effect upon the financial structure.

(g) Inability to provide improvements and facilities, not only essential for the traffic of today but equally essential for the traffic of the future.

Clearing Up Claims

The total number of loss and damage claims on hand unsettled was reduced from 888,197 on March 1, 1919, to 465,722 on November 1, 1919—a reduction of 422,475 claims, or approximately 48 per cent. At the same time the number of loss and damage claims on hand over four months old fell from 363,476 on April 1 to 148,683 on November 1—a total reduction of 214,793 or approximately 59 per cent. The number of overcharge claims unpaid more than ninety days old fell from 70,215 on January 31 to 14,721 on September 30. In other words, on September 30, 1919, there were only one-fifth as many overcharge claims outstanding as there were on January 31, 1919.

Practices To Be Continued

At their meeting in Washington from January 3 to 5, the Association of Railway Executives, representing approximately 94 per cent. of the railroad mileage of the United States, gave earnest consideration to the desirability of continuing, after March 1, certain operating practices which have been developed during federal control.

Dealing with this feature, we quote Thomas De Witt Cuyler, chairman of the association:

"When the President issued his proclamation stating that the roads would be returned to their owners on March 1, 1920, I stated that the companies would be prepared to resume operation on that date. They are now actively engaged in making their preparations.

"It is their earnest desire to give the public the benefit of any and all improvements in railway operation which have been adopted during the period of government control, and all such changes are being carefully examined and considered. Among those which have been agreed upon during the present conference are:

"1. The adoption of rules for the distribution and interchange of freight cars. This step was first taken by the railroad companies during 1917, in order to expedite the handling of the country's extraordinary traffic at that time. This method was continued by the U. S. Railroad Administration through its Car Service Section, and on March 1 the railroad companies will themselves constitute a commission on car service, and every effort will be made to utilize to its highest capacity the entire freight equipment of the country.

"2. The continuation of the system of operating statistics established by the Railroad Administration. These represent a considerable advance over previous statistics and give additional information with regard to car and locomotive performance, which will be useful in promoting efficiency on the resumption of private operation.

"3. The continuation of the present methods of collecting transportation charges, as provided in the director general's order No. 25. Such continuation is calculated to secure the prompt payment of transportation charges and has the further advantage of putting all users of transportation upon a basis of equality with regard to credit."

* * * *

"The various companies are engaged in arranging to reestablish agencies for the information and assistance of shippers in routing and tracing shipments.

"The companies, through this association, are trying, in a generous and liberal spirit, to agree with the government on the interpretations of the Federal Control Act and of the standard contract between the government and the companies. Every effort will be made to avoid litigation and make final settlement prompt and fair.

"Careful consideration is being given to the need for additional equipment, and every possible effort will be made by the companies to provide such equipment.

"The problems on which the railroad companies are now engaged are the concern of every citizen. Transportation is the limiting factor on that enlarged production which the entire world needs. The expansion of railroad facilities had not kept pace with the growth of the country prior to the war, and

the needs of the near future will run into billions of dollars. The credit to raise these vast sums cannot be had except by fair and liberal treatment by the public authorities and by good management on the part of the companies. The companies are making every possible effort to insure this good management on the resumption of private operation, and they confidently

rely on the intelligence and good sense of Congress and the American people to do their share."

Women Employes

An analysis of the figures compiled by the Women's Service Section shows the continued employment of women in railroad service, with few changes. On October 1, 1919, there was a reduction of but six-tenths of one per cent. compared with the previous quarter.

On October 1 the total number of women employed in railroad service was 81,803, compared with the maximum number employed during the war—101,785. During the year to October 1, 1919, the decrease in the number of those employed was 19 per cent. Clerks, including ticket sellers, accountants and cashiers, showed the smallest decrease, namely 12.2 per cent. However, as of October 1, fifty-five Class One roads reported that they had increased the number of their women employes, these additions amounting to 1,151, chiefly in clerical work.

During the year the employment of women as laborers and in other capacities requiring too great muscular exertion was discontinued.

Following is a summary showing the number employed on October 1, 1918, and at the end of each quarter-year thereafter:

	OCT. 1, 1918	JAN. 1, 1919	APRIL 1	JULY 1	OCT. 1
	101,785	99,737	86,560	82,332	81,803
Pct. dec. by quarter..	0.0	2.0	13.2	4.9	.6
Pct. dec. cumulative..	0.0	2.0	14.9	19.1	19.6

No Slowing Down

On December 24, President Wilson by proclamation stated that federal control of the railroads of the United States would cease at midnight of February 29.

To the great majority of employes, this matter is not one of moment as affecting their employment. Employes of the central and regional administrations are the ones most directly affected. It is really gratifying—in a way, remarkable—to see how these men in the central and regional administrations keep plugging away, with no lessening of interest in their work, with no desire to shirk or sidestep their duties. We say this is, in a way, remarkable—yet there is, in fact, nothing remarkable about it, when one considers the caliber of the men employed.

They, in common with all railroad employes, have been schooled in an industry where fidelity to duty has become second nature—an unwritten law in the fraternity.

No man with any pride in himself seeks something for nothing. He is ready to deliver full value for the pay he receives. And so to the two million railroad employes it makes no difference, from a service viewpoint, whether they are working for the government or for individual railroad companies. They are ready now, as they always have been, to prove that

the American railroadman is a man worth while—a man who cannot betray a trust, who uses his head to make efficient the work of his hands, and who can turn a pair of honest eyes on any man without fear of just criticism of his workmanship.

During the remaining period of federal control let us maintain our reputation for service well performed and carry that standard of efficiency into our work under private management. Regardless of who operates the railroads, they must function efficiently, and all of us alike are interested in effecting this.

In a telegram addressed to all officers and employes immediately upon the issuance of the President's proclamation, the director general said:

"I appeal to every officer and every employe to redouble his efforts to produce the best and most economical railroad service possible during the remaining period of federal control. During the unusually heavy business of the past few months and the extraordinary difficulties created by the coal strike, the officers and employes have done especially fine work, so that with more confidence than ever before I express the hope that all of us will give the very best account of ourselves in this remaining period, in our common interest and in the public interest."

The responses received to the foregoing wire were heartily gratifying. They left no room for doubt as to the eagerness of officers and employes alike to prove their loyalty to the service.

A Great Public Service

"In making public the report of the Central Coal Committee of the Railroad Administration," says the director general in a recent statement, "I wish to express my appreciation of the faithful work which was done by the Central Coal Committee, the regional coal committees and the various local coal committees.

"Suddenly confronted with an unprecedented and nation-wide fuel problem growing out of the coal strike, these gentlemen devoted themselves unreservedly to the task of ascertaining the needs of the various parts of the country, devising ways to meet those needs, handling the infinity of complex questions that speedily arose, and expediting methods for securing payment for the coal produced. They had the hearty cooperation of the United States Fuel Administration, of the United States Shipping Board and of the Division of Operation of the Railroad Administration, of other officers of the Railroad Administration and of the regional organizations as well as the local railroad organizations in the transportation of the extraordinary amounts of coal which had to be carried from Pennsylvania and West Virginia to new and distant destinations.

"Considering the great possibilities for public alarm and public inconvenience and suffering growing out of the most destructive strike

the country had ever known, I feel that the results achieved by these coal committees in conjunction with the railroad operating officers constitute a public service of great importance."

After March First

In accordance with the proclamation of the President, the United States Railroad Administration will on March 1 cease to be the agent of the government in the operation of the railroads. The proclamation, however, empowers the director general to liquidate the affairs of the Railroad Administration, and to this end a skeletonized organization will be maintained.

The regional directors' offices in New York, Philadelphia, Roanoke, Atlanta, St. Louis and the two in Chicago will be abolished, although it is possible one or two representatives will be maintained in these cities to represent the Central Administration, specially in connection with legal matters. All files in the regional director's offices will be transferred to Washington, where, together with the files of the Central Administration, they will be maintained in goods hope, available for immediate access as occasion requires.

Some portions of the Central Administration will be abolished immediately, while others will have to be continued to liquidate affairs of the Railroad Administration; accounting and legal matters will have to be given special attention.

As of January 1, 1920, 1,652 employes were engaged in Washington or were at work throughout the country but carried on the Central Administration payroll. On the same date 1,196 employes were engaged in the seven regional directors' offices. The total number thus directly on the payrolls of the Railroad Administration was 2,848. This number, of course, will be rapidly diminished immediately after March 1.

Legislation Progressing

Considerable progress has been made by the conferees appointed by the Senate and House to evolve legislation covering the railroads upon their return to private control on March 1. Conferences have been held by these committees practically without interruption since December 22 and it is hoped before long a bill will be presented for discussion in the two branches of Congress. The senatorial conferees are Senators Cummins, Kellogg and Poindexter (Republicans) and Pomerene and Robinson (Democrats). The House conferees are Congressmen Esch, Wilson and Hamilton (Republicans) and Sims and Barkley (Democrats).

Passes and Franks Extended

Annual passes issued by the Railroad Administration during 1919 will continue to be honored until March 1. Western Union telegraph franks will be honored until April 1.

And May It So Be

Asked what he would most like to see transpire during the new year, in connection with transportation matters, Director General Hines replied:

"My predominant wish for 1920 regarding public affairs is that prior to the termination of federal control there shall be adequate railroad legislation which will be a sufficiently radical departure from the unsatisfactory railroad status prior to federal control to insure the continued development of railroad transportation in the public interest and the adjustment of railroad labor problems with mutual confidence and justice."

Three Thousand Convictions

During the six months to November 1, 1919, the Secret Service and Police Section secured 3,126 convictions against parties who had stolen freight or committed other depredations affecting the Railroad Administration. During the same period stolen property valued at \$786,683 was recovered, while the total value of property stolen during the six months was \$720,685. These figures would indicate that tampering with railroad property is an unprofitable pastime.

November Earnings

The Operating Statistics Section has prepared figures covering the financial results of operation for November for all Class One roads in federal operation. These comprise 232,092 miles of road, or 97 per cent. of the total of 240,177 miles of road federally operated:

	MONTH OF NOVEMBER		AMT. OF INCREASE	PCT. INC.
	1919	1918		
Operating rev.	\$432,394,729	\$434,380,613	*\$1,985,824	*.5
Operating exp.	383,836,510	359,293,386	24,538,125	6.8
Net op. rev.	48,558,219	75,087,227	*26,524,008	
Taxes, etc.	25,813,330	18,279,153	7,534,177	
Net op. inc.	22,744,889	56,808,074	*34,058,185	
Op. ratio.	88.8	82.7	6.1	

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,370,517, so that the net loss to the government was \$51,625,628 for these properties. On the basis of the net operating income earned during the average November of the test period, the loss was \$59,556,501.

Most, if not all, of this deficit would have been avoided but for the loss in revenue and the extraordinary operating difficulties incident to the coal strike.

The results for the eleven months ended on November 30 were as follows:

	CONDENSED INCOME ACCOUNT		INC. OR DEC. AMOUNT
	ELEVEN MONTHS TO NOV. 30 1919	1918	
Operating rev.	\$4,666,926,490	\$4,419,129,444	*\$247,797,046
Operating exp.	3,940,122,848	3,560,788,512	379,334,336
Net op. rev.	726,803,642	858,340,932	*131,537,290
Taxes, etc.	225,120,118	201,531,063	23,589,055
Net op. inc.	501,683,524	656,809,869	*155,126,345
11-12 annual rental.	818,075,687	818,075,687	
Operating loss.	316,392,163	161,265,818	155,126,345
Operating ratio.	84.4	80.6	3.8

*Indicates decrease.

It must be remembered that the comparison between the eleven-month periods is substantially affected by the fact that the rate increases, approximately 25 per cent., which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

Automatic Train Control

Following more than a year of investigation, during which time many actual tests on railroads were made, the Automatic Train Control Committee has reported that on lines of heavy traffic, fully equipped with automatic block signals, "the use of train control devices is desirable, but that the relative merits of the various types of automatic train control cannot be determined until further tests have been made," also that "more extended service tests, including complete reports of performances, are necessary before a decision can be reached on the availability for general practical use of any of the devices that have been brought to the attention of the committee."

The committee recommends that it or a similar committee be continued to the end of federal control and that therefore the work of the committee should then be continued under the American Railroad Association, with a representative of the Bureau of Safety of the Interstate Commerce Commission on the committee, also that arrangements be made for the further practical test of such devices as may be available for that purpose. In its report the committee, without implying endorsement, found seventeen appliances available for further test.

"Train control devices will not prevent collisions due to brake failures, which are infrequent and comprise only a small percentage of such accidents," says the report. "Failure of signals to perform their functions is a comparatively rare occurrence. Track circuit control block signal systems are so designed that, when any part fails, the signal should display the stop indication. In some cases of failure, however, the signal indicates 'proceed,' even though it should indicate 'caution' or 'stop.' Such failures, known as 'false clear' failures, contain a serious element of danger, but their infrequency makes the possibility of collisions from this cause exceedingly remote.

"Collisions due to the failure of employes to comply with rules form a large portion of the total number reported, and many of these could not have been prevented by an automatic train control device.

"Automatic train control devices may be expected to prevent only such accidents as are due to the failure of employes to observe, understand and obey signal indications. Failure to see or understand signals may be due to smoke, fog, snow, absence of the night signal indications, complexity in the scheme of

indication, unfamiliarity of the engineman with the route over which the train is running, the division of his attention, or his physical incapacity, etc. Failure to obey signal indications that are seen and understood are rare and include only those cases where enginemen in their anxiety to make time take chances or where they use poor judgment in the interpretation of rules which permit them to exercise some discretion.

"There appears to be a popular misconception as to the number of fatalities that might be prevented by automatic train control devices. Statistics show that train collisions have been the cause of less than six per cent. of the fatalities to persons other than trespassers.

"All fatalities resulting from train collisions average per year, 296 or 15.6 per cent. of the fatalities to non-trespassers, and of this number many result from collisions occurring on yard tracks or at other places where they would not have been prevented by an automatic train control device."

The committee points out, however, that the foregoing should not be taken as minimizing the seriousness of the situation. However, the limitations of automatic control devices should nevertheless be clearly understood.

"The cost of the automatic train control system is an undetermined item which involves not only the original expense of installation but the cost of maintenance and the effect of its operation upon the capacity of existing facilities," continues the report. "Its installation where heavy traffic is handled may necessitate further expenditures for additional running tracks. The service, to meet such conditions satisfactorily, must therefore be one which will interfere as little as possible with the capacity of a railroad, and this requirement may necessitate the condition of speed control apparatus at an increased cost for its installation and maintenance."

The Train Control Committee was created on January 14, 1919. Its first chairman was C. A. Morse, assistant director of the Division of Operation, now chief engineer of the C. R. I. & P. Its present chairman is A. M. Burt, assistant director of the Division of Operation. The other members are W. P. Borland, chief, Bureau of Safety, Interstate Commerce Commission; C. E. Denny, assistant federal manager, New York, Chicago & St. Louis Railroad; H. S. Balliet, assistant terminal manager, Grand Central Terminal, New York; Henry Bartlett, chief mechanical engineer, Boston & Maine Railroad; J. H. Gumbs, general superintendent, Pennsylvania Railroad, and R. W. Bell, general superintendent of motive power, Illinois Central Railroad.

Since beginning its work the committee has inspected thirty-seven different devices either in laboratory form or in actual service on the railroad, and in addition has examined plans and specifications of three hundred train control devices.

In its report the committee lays down clear-cut definitions of automatic train control and

(Continued on page 96)



SAFETY ROLL OF HONOR

Baltimore Division

The following letters are self-explanatory.

BALTIMORE, Md., January 6, 1920.

C. G. HUNTER, Signal Repairman,
Gaithers, Md.

Dear Sir—It has been called to my attention that on December 31 you discovered a broken rail in the westbound track in Mt. Airy tunnel, and took the necessary precautions to safe-guard operations. You also called a trackman to make repairs. Your prompt action probably averted an accident, and I wish to thank you for the interest you displayed, and will see that suitable notation is placed on your service record.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

W. M. FORTHMAN,
care of W. T. MOORE,
Locust Point.

Dear Sir—This will acknowledge receipt of your letter of January 16, relative to the occurrence at Sykesville on January 14.

I want to compliment you for the interest you displayed on this occasion, and I hope that now that your efforts in the way of being on the lookout have in a measure been rewarded, you will not consider that sufficient but will continue along the same line.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

Passenger brakeman G. C. Emmart, running between Baltimore and Cumberland on Train No. 1, has a commendatory entry on his record for courteous and efficient assistance rendered passengers on train on November 12, 1919.

On December 6, 1919, when extra east, engine 4158, passed Cowenton at 8.00 a. m., agent W. F. Gatchell detected a broken arch bar under car and got in touch with Mrs. M. E. Corbin, agent, Loreley, Md., who stopped the train and notified the conductor. They are each in receipt of a letter from the superintendent, commending them for their prompt action in bringing this broken arch bar to the attention of the train crew.

While extra east, engine 4586, was stopped at Elk Mills and engine was taking water on December 29, agent J. C. Watts detected bolts

out of arch bar brace under car and called defect to attention of conductor. The car was set off and repaired. Agent Watts has been commended for his close observance.

Signal repairman C. G. Hunter, Gaither, Md., discovered a broken rail in the westbound track in Mt. Airy tunnel on December 31, and took necessary precautions to safe-guard train operations. Trackmen were called and repairs made. Mr. Hunter has been commended.

Connellsville Division

On December 4, brakeman J. W. Beatty, on train No. 83, engine 2794, while passing tool house just west of Ada, on the F. M. & P. Sub-Division, noticed roof of tool house afire. He immediately had train stopped and entire crew, consisting of engineer E. I. Foye, firemen J. Moore, conductor R. C. Meese, brakemen K. L. Nye and R. J. Mason, together with conductor W. C. Neth and brakeman C. R. Clemmer, who were deadheading on train, assisted in extinguishing the fire, preventing considerable loss to property of the Company. The prompt action of these men is very commendable and proper notation has been placed on their records.

Monongah Division

About 7.10 am, November 25, operator V. D. Pringle, while on his way home from work, found a badly broken rail on the West Virginia leg of wye, "J" Tower, Clarksburg, W. Va. He immediately reported it to dispatcher, called out trackman to make necessary repairs, and by his prompt action possibly prevented an accident. A meritorious notation has been placed on his service record.

On December 20, about 12.10 a. m., while operator J. B. Coyne was on his way home from work, he found a broken rail on main track about ten poles west of telegraph office at Salem. He immediately notified dispatcher to use north side to get trains by until broken rail was repaired and called out trackmen to make necessary repairs. Meritorious notation has been placed on Mr. Coyne's record for his prompt action.

J. L. Jenkins, operator at Tygarts Junction, while on his way home from work on December 31, discovered a broken rail near Kelley's switch. He immediately reported and had it repaired.

New Castle Division

Operator E. C. Forney, Lodi, Ohio, has been commended by superintendent Stevens for his action on December 12. While on his way to work at "OD" Tower, he discovered a car roof about the middle of tracks 1 and 2 and immediately notified the track foreman, who cleared away the debris. Suitable entry will be formulated and placed on service record of Mr. Forney in appreciation of his action in this case.

Cleveland Division

On December 18, when train No. 83, engine 4299, was passing Piedmont station, trackman S. Brown noticed a broken arch bar on a car. He immediately notified the conductor, who stopped the train and had car set off.

On December 24, operator E. E. Gray, at "GI" Tower, found a brake beam down on a car in train of extra 2274 east, while it was passing the telegraph office. He immediately had train stopped and necessary repairs made.

Chicago Division

L. Kenner, track foreman, Holgate, Ohio, discovered a broken wheel on coal car in extra west, engine 4266, November 17. He made immediate report of this condition, train was stopped and inspection developed two feet of flange missing and ball of wheel cracked. Car was set off before accident occurred, and he has been commended.

On November 29, operator C. H. Schuman, Republic, observed a large baggage truck lying upside down in center of track. The high wind had blown it from platform. No. 8 was about due and, changing his signal from clear position to stop, he ran out on track and with his red light swung down on train. Brakes were applied and train stopped just at time it struck truck. This prevented possibility of a serious accident and he is highly commended.

On December 3, R. W. Smith, track foreman in vicinity of Attica, Ohio, observed brake beam down under car of passing extra 4245. He succeeded in getting train stopped and obstruction removed before accident occurred, and is commended.

Ohio Division

On November 16, at about 12.45 p. m., during absence of engine watchman, a party of unsound mind boarded engine and ran train to point one-half mile west of Russells station, a total distance of seven miles from Hillsboro. As soon as they heard of it, conductor P. Murphy, engineer C. C. Ramsey, and brakemen L. Smith and L. Wade secured an automobile and followed. Finding boiler empty and fire drawn, they secured some fuel, rebuilt fire, filled boiler and returned to Hillsboro to take out their regular run. Pumper Ulrich Burton of Russells, who had heard of the affair, went to engine and drew fire before arrival of this crew. The

personal interest and good judgment manifested by these men are highly commended.

On October 31, ballast in track just east of O'Bannon was washed away during a heavy rain. Conductor F. J. Leever, brakeman H. Dullmeyer and engineer C. E. Fogelman, of train No. 85, rendered valuable assistance in repairing track and putting it in condition to be used. For interest displayed they were duly commended.

On December 18, bridge inspector H. B. Jenkins observed switch point gapping about one and one-half inches at passing track, Elko. Investigating, he found switch rod broken close to staff. He obtained spikes and heavy piece of iron from scrap bin and spiked switch, then notified operator that switch could not be used, and also section foreman, who corrected the condition. For Mr. Jenkins' close observance and interest, he has been commended.

Indiana Division

On the morning of January 2, conductor Lynn Robertson, in charge of extra east at Medora, noticed brakes sticking on train No. 3, as they passed. He notified dispatcher, who had train stopped at Fort Ritner and brakes examined. When No. 3 was stopped at Fort Ritner, brake shoes were found to be red hot. The close observance of conductor Robertson is commendable, and probably prevented serious trouble.

At Oakdale, November 16, Mark Toole, section man employed at Nebraska, noticed L. & N.-1505 off center while moving in extra 2660-W. Mr. Toole notified signal supervisor, who was on ground and train was stopped and car set out at Oakdale. The close observance of Mr. Toole and his prompt action probably averted a serious accident.

On December 30, extra 2762 east was pulling through siding at Medora about 7.30 p. m. when Ash Gardner, trackman, residing at Medora, noticed brake beam down and in bad shape under I. R. C. 1126. He immediately notified conductor, train was stopped and brake beam removed. Mr. Gardner was not on duty at the time and interest he manifested is very commendable.

At 8.15 a. m., January 2, George Kramer, crossing watchman, Seymour, reported that he had found piece of flange about ten inches long near Traction Line crossing at Chestnut Street, Seymour. This was reported to Chief Dispatcher's office, and all cars passing over this crossing were immediately ordered inspected. On extra 2924 west, conductor Sweazey, which left Seymour at 3.45 a. m., January 2, was found N. & W. 120149, soda ash, Zanesville, Ohio, to St. Louis, Mo., with flange broken, west wheel, north side. Car was set out at Georgia and returned to Mitchell on No. 84 for repairs. The close observance of Mr. Kramer and prompt action taken are commendable, and probably prevented an accident. We are glad to mention him in our Honor Roll.

Illinois Division

Brakeman C. F. Williams was due out of Vincennes on train No. 16 on November 12. Up to the time that the train was due out, the fireman had failed to report for duty, and in order to avoid delay, brakeman Williams voluntarily fired the engine from Vincennes to Flora, where a fireman was secured. A commendatory notation has been placed on the record of Mr. Williams for his interest in keeping passenger trains on time.

On December 14, while walking along the track east of Fritchton, Indiana, trackman Bert Allen, of Vincennes, detected a pair of broken angle bars about fifteen rail lengths east of mile post 182. He immediately notified the operator at Fritchton over telephone, then returned to the point and succeeded in flagging train No. 1 before it passed over these bars, thus probably averting an accident. Mr. Allen was furloughed on November 15, and at the time of this occurrence, he was not on duty. He has been written a letter of thanks by the superintendent and commendatory notation has been placed on his record, showing his action in this case.

On December 8, operator M. H. Twiss, at Caseyville, Illinois, discovered about eight inches broken out of the ball of a rail just east of his tower, and took steps to have immediate repairs made. In the meantime trains were run through the passing track. Mr. Twiss

has been written a letter of commendation for his action in endeavoring to prevent accidents.

While walking to Ruby Mine from Caseyville, Illinois, on December 10, Mr. J. G. Deynon, superintendent of the Ruby Mine, found two broken angle bars on the big curve east of Caseyville, and made immediate report so that repairs could be made. Mr. Deynon's interest in our Company's business is greatly appreciated and he has been written a letter of thanks by our superintendent.

On the morning of December 22, Miss Johannah Schilling observed a broken rail in our track at road crossing near Lowden milk station and promptly reported the circumstance to our operator at Trenton, who arranged for repairs. Miss Schilling has been written a letter of thanks by the superintendent.

Toledo Division

Section foreman Guy. L. Bueno, while on duty December 16 as extra south 4317 was passing him, noticed engine had broken wheel. He grabbed red flag and succeeded in getting the train stopped, probably preventing a bad wreck. He has been commended for his watchfulness.

C. L. Martz, agent of Cairo, has been commended and suitable entry placed on his record for his thoughtfulness in his endeavor to protect No. 53 on the evening of November 29. His actions probably resulted in averting an accident.



As Cartoonist Powell, Staten Island Rapid Transit, sees old H. C. L.



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Car Service Department

Correspondent, GRACE PLACEDÉ BERGHOFF

What is more wonderfully beautiful than the panorama of the heavens. Truly the Psalmist has said, "Heaven is full of Thy glory."

This glory of the sun, moon and stars is for all. Yet it does not reach us all, but is often deflected by indifferent natures. To comprehend fully these masterpieces of the Creator we should possess some of His goodness and kindness and gentleness; it is only thus that we can appreciate them.

Letters from the Sick

"Words fail to express my appreciation for the beautiful and useful gifts that you sent me. I wish you could have been here Christmas morning when I opened the packages! Then you could have seen for yourselves that your efforts to please and cheer were so much appreciated. At nine o'clock, when the recliner was delivered, I was more surprised. I have already enjoyed it so much. It is certainly a comfort to know that I have such friends as you who are doing everything possible to make me happy and comfortable. My thanks to you together with a hearty wish for a happy and prosperous New Year.

EVA CALLIS,
Blue Ridge Summit."

"I want to thank you for the beautiful basket of fruit sent me on Christmas day. It was indeed appreciated. I hope to be with you soon again, but want to take this opportunity to wish each of you a happy and prosperous New Year, and that none of you will ever get a carbuncle.

LEROY E. BROWN."

"I wish to express my appreciation of the many favors shown during my recent illness, and also for the tempting basket of fruit at Christmas. I heartily extend to all the compliments of the holiday season.

WILLIAM N. REIDER."

"I received the beautiful basket of luscious fruit and enjoyed it very much. Appreciate your kind thoughtfulness in remembering me on Christmas day. Hope to be with you soon. My best wish to all for a Happy New Year.

AGNES M. BRADBURY."

Judging from the "solitaires" worn by eleven of our fair ones the morning after Christmas, weddings will be popular in the Car Service this year.

The Western Maryland Car Service office, which was consolidated with that of the Baltimore and Ohio, October 1, 1918, became a separate office on January 1, 1920, with headquarters at Hagerstown, Md. Prior to their consolidation with the Baltimore and Ohio, they were located at Hillen Station. Our association during this short period was most pleasant, and now that we have been separated, our best wishes are with the Western Maryland clerks. We hope to hear from them often and surely when the mountain peaches are ripe.

Our sincere sympathy is extended to Wilson Auld, who recently passed through the sad bereavement of losing his good mother.

Engineering Department

Correspondent, OSWALD EDEN

"Joe" Kemp, better known as "Giuseppe," has finally secured Arctic fame. He has bought himself an electric sealskin fur cap, whatever that means. He hopes to use it when his friends invite him automobiling or when he skates or takes "her" sledding on the Walbrook hills. Oh, boy! To use his own lingua, "Joe" says that it is grand and warm, but others say that Trotzky has at last planted a representative in our midst.

Gustave Hauser, of Owings Mills, erstwhile draftsman in Mr. Milburn's office, has a unique method of telling the difference between one dollar and two dollar bills. After having his pay check cashed he marks his two dollar bills with red crayon.

We hope Pinschmidt and Linbaum enjoyed the holidays. They both had animated Christmas gardens for their boys.

George William Steinmetz has left the Chief Draftsman's office to accept James Connor's position in the Real Estate Department. Mr. Connor reported to the Cost Engineer, January 1.

Between night school and the fair ones Harry Taylor Roebuck is having a merry time this winter. "Spike" Schanze, we fear, is stricken too, only without the night school.

One of our engineering friends can be witty at times. When Mr. Hickson, the "Miracle Man," was here, a certain elderly person was heard to say that there was only one "healer" that he had faith in. When asked who he was, he replied, "My shoemaker; because he saves my sole and heals my heels." Again, when Baltimore had its first snowfall last year, he was heard to remark, "That snow must be a rooster snow, because it doesn't lay."

To fill the vacancies caused by men leaving the drafting room two new men have come in. They are W. N. Towson and B. W. Reeser. Welcome!

Accompanying is a picture of former Second Lieutenant Stauffer, now a clerk in the Cost Engineer's office.

Prior to 1917, Mr. Stauffer was employed in the Motive Power Department. In January of that year he requested a furlough, enlisted with the Maryland Field Hospital, and was sent to Anniston, Alabama.

He was later transferred to the air service as flying cadet, and started his flying career in April, 1918, at Kelly Field No. 2, San Antonio, Texas. In the course of several months he was commissioned Second Lieutenant, Pilot-Aviator.

He was then transferred to Taliaferro Field for a course in aerial gunnery, and after graduation was sent to Langley Field, Hampton, Va., where he was stationed when the armistice was signed. He was later re-assigned to Post

Field, Fort Sill, Oklahoma, until April, 1919, when he was discharged.

During the course of his flying career, Lieutenant Stauffer had many narrow escapes, but somehow was fortunate enough to pull through without a scratch. Once, when he was at an altitude of about 1,000 feet, his engine stopped, and he was forced to land. He picked out a very appropriate landing place—a cemetery. Another time, when he was forced to descend, he alighted in a Mexican's cotton patch, doing considerable damage and getting considerably cursed in Spanish. Lieutenant Stauffer hopes that in the near future flying will become a national sport. He has promised to take a number of his friends up for a "joy-ride" just as soon as the Air Service Club of Maryland becomes a certainty and appropriate grounds and planes are available.

When taking the first trip up, according to Lieutenant Stauffer's assertion, it is the most wonderful sensation imaginable—the earth seems to float away from you. The reverse is true when coming down and you imagine that you are going straight through to China. It usually causes nausea but some people get away without this feeling.

Lieutenant Stauffer is quite an adept in doing fancy stunts, having performed thirty consecutive loops at one time, besides doing frequently the tail-spin, side-slip, wing-over, falling-leaf, in fact, practically every trick known to the game.



Former Lieutenant Stauffer
Engineering Department

There have been many changes in the Engineering Department during the last month. H. G. Hall, chief draftsman in the Architectural Department, left us and is now working for the M. A. Long Company. We all miss Mr. Hall and wish him success in his new undertaking. H. L. Wirsing, draftsman in the same department, severed his connection with the Railroad and is now with C. N. Friz, architect.

M. Roycroft, file clerk in the Bridge Department, has been made a draftsman. C. W. Gabrio, a new man, took his place.

The Cost Engineer's Department has greatly increased in size on account of conditions which have arisen. A branch of it, under "Colonel" Frye, located in Room 1300, is composed of nearly all ex-service men. The newcomers and their service ranks are: J. E. Burke, Captain, 308th Regiment, Engineers; O. L. Sanders, First Lieutenant, Infantry; W. W. Gwathney, First Lieutenant, Company B, 309th Engineers; C. C. Gray, First Lieutenant, Air Service; F. W. Dawson, Second Lieutenant, 85th Field Artillery; J. E. Stauffer, Second Lieutenant, Pilot Aviator, Air Service; F. X. Ralston, P. E. McAsey, Yeoman, U. S. Navy; T. H. Crawford, Sergeant, 6th C. O. T. S., Camp Pike, Arkansas; J. F. Voll, Merchant Marine; W. L. Knell, Private, Battery D, 110th Field Artillery; J. C. DuBay, Private, 415th Service Park Unit, Motor Transportation Corps; P. J. Levering, Private, U. S. Infantry; Messrs. H. P. Hahn, H. L. Scribner, R. M. Stewart and Miss Alice Buderer.

J. F. Waters, formerly secretary to assistant chief engineer H. R. Talcott, is now engineering accountant in the Cost Engineer's Department.

Our dainty little file clerk in the Architectural Department has once more taken up the study of shorthand, which she had to abandon some time ago on account of ill health. We hope that now she will be able to finish her course.

We understand that Miss Delahey has designs on a farm on the Eastern Sho'. At least she tells us that "he" owns one.

J. F. Waters' chicken pen was raided some time ago and a number of chickens taken. He states that he had a gun ready but the thief failed to wake him in time for the event.

We understand that Mr. Hilleary tore up most of his back yard, hunting for the lost sewer. He claims to have found it, and also states that he now knows why plumbers live so long.

Milton Chambers still continues his visits to Philadelphia. Maybe this is the answer to his saving five pounds of sand.

Freight Claim Department

Correspondent, MISS E. T. MURRAY

In addition to the beautiful Christmas greeting Mr. Glessner extended to us in the December MAGAZINE, he also sent his holiday wishes in a letter which read as follows:

BALTIMORE, Md., December 24, 1919.

To the *Employees, Freight Claim Department:*

It affords me much pleasure to extend to all the employes in this department my best wishes for a Merry Christmas, and at the same time express my appreciation for the loyal service and support which you have given during the year now nearly closed.

Wishing you a very happy and prosperous New Year, I am,

Sincerely,

(Signed) C. C. GLESSNER.

Some "highbrow" tells us that spectacles were in use before the date of the discovery of America. Time moves along and another fellow discovers that the fair faces of some freight claim investigators are adorned by creations of tortoise-shell, making them appear fascinating as well as wise. Some of them are doubtless being coached for professorships at Bryn Mawr or Goucher. If this theory be true, Ella Starke will be a professor of applied mathematics. Note the professional way in which she checks up a routing or verifies a total when assisted by the rock crystals. Applying her knowledge of applied mathematics? She sure be.

Neighborliness is usually considered a characteristic of rural communities. There illness is often helped by a volunteer neighbor nurse. Some times the spirit of friendliness is the gift of a nice pie or a plate of hot rolls from one neighbor to the other.

That all men are our neighbors was the thought uppermost in the minds of the clerks of our department, when they got together dainties, etc., as a Christmas remembrance for our sick friend and fellow worker, "Jack" C. Truitt.

Dainties and wholesome necessities, which are not always obtainable in country stores, were sent in abundance to his mother, who is endeavoring to nurse him back to health in their little mountain cottage shown in the accompanying picture. May the New Year bring him a complete recovery.



"Jack" C. Truitt and his Christmas goodies

Office, General Manager

Correspondent, G. F. ZIMMERMAN,
Assistant Chief Clerk

B. F. Andersen, formerly secretary to the general manager, has been made chief clerk to supervisor of terminals, E. T. Horn.

Upon going to the file room the other day, the correspondent overheard a question directed to our file clerk, who, at the time, was busily engaged in marking up his files. It was something like this:

"George, what is the freezing point?"

"File C-32, Clarence."

We regret exceedingly to read the fact that Miss Mary Seeds, sister of our file clerk, was called to the Great Beyond on December 11. Our sympathies are extended to the grief stricken family.

When Santa Claus was making his rounds in the building, he sure did remember a little boy in our office. His name is "Jack" and his old friend brought him a surprise box, containing such articles as a bank in which to save his pennies, a rattle for future use, a box of A. B. C. blocks, a little dog which squeaked, and last but not least, what do you think? A lemon!

The accompanying photograph is of our erstwhile assistant secretary. From the scenery in the background we are led to believe that it was taken in Druid Hill Park. It might have been, however, that Charles was looking for squirrels, or perhaps some pretty girl was with him at the time he was snapped.



Charles O. Healy, Office of General Manager



To be seen Noon Time - Freight Claim Dept. -

Our recent sick list includes Miss W. H. Woods, Miss M. S. Orem, Miss H. Buxton, T. C. Forsythe and John Flynn. At this writing all have returned except Mr. Flynn and we all wish a speedy recovery for him, and that he will soon return to the office with the usual "wear ever" smile.

Miss R. Bishaw of the Dictaphone Department, was granted a month's furlough because of ill health. Here's hoping she will be benefited by the rest and soon return.

A. S. Parrish of the Suspense Division and Miss W. M. Taylor were united in matrimony on December 23, in Baltimore. Their honeymoon was spent at New Church, Va., the bride's home.

Morton B. Bond, Loss and Damage Division, and Miss Mary Sopher were quietly married at Elk Ridge, December 25. Immediately after the ceremony the happy couple left for New York and other points north. Upon their return they will reside at Elk Ridge, the home of the bride.

Our deepest sympathy is extended to Walter M. Magness, our fellow clerk, who recently suffered the great loss of his parents. His father, Charles H., formerly of Belcamp, Md., Philadelphia Division, who was taken sick in May, 1919, because of grief over his wife's illness, died on September 13. He was followed by the mother on December 3, 1919, after an illness dating from February, 1919.

Law Department

Correspondent, GEORGE W. HAULENBECK

My young friend, Jean W. Bicks, who has made a grand good record in our Tax office, has resigned his position as stenographer to accept employment with the Carr-Lowrey Glass Company at Westport. I advised Mr. Bicks to remain with the Baltimore and Ohio for many reasons, but he was so confident of bettering his condition that I waived further opposition. We should endeavor, in my judgment, to retain good people when we get them. Good shorthand writers do not grow on trees, and when we find a man who can tell the difference between "except" and "accept" and the words "principle" and "principal," we should try to retain him in our service.

In various departments in the Baltimore and Ohio Building, and indeed elsewhere, agreements, leases and other documents of like character are prepared, and before final action upon them is had, are submitted to the Law Department. If approved, execution follows. It is just at this point that I wish to call the attention of stenographers to the need of omitting from such papers the month and the year even though the month and the year may be dictated.

Papers are often prepared during a certain year, and while early execution may be contemplated, final signing is deferred from various causes; the result is the new year is at hand, and the month and year must be erased and the new month and the new year inserted. The Notary will attend to inserting the month at the time of execution if spaces are left blank.

Again, the neat execution of papers is often prevented by the very limited space left by the stenographer for the insertion of names and dates. Mr. Woolford's name, for instance, or Mr. Willard's name cannot be inserted in the space of a quarter of an inch, and no mortal man or woman can write the word September in the same space allotted for the word May. Above all things, do not make a dotted line composed of the period mark on the machine for a signature. The pen catches in the paper and the person signing—well, I will refrain from repeating his usual exclamation, but sometimes it is awful.

There are five times as many men correspondents in our MAGAZINE as there are women. I wish it were otherwise. I believe women can do anything. I read the Dorothy Dix articles whenever I find them in newspaper or magazine, and on Sunday I prefer a paper that has articles by bright women. The publications mainly intended for the other sex I buy each month with some prodigality.

We ought to possess a feeling of gratitude to the one who goes to the cellar on a cold morning and gives the furnace a good vigorous shake before any one is out of bed; we ought to have a similar feeling for the wife who has the buckwheat batter in proper condition for the griddle

when it is wanted, with the sausage and the brown gravy, or the maple syrup ready for serving.

We ought to possess inward satisfaction at the work of the men who have our big building furnaces ready to give us a pleasant and comfortable temperature when we take up our work in the morning. I like to meet these men. I do not know them by name, but I always enjoy giving them a cordial salutation. These are only a few things for which we should have gratitude.

What a wonderful institution this big fifteen story Baltimore and Ohio Building is! I feel this way every time I am called upon to visit one or more of the departments. Recently, I took the affidavit of J. F. Schutte, auditor of Freight Claims, and also Harry Miller in the same office, to some testimony they had given, and which was taken in the Law Department by one of its competent young lady stenographers. I do not know the number of clerks employed in the Auditor Freight Claims' office, but I was impressed with the conduct of every one. There are no drones there; no sinecures. This observation would apply to other busy departments, but my recent visit to Mr. Schutte's office brings it to mind.

Office of Mail and Express Traffic

Correspondent, T. E. REESE, *Chief Clerk*

The number on our office door is 117, and the name-plate thereon reads "Manager Mail and Express Traffic," or, with apology to Mr. Castelberg, we are located at the sign of the big clock in the corridor on the ground floor of the Baltimore and Ohio Building.

Behind this door—ah! here is where the story begins—there is a certain new desk that keeps our force of "Jewels" in a quandary because there seems to be an unseen mystery attached to it. And this has now spread to a couple of other desks close by. Now those of you girls who have read thus far are probably interested, and I don't blame you, for every young lady who has had charge of this desk has left us to help build a nest for two. To cap the climax, the writer would add that those now occupying this new desk, in addition to those close by, probably have the dates all set for similar action.

Now, for business! Mr. Editor, perhaps you have wondered where we have been for the past year? That's easy to answer. We have been very busy trying to keep up with our esteemed leader and manager, Mr. McCahan.

As chief clerk, I would like to say that my first year of service in this department has been one of genuine interest and pleasure because of the congenial and splendid support given me by all of my associates. I can also honestly state that the final plea of Director General Hines, received through the office of our Federal Manager, is being met with the hearty cooperation of all connected with our department.

Printing Department

Correspondent, M. J. CONROY

"P!" from Our Own Bakery

Every time a man in the composing room sees a "3" and a "9" now he begins at once to add up and multiply and try and figure out that if he can hold out for "3"—or preferably "9"—years, he will be able to lay aside the old "stick" and smoke the pipe of peace and live in contentment for the rest of his days—maybe. Everything comes to him who waits, and we have been waiting long and anxiously for these gladsome days. To those who were instrumental in bringing this about, we are profoundly grateful. As our own Alexander Geddes puts it:

No one knows the troubles we see,
No one knows our sorrows.
But—for every dark and cloudy day
We'll have sunshiny tomorrows.

But hold! A dark cloud still hangs over the horizon and it looks as though the prospects for sunshine in certain quarters is very remote, as it were. And as the gladsome days of spring approach, the once joyful and picturesque lithograph of the angora atop the keg of bock will no longer invite the tired worker to enter and quench his thirst.

It saddens the heart of the oldtimer as he passes along Pratt Street near Mt. Clare and finds the "For Rent" sign on "Pat" Healey's once popular "shabeen." Here for ten cents he could buy eight year old stuff or get Old Bruin direct from the wood, and be surrounded through the day—yea, even sometimes until the morning—with jolly good fellows. But our jolly "Fatty" Arbuckle reports that it was surely "some" wake on the 16th—in fact it was exceedingly wet and the "remains" were viewed early and often. Brothers, verily "memory is the only friend that grief can call its own," so let us all weep in unison.

John Hilleary has been on the sick list for two weeks. John is one of our overseas boys and hiked all over France with an Ordnance detachment, supplying the boys at the front with leaden messages for the Kaiser and his gang from the folks at home.

Conrad Knoepf, pressman, has also been away for a long time, due to a slight injury to his hand which threatened to develop into something serious. At last accounts he seems to be on the mend.

Harry Harmeyer has also been "out of luck" for a long time on account of ill health.

Cheerio, boys! Hurry back, we miss you.

Herewith a few extracts from the "Fourteen Domestic Peace Points" now in course of preparation by a committee of three old bachelors from this chapel:

"The husband shall notify the wife at once of all increases in salary and not keep her on the old basis of figuring."

We'll admit this has been one of the greatest of evils in the past and has brought great anxiety of mind to many a loving husband—lest the wife beat him to it first. Very timely, John.

"Husbands shall pick out their own clothes and no man shall be obliged to wear a pink necktie when he prefers green."

An important matter of self-determination, say we.

"No wife shall give her husband's old clothes to the Salvation Army without first submitting the matter to a plebiscite."

Sounds reasonable enough. But from present indications "old clothes" will be about all he will be able to wear for many moons to come.

"Taps shall be sounded at 9 p. m."

Nix, John—give 'em one night off.

Let them join the Glee Club,
And sing with all their might,
Then they'll become boys again—
At least for that one night!

Relief Department

Correspondent, H. IRVING MARTIN,

Special Representative

A few years ago someone conceived the idea that an association should be originated at Christmas time, which would be called "The Society for Prevention of Useless Giving." It is needless to say that the clerks of the Relief Department who participated in the Christmas offering for 1919 can claim full eligibility for membership in such a society. The amount raised for the Christmas box was \$20 50, and it was invested in supplies of groceries and provisions, which were sent to two needy families, whose breadwinners had for some months been disabled by illness. Toys and games were sent to the children, and the letters received by our superintendent indicate that these families had a happy Christmas. This mention is made that the germ may take root and spread to other departments where this plan is not now a part of the permanent method of spreading good will on earth at the Christmas season.

The transfer of chief registrar Alfred Brenton, who has assiduously performed the work assigned to him, from the Relief to the Savings Feature, has made it necessary to recast the office organization. Albert Curtis Bowersock, who has successfully handled the accounts of the Pension Feature, goes back to his old love, and as chief registrar, is handling a character of work for which he is well fitted by his many years of experience. William R. Smith relinquishes his daily game of "solitaire" in the card files, and takes hold of the Pension game. Frank B. Brady moves over to deal the cards, and Samuel L. Householder takes charge of the "out-of-service" records. J. N. Coll, W. E. Green and H. H. Boteler each move up a peg. "Al" Brenton takes the desk in the Savings Feature vacated by J. R. ("Bob") Graham, who left us to engage in the real estate business. Our wishes for the fullest success go with "Bob" in his new venture. The change in the Savings Feature organization brought advancement to J. L. Brooks, Robert Martin and J. Ernest Buchheimer. Other changes are contemplated, but have not been made at this writing (January 8). Our best wishes go with all of the boys in

their new jobs. The intelligent performance of their work will be reflected in the new grip which they will take on the jobs they are now handling. Their stock of knowledge of details will be enlarged, and the office machinery will move without friction as before.

The recent vibrations felt in this office were not due, as some thought, to earthquakes in Mexico, but to the efforts made by those interested in good fellowship to pry out of H. C. Shakespeare some tangible information regarding the date of the next dance. "H. C." says that the sentiment is for another evening of fun and enjoyment, and that he must get busy.

William Gable, Jr., stenographer in the Fire Insurance division of the Savings Feature, left us on January 12 to take a position with the United States Fidelity and Guaranty Company. We wish him all possible success in his new position. He will also make his debut as a violinist in the "movies." Girls, if you want to hear some sweet music, get your tickets early and get a front seat.

Telegraph Department

Correspondent, DELLA M. HAIN

Effective January 1, 1920, a new file system was inaugurated in the office of the Superintendent of Telegraph, and excellent results are being obtained. In this connection, we would request that all persons with whom we correspond would kindly cooperate with us in this matter by always quoting in their replies, our file reference.

Comment has been made as to the kind of step Miss Offutt practices with those dainty toes. A casual observer can see that the carpet under her typewriter table is getting threadbare.

A. G. Hovermill, general foreman, brought his two young sons, Averill, Jr., and Leroy, to the office recently. Young Averill is but ten years old, yet he is developing quite a talent for drawing.

Miss Claypoole at work brings to mind that old familiar hymn—"You in Your Little Corner, and I in Mine"—and such a cozy little nook it is.

A beautiful Christmas tree radiated the holiday spirit in the private branch telephone exchange in the Baltimore and Ohio Building; but, there are other sparkling things up there—a diamond ring, for one.

"M" stands for either Mary or Morgan, but Miss Tansill claims it stands for "Mine."

J. L. Krausz went on a trip up-town just before Christmas, hunting diamond dye. The salesman asked, "Do you wish to dye cotton, wool or silk?" John scratched his head, and finally replied "sawdust."

"Uncle Frank" passed cigars around the office—but it really wasn't fair, in view of the fact that the "wimmen" couldn't join in the fun.

Will Margaret Nortrup kindly explain just what is Eugene O'Brien's chief attraction?

C. T. Allman butchered some fine fat hogs recently, and you couldn't even guess what he fattened them on. Ask C. T. A. what made his pigs grow, and he'll say "Y-e-s, but the joke is on 'Ben' Thompson."

And last, but not least, we might again bring to mind that all persons should "Call by number" when using the 'phone.

Transportation Department

Correspondent, MARGARET TALBOTT STEVENS

Our assistant chief clerk, Mr. Widerman, has missed his calling—salesmanship. The proof of his ability is shown by the short time that it took him to sell 2,500 Red Cross Christmas Seals. We understand that our office tied with the Freight Claim Department in leading the contest. Had we known it in time, we should certainly have managed to buy a half-dozen more just to keep up our good name, for we believe in standing at the head of the class.

Recalling the amount of enjoyment that we got from our Christmas tree last year, the file clerks decided to have another. Last time the great feature was the idea of Peace, but on this occasion, when we were still undecided, there came to us suddenly—the Red Cross Seal! This was just the thing. We made a big Santa Claus to represent the one on the stamp, with cotton-wool whiskers and a red costume trimmed in cotton. He held a muslin bag, full of packages. The background was a dark blue crepe paper sky, full of stars, flaked with snow, and decorated with a holly wreath. On the left we placed the Christmas tree and on the right a row of stockings, which we had been requested to hang. These were labeled: "Seven Golden Opportunities," and each one told its own story of what its owner desired Santa Claus to bring. Not all of these brought results, but the most exceptional were those hung for A. S. Hardwick, W. G. Jackson, and for the file desk. Mr. Hardwick, having lost his vest buttons while in the act of saving the life of a lady who was slipping on the ice, received several varieties of buttons. These, he tells us, will be particularly useful. Mr. Jackson received some timely suggestions for a name (which he needed for himself), including "Spike," and "Sockey," while a generous gift of one penny found its way into the stocking of our (speaking collectively) immediate associates, the proceeds of which will be used for the establishment of a home for aged and decrepit file clerks.

We have no weddings to announce at this writing although it is reported that the next victims will be J. Newman, L. K. Burns, and "Doctor" Young.

If box cars could speak, we are sure that they would relate some interesting tales, but we never knew that such a thing was possible until a few days ago we read a letter, written by our friend R. Poole, in which he gave the title as "Conversation of Box Cars." Of

course we were left to suppose that he meant "Conservation," but who knows? He may be hearing things.

Some of our stenographers have this motto glued on the carriage of their typewriters:

"Good, better, best;
Never let it rest
Until your good is better,
And your better best."

An old motto, but a good one. Try it.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

The Thrift Stamp contest between the Victory Girls and Victory Boys during 1919 resulted as follows:

Victory Girls.....	\$1,275.75
Victory Boys.....	790.50
Total.....	<u>\$2,066.25</u>

Were it not for a single sale secured by one of the young ladies, which amounted to \$500, this contest would have been very close. However, we do not wish to take one bit of credit away from the young ladies. All credit is due them.

We are now hearing rumors of a drive to stop the sale of tobacco. We personally cannot see any harm in the smoking of tobacco, but if by any chance a law could be enacted to make it a misdemeanor to carry "hods," such as certain gentlemen of this office lug around, and who have the nerve to call the stuff they burn in them tobacco, why we say, "all right, boys, let's have that law."

The sincere sympathy of the entire office force is extended to D. M. Burdette, whose mother died very suddenly on December 14, and to Miss E. E. Kilkenny, whose brother died the night of December 22.

Those more seriously ill during the month of December were: Miss E. P. Russell, who underwent an operation; and W. J. Watts, who was down with pneumonia. We hope by the time this appears in print, both will be fully recovered and back on the job.

Miss L. C. Starke had another birthday on December 22. We know it's something with a 6 in it, so passing over 16, we figure it must be either 26, 36 or 46. Many beautiful presents were placed on her desk by admiring friends and felicitations were freely expressed.

What with our old friend Stockett off because of sickness, and "Mistah" Charles Fauntleroy transferred to other fields of activity, we of this office find it quite difficult to keep correct tab on the weather.

Another recruit has been added to the already long list of young ladies in this office who are "engaged." The latest addition is Miss H. A. Auth and the lucky fellow is a Mr. Hamp ("Lunk" for short).

We do not know what all these young ladies are engaged in, but judging from appearances,

it must be to see who can get the biggest diamond. More power to you, girls! Get all you can now, because what you do not get before you wi'll not get afterwards.

Auditor Freight Claims

Correspondent, ETHEL VIRGINIA MILLER

My first attempt! A little nervous? Yes!

You see, our motto is: verify and settle all claims at once. Therefore, one does not have time to keep tab on current events except such important things as the havoc wrought by that little rascal Cupid. His aim is so accurate that few of our girls have escaped. We even feel seriously alarmed lest he invade the ranks of our "ladies in waiting," "bachelors" or "widowers." He does not seem concerned over the H. C. of L.

Why even our former correspondent, Miss Pauline M. Fogle, fell a victim on December 3. She is now Mrs. Hazelton Carter.

Congratulations, Mr. and Mrs. Carter.

Do you remember that slippery morning in December? Ask our file clerk, Earl Fogle, who carried his arm in a sling for a few days. Earl, we hope you will be in trim for spring sports.

Let it be resolved that we will never be affected in the manner illustrated by the following:

The Cause of It

"I'll bet a sheep," said old Meredith to his better half, "that our boy Otho is going crazy; fur he's grinnin' at the plough, he's grinnin' at the barn, and he's grinnin' to himself wh-ever he goes." "Sho, old man," said his wife, "you don't know nothin'. The critter's got a love letter."

Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

A series of lectures is being conducted in the Interline Settlement Bureau to revive the method of per centing individual items on the division statements, to supplant the "Road to Road" percents (general average) employed as a temporary measure during the emergency and to simplify settlement. The boys are doing well, considering the many changes in organization since percents were last employed and the difficulty in establishing commodity, class, terminal, bridge, branch and arbitrary per cents.

In this, one of the busiest offices on the line, floor space is usually at a premium, and all should see that their locker doors are closed and locked. This will prevent the possibility of clothing being torn and also minimize the possibility of misunderstanding in regard to misplaced or lost articles.

Talk about "Cohen on the Phone." You've heard him, no doubt—but you should have heard the gymnastics put over by our George Lester D—— the other day. Some smile!

E. E. Oldhouser leaves to engage in a commercial enterprise. Good luck to you, "Joe."

The observer informs us (and he is usually correct) that Miss Gladys and Miss Sarah of the Interline Settlement Bureau, are displaying Real Semaphores these days. Look at a certain finger on the left hand and the secret is out.

Next station stop—Honeymoonville! Here are those that are sojourning:

Miss Virginia M. Laynor of the Statistical Bureau and John Vogts Baldwin, Christmas Day, 6.00 p. m., at the home of the bride, Elkridge, Maryland, ceremony being performed by the Rev. H. O. Gisler of Elkridge Methodist Church. Mrs. J. O. Vermillion played the Lohengrin Wedding March.

Miss Carrie Louise Blocher, Agents' Settlement Bureau, and Murray McNabb, Washington, D. C., January 3, 1920. Best wishes!

Office decorations were taboo this year, but this did not keep the Statistical Bureau from surprising the organization by having a real cultivated pine tree beautifully decorated at their office entrance.

This division made exchanges of presents, of the ten cent store variety, and one George received a graphophone, with a note from Santa that this instrument has it all over him since it could change its record.

Maurice Banner and Walter Kahl, assistant traveling auditors, but formerly of this office, were recent callers.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

We would like to know how Mr. Gable enjoyed his stroll through Druid Hill Park at 2 a. m. on December 31, 1919.

One of our best known young ladies was heard to say "Mr. Lippett is the freshest thing on earth." He seems to be making a reputation as a MAGAZINE writer. Every knock is a boost.

We have been advised that Miss Alma Pick walks in her sleep. What we would like to know most of all is—when and where.

Miss Josephine McCarthy paid a visit to her home town in the West, Charlestown, Ill., leaving Mt. Royal Station at 3 p. m. on December 18 (kindly note time and date) and returned home on December 31, in time to honor the New Year in the East. She claims she had a wonderful time, but was glad to get back. There must be a reason!

On December 18, Milton C. Smith got off at 2.45 p. m., by claiming that he was going to a music studio. We hate to doubt his word, but Mt. Royal Station being only ten minutes walk from the Baltimore and Ohio Building, one would naturally think he would want to bid his fair lady a sad adieu, especially after being willing to share a part of his half hour lunch period with her. Here's wishing you good luck! What do you say, boys?

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

Never before did the Christmas spirit permeate the atmosphere of our office as it did on last Christmas eve. John M. Finn, our able chairman of the office committee, quietly arranged an informal program in which the clerks as a body could extend "season's greetings" to Mr. Poumairat, our auditor, and Mr. Grice, chief clerk. At the close of the office hours, the clerks assembled, and after a few words of explanation by Mr. Finn, sang, "Oh, Come, All Ye Faithful," under the leadership of J. H. Plunkett. In response, Mr. Poumairat and Mr. Grice wished to every one the joys of the season and that the New Year would bring health, happiness and prosperity to all, hoping the spirit manifested would continue through the year 1920.

Having recuperated from a nervous breakdown, Miss Evelyn Hoyer resumed her duties as head of the Comptometer Bureau, January 1. She was heartily welcomed by her many friends.

Philadelphia was highly honored by the following clerks of this office, Messrs. Hoppman, Grund, Brandt, Leutner, Lewin, Kirwin, Snyder and Eichner, bent on seeing the noted "Mummers' parade." At the time appointed, the said display failed to put in an appearance and rather than disappoint the throngs lining the curb, the A. P. R. delegation decided to do their share. A few having gazoons, Earl Hoppman chose the role of drummer, assisted by "Gus" Brandt, who carried a much used orange box. The order to "fall in" was given and cleverly executed. "Forward, March" down Broad Street, led by Carl Grund, who using a "had-been broom" for a baton, had them stepping true to martial time. Down Market Street to the Philadelphia and Reading Station where a beautiful rendition was given of "Maryland, My Maryland." Jupiter Pluvius became envious and put an end to the celebration.

New York Terminals

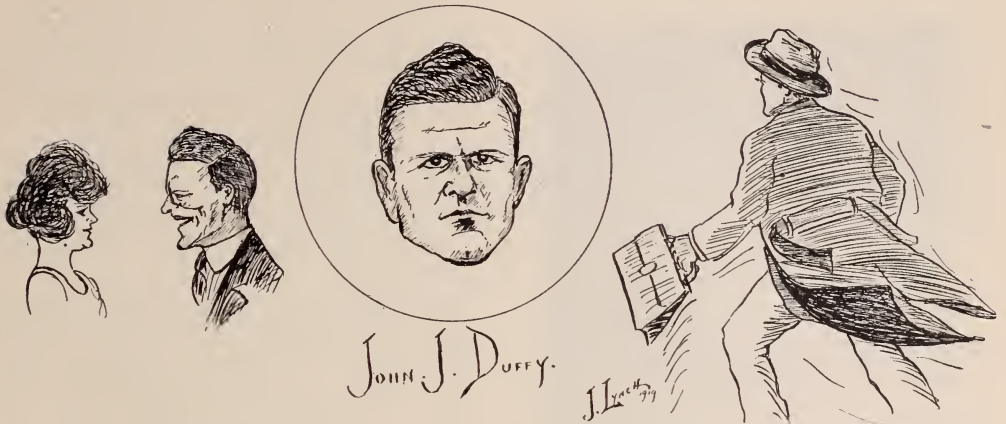
Correspondent, JOHN J. DUFFY

Behold here John Joseph Duffy, true to life.

In the circle J. J. the redheaded. The picture portrays characteristics possessed abundantly by the original: the jaw of a battler, the eyes of a dreamer, the forehead of a thinker and a mouth denoting purpose. With those characteristics to "push" him, J. J. will need no "pull," and we prophesy that there is a future for him (he is only twenty-one now) as brilliant as the glory crowning his cranium.

The picture on the left shows him in one of his lighter moods, indulging in some "indoor sports." His vis-a-vis, Miss A. G., apparently reciprocating. (*Honi soit qui mal y pense.*)

In the picture on the right you see him in *Action* (capital A). His outdoor sport is collecting overdue demurrage bills. That is, he *endeavors* to collect, but as a collector he



New York takes a fling at its Correspondent, in picture and paragraph. (See Note)

shines most as a long distance walker. When his "customers" don't see him first, and he gets a chance at them, he generally gets away with the bacon by reason of superior powers of persuasion. When logic fails, an advance of the cowcatcher chin, compression of the lips and the hypnotic eye will generally bring out the fountain pen and checkbook—or a sole leather propeller. Happy New Year, John J.!

(It is needless to say that the above paragraphs were sent in by some of "J. J.'s" many well wishers at Pier 22, N. R., and not by the correspondent himself.—Ed.)

Staten Island Lines

Correspondent, G. F. GOOLIC

William Jarvis, carpenter in Maintenance of Way Department, has been granted a ninety day leave of absence to visit relatives and friends at Palm Beach, Florida. He is well liked by the boys and all will be glad to see him back again.

W. L. Dryden, signal supervisor, got home-sick recently and spent a few days at the old homestead in Pocomoke, Md.

Announcement of the engagement of Miss A. Levy, clerk in the Division Accountant's office, was made December 26.

Another engagement is that of Miss L. Luszko, stenographer in the Car Accountant's office, which was made known on the same date.

On New Year's day, J. J. Langford, car distributor in Superintendent's office, stole away to Tottenville, S. I., where he and Miss Lillian Shotwell, a former employe of the Company, were married. We extend our congratulations and good wishes to both. They spent their honeymoon at Washington.

Don't forget the Fifth Annual Ball of the Staten Island Railroad Club, to be held at the

Stapleton Club rooms on Saturday evening, March 20, at 8 p. m. Music will be furnished by the Ragtime King of Staten Island, Professor N. P. Vice. Come along and have a good time.

Stapleton Juniors Defeat S. I. R. R. Club

The Staten Island Railroad Club a fast light team, traveled to Stapleton, S. I., on December 23, 1919, and were defeated by the Stapleton Juniors, 15-12. The teams appeared evenly matched and the game was interesting and exciting. The S. I. R. R. Club was leading in the first half, 9-8. The fine all-around work of Charles Sher, "Joe" Covell and E. J. Haslam gave us the 12 points and held the Stapleton Juniors down to 15. The fine work of Bang, Welsh, and Smith featured the game for the "Staps."

The Staten Island Railroad Club will book another game, to be played on our court. Score follows:

S. I. R. R. CLUB

	FIELD GOALS	FOULS	TOTAL
R. Tilson.....L. F.	0	0	0
E. Haslam.....R. F.	2	1	5
C. Sher.....C.	0	5	5
E. Dolan.....L. G.	0	0	0
J. Covell.....R. G.	0	2	2
Total.....	2	8	12

STAPLETON JUNIORS

	FIELD GOALS	FOULS	TOTAL
T. Mulusky...L. F.	1	1	3
W. Welsh....R. F.	1	1	3
J. Dewhearst...C.	0	0	0
J. Smith.....L. G.	1	0	2
W. Bang.....R. G.	3	1	7
Total.....	6	3	15

Time of periods, twenty minutes. Scorer, R. J. Doty; Referee, E. Wennstrom; Timer, J. V. Costello.



Michael J. Mahoney

The accompanying picture is of Private Michael J. Mahoney, 96th Company, 6th Regiment of Marines. "Mike," as he was known among his friends on the Railroad, was chief clerk to transfer agent at St. George. On April 3, 1918, he enlisted in the Marines and left on April 24 for Paris Island. After seven weeks intensive training he was rated as marksman and sharpshooter. On June 30, he embarked on the U. S. S. Henderson, which, on July 2, caught fire at sea. He was transferred to the U. S. S. Von Steuben, where he met Samuel Turvey, another railroad man from the Staten Island Lines. On August 3, he was assigned to the 96th Company, 6th Marines, Second Division, and participated in action against the enemy in the Marbache Sector, France, from August 6 to August 16; St. Mihiel offensive from September 12 to September 15; Meuse-Argonne offensive, October 2 and October 3. He was wounded on October 3 at the Battle of Mont Blanc Ridge, and reported dead on October 12.

John Cox has been employed as clerk in Car Accountant's office, St. George.

Baltimore Terminal Division

Correspondent, F. H. CARTER, *Secretary to Assistant Superintendent*

Agent's Office, Camden Station

Correspondent, W. H. BULL

Our old friend, "Dan" Cupid, is among us again, and this time his dart was aimed at Miss Emily E. Brown, Accounting Department, and C. E. Davidson, Billing Department. It is said that their wedding will take place in the near future.

Miss Mary L. Franklin, Cashier's Department, and W. Scott Wilson, Inbound Billing Department, were married, December 20, and after a trip to Philadelphia, visited Mr. Wilson's parents and other relatives in Iuka, Ill., and St. Louis, Mo. They will make their home at 3469 Reisterstown Road.

Miss Lillian Armstrong, Accounting Department, and F. Hartcorn, were married on New Year's Day. Her new home is in New York City. Our congratulations are extended to all these newlyweds.

Quite a surprise was given one of our employes of the Freight Department, who, on account of serious illness, has been unable to work for the last six months.

Misses Grammes, Hardy and Neilson assumed the responsibility of giving their fellow employe and his family of six children a happy Christmas. They secured candy, toys, canned fruits and various other things too numerous to mention, including Teddy Bears. After having gotten everything together, they found Santa Claus could not carry their many gifts. Upon appealing to our A. E. Mercer, chief rate clerk, he cheerfully offered the service of himself and his car, and at 4 p. m., all ready and loaded to full capacity, the committee, including Misses Grammes, Shoal and Neilson, left on their happy errand. They were well rewarded by the many smiles of the little tots, who received their Christmas gifts with great gladness of heart.

This committee reports that it was the happiest Christmas they ever spent. Which brings out the best Christmas advice—help someone and make yourself happy.

Another happy thought at Christmas time was the remembering of our sick, R. W. Adams and H. T. Nickels, with flowers and fruit.

R. W. Adams, time accountant, who has been quite ill, has returned to his duties. We are all delighted to have him with us again.

L. E. Likens, chief of Revision Bureau, who has been quite sick, is now convalescing and we expect him at the office any day.

Harry C. Schwartz, cash clerk, has been quite sick for several days and we hope for his speedy recovery.

Riverside

Correspondent, T. E. STACY, *Secretary, Y.M.C.A.*

Recently our Y. M. C. A. boys decided things were a little dull on the bowling alleys, and

challenged Riverside freight house shop men to a game of duck pins. The games were played on the evening of December 29 with the following scores:

Y. M. C. A.		RIVERSIDE SHOP TEAM	
J. S. Miller.....	515	Matthews.....	418
A. B. McGeachie..	517	B. Birely.....	421
E. E. Fisher.....	510	H. G. King.....	470
J. W. Gardiner....	434	E. L. Berigtold..	436
Harvey.....	442	Nickson.....	476
Total.....	2418	Total.....	2221

Riverside is considered some team and the losers promptly issued a challenge for another game.

The Riverside team would like to hear from the Central Building boys.

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT,
Secretary to Superintendent

The poets say that in the Spring men's thoughts turn to love. But in the office of the Accountant, any old time suits the girls. Daily conversation among "Us Girls," viz.:

O. L. S. to M. S. Z.—"How's John?"
M. S. Z. to O. L. S.—"Fine. How's Mac?"

The new stenographer also has a "friend," Charles. That's what she calls him before "Us Girls," but we fail to be taken in; we know she calls him "Buck" at home. Then at twelve o'clock comes our T. V. O., transferred to the Stores Department, but still with us at lunch time. This young damsel comes in Monday, Wednesday and Friday mornings with smiles on her face that won't wear off. I wonder why! Postum?

The stairway leading to the office building at Mount Clare is slippery with winter ice and snow and we advise all our "gang" to be careful, to "watch their step," or they will be seen in a very undignified manner sliding down the "Golden Stairs." There is a certain young man that we would just love to see slide; his name is "Dan" Maguire, and if he happened to fall down, he would be more than half way home.

With the opening of the New Year,
While our thoughts are bright and true,
We'll endeavor to give a word of cheer,
And show what Mount Clare can do.
Now don't expect us to call you a dear,
For that isn't worth one "Boo,"
Just start with a grin from ear to ear,
And read our new "Who's Who."

I. I. W.

His name is I. I. W.,
And he's a peacherine,
His shirts are either sky blue red,
Or a yellow dark brown green;
The backs of his shoes are yellow,
And his socks are the worst ever seen,
Well—his girlish figure in general
Is a sight for a movie screen.

But think not we hate this young fellow,
If you think this, we'll all simply scream,

For although his shirts are so yellow,
His heart is the biggest e'er seen;
Whene'er there are cakes or candies
Floating around the place,
You're sure to find this young fellow,
The "Generous Man" in the case.

So we'll end by saying we love him,
For all of us more or less do,
And we're sure if you knew I. I. W.,
You would simply love him too;
So if ever you need any colors,
Or want a candy or two,
Just call on I. I. W.,
And he'll show you what he can do.

We're certain that this will not please you,
Such chances are small and thin,
And I. I. W.'s boost or two,
Is too good, even for him.
So cheer up, girls and fellows,
Your faces are all filled in,
And they'll turn from red to yellow,
When you see us next month again.

Locust Point

Those in the accompanying photograph are, from left to right: Carroll Wooden J. E. Thater. C. M. Hibline and C. R. Gillis. These four comprise our trouble gang at Locust Point station. They are always on the alert for steam leaks and are keen on prompt repairs any time during the night or day.



Trouble Gang at Locust Point

Baltimore Division

Correspondent, W. H. TARR, Superintendent's
Office, Camden Station

Assistant Correspondents

- H. A. DIETZ.....Shop Clerk, East Side Shops, Philadelphia
- C. W. HAMILTON.....Clerk, Freight Office, Wilmington
(Joint Philadelphia & Reading and Baltimore & Ohio)
- V. J. HUEFF.....Cash Clerk, Pier 22, Philadelphia
- E. A. DUFFY.....Clerk to Freight Trainmaster,
Camden Station
- N. E. REESE.....Passenger Conductor, West End,
Camden Station
- H. H. RAYMOND...Conductor, East Side Yard, Philadelphia
- MISS ETHEL E. STICKLEY...Clerk, Transfer Shed, Brunswick
- R. E. SIGAFOOSE...Shop Clerk, Brunswick Shops, Brunswick
- W. S. WILDE...Chief Clerk, Terminal Trainmaster,
Philadelphia
- E. H. ZIEGLER.....Special Representative, Freight
Office, Hagerstown
- S. R. BOSLEY...Clerk to Road Foreman of Engines,
Riverside



T. T. Mullican, centre, and his sturdy gang of trackmen

Look at this sturdy gang of trackmen. They were as busy as could be when I reached them but stopped tamping ballast long enough to let me get them with the camera. Their foreman is in the center, T. T. Mullican, by name, who came with the Company when he was twenty years old. For a time he visited with some other company, though he always found the Baltimore and Ohio good to work for. He was away nine years, is now just past forty-eight, so you can figure out for yourself how long he has been with us. I tried to get some of his men to say that he was a hard boss, but not one of them "peeped." And they weren't afraid of him either, for you can see that he is not a bit ferocious looking. Keep up the good work, Mr. Mullican.

B. R. Stull, engineer, was a recent caller at the office to execute his pension papers. Mr. Stull has spent the past year among the hills of Western Maryland. We trust that he will enjoy many years of happy retirement.

L. E. Keefer, agent, Frederick, Md., was off on his vacation during the latter part of December. C. A. Rensburg looked after the business of the station during his absence.

B. W. Stewart, LP-1 clerk, has accepted a position in the Valuation Department and is stationed at Wheeling, W. Va. Gilbert Stuart from "DO" office has taken his place.

C. W. Meese, office boy, has taken the place of Raymond Meske, who accepted a clerkship in "DO" office.

Albert L. Smith, Division Accountant's office, has joined our tonnage computing force in the position vacated by J. J. Bennick, who is now checking the 2651's and assisting Mr. Whiteley, car distributor.

Miss Emma Schleisenger, stenographer to chief clerk, was home for a few days because of eye trouble.

H. Hambleton, second trick dispatcher, "DO" office, has been off sick for a couple of months.

Short but pert:
Charles Hubbard, "DO" office, in his English walking suit.

The Hoola Hoola girl.
Mail man with special delivery letter, 11.20 a. m., January 7. (More coming.)

A popular saying: "You all people."

Miss Ethel M. Stickley, our correspondent at Brunswick, gives us the following:

Robert Angel, who, until recently, was freight inspector, has been transferred to Willard, Ohio. Russell Reed, former utility clerk, has taken the position made vacant by Mr. Angel.

Chief clerk Green, we understand, has purchased a farm along the Shenandoah River in Virginia.

Miss Nellie Mehrling has returned to duty after a furlough of a few months.

A meeting of the storagemen was called in the office of transfer agent W. E. Shannon at Brunswick on January 3 and the matter of proper storage of freight in cars was discussed. Special discussion was devoted to shipments that are apt to be smashed and damaged. It has now been arranged to photograph such shipments received for storage in a damaged condition. Some of these will be shown in the MAGAZINE. Cooperation in the proper method of storage has been assured by employes at this station.

East Side, Philadelphia

O. J. Stanley was appointed car foreman in the Car Department at East Side, effective January 1, 1920. Mr. Stanley has been in the service about nineteen years, first as a car repairman at Mount Clare, beginning December 1, 1900. He has served in numerous capacities on the System and was transferred to this point from Brunswick, Maryland, where he served in the position of steel car foreman. We all wish him success in his new position.

Miss Alice Doyle, clerk in the Master Mechanic's office at East Side, has lately been sporting a very pretty diamond ring. Reports would indicate that J. L. Sentman, machinist apprentice at this point, is the lucky chap. Time will tell.

Wilmington Freight House

Our office forces very appropriately made Christmas presentations to their joint agent, E. B. Rittenhouse and to chief clerks King and Evans. Mr. Rittenhouse was given a fine brief case. Messrs. King and Evans, beautiful eight-day mantel clocks.

The brief presentation speech was made by your correspondent, Charles W. Hamilton. He reviewed the remarkably fine results attained under the able leadership of the three chiefs and the effective cooperation of every member of the force.

A feeling reply was made by Mr. Rittenhouse. He spoke especially of the volume of freight handled at this station and commended the extremely small percentage of errors.

He was followed by Messrs. King and Evans in brief and effective remarks. All of the speakers handled their subjects in a manner both humorous and touching, and in each instance they were greatly enjoyed.

Our Cashier's Department was the scene of a pleasant Christmas event. Cashier J. Oakford Lambson was the happy recipient, from his immediate associates of that department, of a beautiful and valuable seal cap. "Just what I wanted and just a fit," were his excited and approving comments. Presentation was made by assistant to the cashier, Charles W. Hamilton, on behalf of the others of the department, with the statement that, in the course of a varied experience, he had never seen more harmonious relations. In his acceptance, Mr. Lambson evinced deep appreciation of the work and efficiency of the members of his department.

William S. Hartman, ticket agent at Delaware Avenue Station, is wearing his usual winning smile, greatly intensified at present. A fine new boy just arrived at his home via the Santa Claus Blue Line Reindeer Special. Congratulations from all hands, William. Keep him a loyal Baltimore and Ohio follower.

For some time past the Young Women's Christian Association has maintained and operated a very efficient Community Service Traveler's Bureau at the Delaware Avenue Station

of our Railroad here. It has been the intention of your correspondent that these worthy workers for the public welfare should have had a much earlier note of approval and encouragement appear in our MAGAZINE, but it has been unavoidably delayed. The affairs of the Bureau are directed by the efficient manager, Miss Marie Haughey, and her capable assistants and it is a pleasure to note the satisfaction of our patrons who are availing themselves of its helpfulness.

Room No. 3, comprising chief clerks, car clerks and demurrage departments of our station, celebrated the conclusion of the year 1919 with a notable affair. Chief clerk J. S. Evans of the Philadelphia and Reading, early in the day received a dispatch from superintendent W. F. Eckert of the "Reading," assigning him as agent at Montchanin, Del. Promptly our office forces prepared for a parting presentation and farewell. At five o'clock p. m., Mr. Evans was the recipient of a very fine fraternity emblem go'd ring, a five pound box of candies and a huge bouquet of flowers. Mr. Hamilton of the Cashier's Department was again requested to make the presentation. Mr. Hamilton spoke of the sterling qualities of Mr. Evans and of his three dominant characteristics, viz.: those of being a "Man's man," a "Woman's Man," and a "Company's Man." In an endeavor to partly relieve the strained feelings of the little company at parting with their associate, Mr. Hamilton closed his remarks by humorously telling Mr. Evans that the presents given him were made "for revenue only," and that he could not expect to "get by" without a spring or summer picnic for the "force" to be given in the beautiful hills of Montchanin, providing he should remain there for such a period. Mr. Evans made a brief and feeling reply full of the spirit of good fellowship and appreciation.



Agent G. H. Smith, Belcamp

The picture on preceding page is of G. H. Smith, agent at Belcamp. Mr. Smith entered the service on February 1, 1891, as assistant agent at Aberdeen. In January, 1893, he was appointed agent at Joppa. He was later agent at Kiamensi, acting agent at Yorklyn, agent at Poothwyn for about ten years and has now completed eleven years service at Belcamp. Naturally Mr. Smith is a member of our Veterans' Association.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

The many friends of Mrs. G. H. Winslow, wife of the well-known secretary of the Railroad Terminal Y. M. C. A. in this city, and former correspondent of our MAGAZINE for the Washington Terminal, will be pleased to hear that she is rapidly recovering from a severe attack of pneumonia with which she was stricken during the recent drive for the American Red Cross. Mrs. Winslow is Captain of the Washington Terminal Auxiliary of the Red Cross, and her untiring work in all weather brought on a bad cold which developed into double pneumonia. The ladies of the Auxiliary, many of whom are the wives of our employes, are all looking forward to the time when they will once more be able to welcome their good Captain again.

The New Year witnessed many changes in the office force at this station. Karl D. Fox, one of the old standbys, who has been with the railroad for over twelve years, yielded to the alluring bait held out by a large drayage firm in this city, and accepted a position with that firm. Elias W. Kidwiler, a returned soldier, who resumed his position of cashier's stenographer on his abandoning the "khaki," has also left us to enter the newspaper business. Miss Fleeta Moler, L. M. Hinton and H. L. Ticer, who have filled various desks during the past two or three months, have resigned to assume duties in other walks of life. Our good wishes for their success follow them all.

The vacancies occasioned by these resignations have all been temporarily filled by promotions, and congratulations are due those thus promoted. We welcome one new face in our midst. F. LeRoy Houck comes to us as freight bill clerk, and we hope that he will remain in the fold for many years.

An optimistic disposition never shows itself so well as in a time of tribulation, and our young messenger boy, Windsor Haga, has had enough lately to try the mettle of many older than he is. A few weeks ago some evil-disposed person removed his bicycle from its proper place while he was not looking, and, what is worse, this same person did not think it necessary to return it. Consequently, Windsor was minus a bicycle. However, some of the good-natured people in this office clubbed together and bought him a new machine, and he very greatly appreciated their generosity. But still another trial came to him; on January 4, the house in

which he lives caught fire when the thermometer was hovering around the zero mark. It is a large apartment house, and there were many narrow escapes before every one was safe. Windsor says, however, that he and his family are much better off than many of the others who were caught, as their furniture and rooms "only got wet," and as he very cheerfully remarks, "think of the poor people who were 'burned out.'"

We are very glad that he and his family escaped so luckily.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

During December, 1919, all telegraph and telephone circuits between the Queen City Station at Cumberland and Viaduct Junction, a distance of three quarters of a mile, were placed in underground cable.

This made it possible to remove the pole line between the above points, and this has been done by a gang under the supervision of A. R. Spring.

The pole line had been standing for some years and was located in the middle of the Queen City pavement for a distance of several squares. It was unsightly and the removal of the poles is a marked improvement in appearance and offers better operating facilities.

The accompanying is a good picture of B. A. Noone, night car distributor, Cumberland Division. Mr. Noone has been in the Company's service for a number of years and has also seen service with the Western Maryland



B. A. Noone, Night Car Distributor

Railway and the Southern Pacific in Mexico. He is a great believer in SAFETY and a short time ago saved a man's life, for which he was given due appreciation in the local newspapers.

If anything special is found to be done,
Just call the boss on the telephone.
A word or two will be enough,
For our division handles "fine stuff."

For instance, at Christmas, it might be said,
In distributing checks we were away ahead.
And in other matters of greater weight,
The Cumberland Division is up to date.

With interference of ice and snow,
We grin and make the coal cars go.
The explanation, if you care to listen,
Is, our division has "some system."

Motor generators and power board have been installed in the Telegraph office at Cumberland to supply current for the West End train dispatcher's telephone circuit.

Their operation is entirely satisfactory and economical because of the elimination of dry battery formerly used to furnish current.

Safety

The following incident is told of a well-known car repairer on the East End. While at work one day, a local freight with a number of cars bumped into a car under which he was working. Badly scared, he scrambled from beneath the car and interviewed the conductor in the following argument:

Car repairer. "What's a matter with you? Want to kill me?"

Conductor. "No. Why?"

Car repairer. "I was working under that car."

Conductor. "Why don't you put up a blue flag, then?"

Car repairer. "D—— it there's the wheelbarrow on the track."

Moral: Don't use a wheelbarrow for a blue flag.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

The Ladies' Auxiliary of our Veterans' Association held a chicken and oyster supper in the Y. M. C. A., January 8. About 500 tickets were sold and the ladies had a busy time feeding the crowd. The good sum realized will help strengthen the treasury.

The Veterans' Association held their annual meeting on January 22, at the Y. M. C. A. hall. At this meeting the officers for the coming year were elected. This Association is in splendid shape and the interest is growing. New members are being added and the enthusiasm of the old members is increasing. The organization of the Ladies' Auxiliary has added wonderfully to the interest of the Association.

The Basketball Quint of the shops won the opening game in the City Industrial League by defeating the Interwoven Mill team by a score

of 18 to 11. The playing of Whorton, Dodd and Baker, members of the famous "Sunbeam Trio," added brilliancy to the game and was largely responsible for the copping of the bacon for the shop team.

Robert Bruce Russell baggagemaster at Brunswick, Md., died in the City Hospital, Martinsburg, on December 7, after a short illness of pneumonia. The deceased was a native of Harpers Ferry, W. Va. At the age of twenty he entered the employ of the Baltimore and Ohio and served continually until death ended his career at the age of fifty-nine. He was a member of the B. of R. T., Baltimore and Ohio Veterans, and the Brunswick Aerie of Eagles.

Herman E. Weigand, age twenty-two, trackman, died in the City Hospital on December 8. Young Weigand recently returned from France with the Army and secured employment with us as trackman. While riding home on a handcar he fell, fracturing his skull, the injury causing death after a few days of suffering. The distressing accident caused a feeling of profound regret among a wide circle of friends.

Franklin Washington Trout, known familiarly to hundreds of railroad men on this division as "Dock" Trout, an engineer, died at his home in this city, December 21, of spasmodic asthma. Mr. Trout was born in Jefferson County, W. Va., in 1848, and moved to this city in 1865. On September 1, 1868, he entered the employ of the Company as fireman and continued in its employ without a single day of suspension for forty-eight years. After serving a short while as fireman, he was promoted to engineer, and in this capacity he spent most of his forty-eight years. Many years ago he was promoted to the passenger service and ran from Martinsburg to Piedmont, then from Martinsburg to Keyser, and, after the division limit was changed to Brunswick, from Martinsburg to Baltimore. "Dock" was appreciated by his superiors and they were loath to lose his services when he retired some years ago. He was a member of the B. of L. E. and of our Veterans.

Keyser

Correspondent, H. B. KIGHT

"Jimmie" Walsh, who has been stenographer in the Assistant Superintendent's office for sometime, has resigned to accept a position with the Patterson Coal Company. We are sorry to see "Jimmie" go, and wish him the best of luck. Charles Steiding of the Storekeeper's office has been appointed in Mr. Walsh's position.

Miss Sara Ludwig, for a long time stenographer to road foreman of engines Cramblitt, went home for Christmas. On Christmas day, Miss Ludwig and Mr. Boyd Albert Grayson of Keyser were married at the home of the bride's parents, Rev. and Mrs. S. R. Ludwig, of Fayetteville, Pennsylvania, by the Rev. Stratton,

of the United Brethern Church of Hagerstown, assisted by the father of the bride, Rev. Ludwig.

We extend to the happy couple our best wishes for a long and happy married life, and feel that, the knot having been tied by two preachers, they are "tied for keeps."

At Burlington, W. Va., about thirteen miles from Keyser, lives Dr. F. L. Baker. Several years ago, Dr. Baker, seeing the need of a home for orphan children, got busy and built one with the help of those who would contribute. He named it "Child's Refuge." It has done a wonderful work—caring for forty or fifty children at a time. It has been hard work for Dr. Baker to keep this home going and had it not been for those who see its need and who are willing to contribute to the cause, it might not have succeeded. The railroad and shop men of the Baltimore and Ohio at Keyser know of this home and its good work, and when Edward Sirbaugh, SAFETY inspector (and the fellow who tried to sell all the Liberty Bonds Uncle Sam had, and almost succeeded), organized a committee of solicitors among his fellow workmen and got busy a day or so before Christmas, they presented Dr. Baker with over \$500.

This is not the first time they have contributed, either, for Mr. Sirbaugh has turned in over \$1,000 to this Home, which he solicited from the Railroad boys. They are still ready to contribute to such a cause whenever they are called upon.

Dr. Baker sincerely thanks every man for his part in this contribution.

We regret to report that West End brakeman Sherwood was injured recently when he fell from his train on Cheat River Grade. He is now resting comfortably at the Hoffman Hospital.

Adam Douglas, material man at the store-room, is housed up on account of illness. Hope he will soon be out again.

We regret to report that general yardmaster W. H. Virts is in the Allegheny Hospital in Cumberland, where he underwent an operation on January 3. He is reported as resting comfortably.

Upon receiving notice of the death of Harry G. Copper, the office force of the Master Mechanic drew up resolutions on his beautiful and virtuous life and commemorating their sorrow in his loss. These resolutions were beautifully engrossed and framed and forwarded to Mrs. Copper.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

That some of our employes have been in the service long enough to be eligible to membership in the Veterans' Association and have taken advantage of the opportunity is shown by the increasing number of "the" buttons making their appearance and worn with pride. The

following boast this privilege: I. N. Saville, extra gang foreman; J. J. Foley, pipe fitter; H. C. Seeder, locomotive fireman; M. Skelly, G. W. Robinson and G. N. Teters, firemen helpers and pumpers; J. R. House, fireman.

H. S. Simpson has moved into the Company house, formerly occupied by J. T. Sherman, resigned.

W. L. Dayton has occupied box car cottage No. 5f, formerly occupied by B. F. Smalley, resigned.

Mr. and Mrs. E. E. Alexander, accompanied by J. C. Alexander and wife, spent Christmas at the former's home in Iowa, this being Mr. Alexander's first visit home in twelve years.

Mrs. E. M. Stottlemeyer, wife of general foreman, enjoyed part of the holiday season with old friends at Mt. Airy, Md. E. M. S. did not appear to enjoy it so well, for we note that he fell off about fifteen pounds during the absence of his better half.

Tiemen R. Meeks, H. S. Long, Roy Ambrose, J. O. Mauk, D. W. Tusing, Wilbur Troutman and A. L. Loy, have been temporarily transferred to the Central Creosoting Company plant at Finney, Ohio, to relieve congestion there.

J. C. Alexander and wife, A. Keister and wife, and Wilbur Shanholtz and wife, were recipients of three elegant traveling bags, wedding presents from Plant employes, while Mr. and Mrs. E. S. Crawford are proud of a leather rocker received from the same source.

We take pleasure in announcing the union of Roy Keister and Miss Sarah Francis Shank, at Romney, W. Va., December 17, the Rev. Jones officiating. We wish them much happiness.

J. R. Moore and F. W. Shaner, equipment pilot with our Company, were December business visitors at the Plant

W. H. Rhyne, inspector instructor, Southern Railway, who has been making inspection adjustments of ties received from his railroad during the past few months, completed his work on January 10.

G. W. Robinson holds the plant record for 1919. He worked 365 days without the loss of an hour.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor*,
Office of General Superintendent

Glenwood Shop

Correspondent, FRANK RUSH, *Shop Clerk*

Mrs. Frank Sarcone, wife of blacksmith, better known as "Red," recently gave birth to a bouncing baby. Both baby and mother are doing well.

We have just received news of the birth of the seventh child of Mrs. H. J. Meinert, wife of general foreman at Allegheny. Congratulations!

Boilermaker W. W. Bosworth recently became a benedict. He is one of our overseas men.

It was with great regret that we learned of the death of the mother of J. E. Dunmire, boiler-maker, and "Jim" Dunmire, special inspector at Glenwood. They have our sympathy.

We are sorry to hear that draftsman E. G. McDivitt has left our service to accept a position with the Westinghouse Company, but wish him luck.

S. A. Bearl, upholsterer, recently returned to work after being off because of illness. We surely missed him.

Rumor has it that our material man in the machine shop, James E. Rush, will soon enter the bonds of matrimony.

Emmitt Zeak, leading machinist in charge of wheel shop, has left our service to go into the gas field business at McKeesport. D. Johns has been appointed in his place.

The accompanying picture is of the children of machinist Homer J. Applebee, also the granddaughter of engineer F. B. Applebee, who runs trains Nos. 31 and 32 between Pittsburgh and Wheeling. The latter Applebee has been in our service forty years and "H. J." for eighteen years. From left to right are: Betty Stromberg Virginia Applebee, Helen Densmore (granddaughter) and Virginia Applebee.



Glenwood Employees
 Left to right—John Canifari, Assistant Car Foreman;
 Harry Hartman, Electrician; George Jubie,
 Expert Material Man

We have just learned that our lead car inspector, William H. Steppe, in the transportation yard, is going to take unto himself a wife.

Car foreman S. S. Rittiger has returned to work after being off duty several days because of sickness. When "Sam" lays off, you can bet that he is a sick man.

Employees at Glenwood should get in touch with the correspondent of the MAGAZINE and give him some news. Don't you feel discouraged when you read the items from the rest of our stations and look at "Glenwood Shop" and see it is blank? Let's get together and put Glenwood on the map in the MAGAZINE.

Wheeling Division

Correspondent, A. N. GANTZER

Benwood Shop

Correspondent, ANGELA APPLGATE

Two of the clerks in the Master Mechanic's office were recently seen on Broadway, New York, looking over some of the new plays of Cohan and Belasco. It developed that the play recently given at McMechen, W. Va., entitled, "An Old Fashioned Mother," was such a success that the company felt qualified to extend their talent to a larger field. This accounts for John Cusack and "Dick" Fonner, who are advance agents, visiting New York. Considering the short space of time and the great amount of work connected with this play, great credit is due the entire company. The principals also are employees of the Master Mechanic's force and of the Wheeling Division generally.



Children of Machinist Homer J. Applebee
 Glenwood Shops

We mourn the loss of our esteemed fellow worker, H. M. Zeiders, who was employed as assistant car foreman, Holloway, Ohio, Shops, and who met his death while going to work on December 17. We also extend heartfelt sympathy to his widow.

The many friends of fireman Roy Hunt are extending to him their sympathy in the loss of his wife, who was recently fatally burned. Mrs. Hunt was a bride of only three weeks.

Santa Claus certainly remembered our ever popular road foreman, M. J. Walsh, on Christmas morning with a present that he won't soon forget. They are twins, William and Thornton. Congratulations "Matt," old boy.

H. W. West, who recently accepted the position of electrician at Brooklyn Junction Shops, is well pleased with the new work and also with the town of New Martinsville. He declares it "some city," that he is a full-fledged citizen and will soon be running for Council.

Our congenial assistant master mechanic, F. A. Baldinger, at Holloway, is suspicious of strangers and has a great fear of confidence men. He feels that they are always trying to sell him a gold brick or have another "get rich quick" scheme. If you could have seen "Fred" doing his Christmas shopping—nuf ced!

T. N. Murphy, formerly a conductor, but who lately had charge of the Engineers' Rest Train, has passed into the Great Beyond. His pleasant smile won him many a friend and he will be greatly missed on the West Virginia District.

Engineer Squire Hartly has taken unto himself a wife. Mr. and Mrs. Hartly enjoyed an extended honeymoon in the West. Congratulations, Squire.

Word has been received that Sidney Dempster, formerly motive power inspector on this division, and who is in Arizona for his health, is now in bad condition. Our good wishes are extended to him.

It was necessary to relieve engineer J. J. Finnegan from his run when he got a hot cinder in his eye. Dr. Hurley removed it and our friend is now all right.

Miss Hilda Shriver, popular cashier at the Y. M. C. A., was relieved of her diamond ring recently while washing her hands. A close watch is being made, and although there were several arrests, they failed to bring back the diamond.

We all agree that the high cost of living has reached a point where it has become necessary to economize all year in order to buy presents for Christmas. Hurrah for tank foreman Stoneburner! He buys for eleven little Stonies.

J. M. Scott, our general superintendent, who was off duty for two weeks with a threatened attack of pneumonia, is able to be out and among his fellow employes again. We are all glad to see his smile and hear his melodious voice on the 'phone, for then we know he is *himself* again.

William Welsh, popular chief clerk in the Stores Department, has resumed his old duties after being temporarily in charge of the clerks working up stock, inventory of 1917.

R. F. Shroyar's headquarters have now been changed from Benwood to Fairmont, where he has been regularly assigned to yard engines.

Just as Old Father Time released his hold on the throttle of 1919, Charles A. Watkins, our genial car repairman helper, took unto himself a wife in the person of Miss Virginia Miller of Moundsville, W. Va. Both bride and groom are well known in this vicinity.

William Haythorn, our efficient M. C. B. writer, has returned from a rabbit hunt in the central part of the State. He recently put in a request for a box car that he might be able to bring in the fruit of his endeavors. You are SOME hunter, "Bill," as well as SOME prevaricator.



Track Gang at Roundhouse, Ivorydale, Ohio



Section Gang in Stock Yards
(See Note)

Cincinnati Terminals

Correspondent, **JOSEPH BEEL**, *Chief Clerk to Superintendent of Terminals*

Among the prospective brides of the coming year are Miss Leafy Wiltsee, Superintendent's office, and Miss Christine Smith, local office at Fifth and Baymiller Streets. Both received beautiful diamond rings from good old "St. Nicholas," which saves them from being numbered among the leap year "proposallettes."

Robert White, assistant accountant on the Toledo District of the Terminals, has been appointed special agent in the Cincinnati Terminals.

We expect "Rosy Cheek" Albert at Brighton to join the benedicts this year, as we understand proposals have already been made.

John Fox, yard clerk at Storrs, is having a well-known manufacturer of talking machines make him a record. John feels that this will save him the ordeal he now goes through at 3.00 p. m. daily. John Bell will furnish the machine.

Misses Ruth Kittle and Myrtle Bowen are welcome additions to the local office force, Fifth and Baymiller Streets.

The Rekop Club, consisting of a number of the boys at Fifth and Baymiller Streets, held its first meeting of the New Year at the home of President Grogan on January 4. The initiation exercises started at two o'clock and were followed by a social session, which included a six-course dinner, enjoyed very much by "Cliff" Backer, Irvin Kennedy, "Bill" Dean, Edward Weckermeyer, Stanley Beck, John Crowe and George Grogan. "Bill" Regan, Harry Buelterman and "Jimmy" Goernor were conspicuous by their absence, but each had a good alibi. "Bill" Regan says when your wife goes to the theatre, somebody has to stay at home and take care of the babies.

This snapshot shows a section gang at work at Stock Yards. From right to left are: general foreman H. J. Wilkening; trackmen Joel Poale, John Polucci, Frank Reynolds, Frank Deario, "Nick" Gentile, Guiseppi Giroli; extra gang foreman James Gentile; trackmen Louis Derose, "Tony" Borelinell, Angelo Marie, Michael Deflippea, "Joe" Deposta, Pasquale Marchenes.

Although our genial general yard clerk, W. J. Maloney, was due to retire from Cincinnati Terminals Safety Committee, he pleaded his case so well that he was granted permission to serve permanently—so absorbed is he in SAFETY work.

Conductor "Jack" White says he can buy ALL the eggs he wants at Kings Mountain, Ky., for thirty-five cents per.

Frank Goehle has got back his genial smile once more. The coal strike is over!

"Bill" Boland, one of the best-looking conductors in Cincinnati Terminals, says that it does not cost any more for two to live than one, so he was "hooked up" on Thanksgiving Day. The happy couple spent their honeymoon in Ludlow, Ky.

Miss Effie Haynes, Smith Street office, was given a farewell reception on December 30, in the Welfare Room. She left during the early part of January for her future home at Charleston, W. Va.

Young ladies should set their caps for some of our worthy bachelors. We might suggest a number, but at this time we particularly recommend "Dan" Hartigan, the smiling brakeman on the Norwood special, or "Mike" Grady, the tall handsome "gent" from Kentucky.

Henry W. Nolte, switchman, was on a leave of absence during the past month, spending the time on his farm near Peebles, Ohio, putting away some fine porkers that he fattened during the summer.



"Freddie" Oehlschlaeger
Son of Secretary to Superintendent, Cincinnati
Terminals

We wish to introduce to the many friends of the secretary to our superintendent, his only son, Master "Freddie" Oehlschlaeger, in one of his favorite poses, taken on Christmas Day at the age of fourteen months and two days. As can be seen, "Freddie" Jr. has the same happy, care-free disposition of his father.

I. W. Humphrey, Smith Street office, accepted the position of cashier and accountant at Winton Place, effective January 1. His fellow-workers wish him success.

Everyone has his faults, but we do feel sorry for a certain young man at Queen City Avenue Yard office, as it is rumored he talked for one hour to a lady on the train and then she handed him a note, "Write it down; I cannot hear."

Miss Norine Hudson, bill clerk, Fifth and Baymiller Streets, and Mr. William Lentz were married on December 29. Mr. Lentz is an automobile agent of Covington, Ky. Miss Hudson was presented with a set of silverware by the office force on the eve of her wedding. The happy couple toured the south.

David Tavel, Fifth and Baymiller Streets, holds the honor of being the last man to become a benedict in Cincinnati in 1919. "Dave" embarked upon the sea of matrimony on the stroke of twelve, New Year's Eve. Good luck, "Dave."

One of the biggest features of a recent fire in one of our local apartment houses, was Miss Sue Elmore, a member of the Superintendent's office force, coming down the fire escape in the wee sma' hours of the morning in her nightie. One of the noble members of the Cincinnati Fire Department came to her assistance and endeavored to lift her to a place of safety, for which chivalrous act the gallant fireman has been laid up ever since. Call us up, Sue, the next time you have a fire at your house.

The following poetic response was made by C. H. Wiehe, alias the "Bard of Storrs," to C. E. Fish, who was recently elected a member of the Executive Committee of the Cincinnati

Railway Club, on being invited to join this exclusive club; which shows that Mr. Wiehe is still on the job when it comes to writing poetry:

An Ode to C. E. Fish

I congratulate you upon being elected,
Their choice was good, when you were
selected.

I notice in this appeal you've addressed to me,
You are delighted with the honor, this I am
glad to see.

I notice you are anxious, and wonder if you're
nervous

When asking the employes of the Railway
service

To become members, when it's such a hard
rub

To spend all of three dollars, to join the
Railway Club.

I notice in your roster you were looking for
my name,

And failing to find it, you want to get the
same,

And that you do believe that I should be a
member,

I appreciate your thought, which I'll always
remember.

I notice you've enclosed an application blank
Which, if I would sign, no doubt me you
would thank.

You also ask me to attach a check to cover
fee

For only three dollars, and return it to me.
Now I'm going to say in just a line or two,
I am heartily in favor of a booster like you,
I have enclosed a check as per your request,
Go after it hard and get all of the rest.

New Castle Division

Correspondents

A. C. HARRIS, *Assistant Chief Clerk to Superintendent, New Castle, Pa.*

P. W. ADAMS, *Telegraph Operator*

O. C. BEDELL, *Telegraph Operator*

Notwithstanding the extremely cold weather recently, a few of the volley ball players continue the daily games at noon. With the thermometer hovering around zero the more timid boys are found indoors during the noon hour, while the "hard guys," with the cast iron constitutions, continue to serve the ball over the net as usual.

The basketball team representing the Baltimore and Ohio in the Industrial Y. M. C. A. League at New Castle is well up in the race, having won three out of the four games played. Captain Glenn of the Stores Department has the team performing in good shape and firmly believes his team will carry off the pennant. The team has been furnished new uniforms and other things necessary for their welfare and seems to be showing their appreciation by winning games.

Daniel E. Thomas, locomotive report clerk in the Superintendent's office, was recently taken to the hospital at New Castle, Pa., and

G. J. Elford, relief agent, while running to catch a car one icy morning recently, fell and injured his knee. Hope it's not serious, George. Didn't you ever hear that you should never run to catch a car or a woman when there will be another along in a minute?

A. Davis, operator, "CS" office, is now a full fledged train dispatcher. Good luck "Al."

R. B. Calhamer, operator, has also been appointed extra train dispatcher, and we wish him the best of luck.

L. A. Rodenhiser, assistant division engineer, recently resigned and is now on his way to Texas, "the land of promise," as he puts it. A. M. Davidson, assistant engineer, Construction Department, Cincinnati, has been appointed assistant division engineer.

E. L. Perryman, water station foreman, who hurt his foot in an accident on a motor car several months ago and has been laid up since, is again back on the job.

Cleveland Freight House

Mrs. Marie Kirk's sleigh ride party on Sunday evening, January 11, was a grand success, and the twelve who attended had a most enjoyable time.

W. J. Weishaar, our newly married bill clerk, is making rapid strides to the Hall of Fame. He is now a Notary Public.

George Trope, paymaster, was sadly disappointed on December 26 when he expected to see many diamond rings flashing. It's not too late yet, George. This is Leap Year, you know, when old bachelors get busy.

Massillon

The accompanying picture is of I. C. Bowman, supervisor of track between Warwick and Dover. He has had charge of this for a year and has made some good improvements. "Ike" is still working hard on it and will have it in splendid shape within a short time.



I. C. Bowman, Supervisor, Cleveland Division



James D. Fitzgerald, Trainmaster

Here is a picture of James D. Fitzgerald, trainmaster on our division, between Massillon and Holloway. He has the confidence and loyal support of all the trainmen and enginemen in his territory, and has made good. We hope for his continued success.

Engineer M. L. Donohoe has returned to duty after having been called to Pittsburgh on account of the sickness of his mother.

Miss Beatrice McNeal has taken a position at the freight house as O. S. D. clerk, vice L. Webb, resigned. We welcome Miss McNeal and wish Mr. Webb the best of luck.

On December 3, R. E. Everett, lineman, and wife, were called to Cumberland, Md., on account of the sickness of Mrs. Everett's mother. It is reported that she is on the road to recovery now. On December 31, Mr. Everett was called to Berkeley Springs, W. Va., on account of the serious illness of his father. We hope for the best, Mr. Everett.

G. L. Frayer, D. C. Bilby and A. A. Newland, brakemen, and R. F. Halter, conductor, were "borrowed" by the Chicago Division for a few days in December. The boys were glad to see other parts of the Baltimore and Ohio System.

Conductor H. F. Rearick and wife took a short mid-winter vacation, spending their time at Shamokin, Pa., with friends and relatives.

J. M. Addy, water station man, was called to Coshocton, Ohio, on December 19, because of the death of his father. We extend our sympathy.

Effective January 1, the following changes were made in our freight house office force: H. W. Lapp, appointed accountant; Miss Thelma Nolan, appointed chief clerk. Franklin Rohr succeeds Miss Nolan as interchange clerk, and Herman Kessel succeeds Mr. Rohr as switching clerk. These changes were made when James H. Paul, who has been in the service of the Company for the past three and one-half years, resigned in order to join his father in the real estate business. We are sorry to lose Mr. Paul and wish him success in his new work.

Emil Boss has accepted the position of crossing watchman at Main Street, succeeding G. Grossi, who has left the service.

Approximately 2,000 machines cross the Baltimore and Ohio tracks at Main Street daily, and so many are so careless in regard to complying with SAFETY rules, that J. T. Sidaway, bridge inspector, was appointed as "Observer" for one day.

Lorain

It is reported that C. M. DuRoss has said that if he had found a girl half as nice as any of those in the freight office, the crowd would not have had the pleasure of having a Christmas tree and shower for him. It's all right, Charles, you needed the watch fob and the balance of your gifts were very useful.

Miss Jaycox's stocking could have held a little more, but then diamonds do not require much space. Good-by, Lucile.

C. E. Pierce, terminal agent, has returned to his office. Everyone is glad he is in good health again and his smiling face is welcomed by the force.

Miss Reita Funk, claim clerk at the depot, has changed her name to Mrs. Grugel, Miss Stella Krugman to Mrs. Hammill, and it is reported that before the next issue of our MAGAZINE, Miss Florence Schroeder will be known as Mrs. Pries.

G. W. Eaton, assistant terminal agent, has moved his family from Boston Mill to Lorain. We hope you will like our town, Mr. Eaton.

Miss Julia Meyer, M. C. B. clerk at the Master Mecahnics office spent her vacation at the home of her parents at Wabasha, Minn., over the holidays. In this connection we might also state that the shipping clerk of the Stores Department was absent from duty at the same time.

On December 16, R. Marks, O. and R. clerk, Division Storekeeper's office, and Miss Margaret Burton Smith were married. New York, Washington and Baltimore were visited by the happy couple on their honeymoon.

C. F. Hahn, father of J. C. Hahn, terminal trainmaster, was buried at Massillon, Ohio, on December 19. Mr. Hahn, who was seventy-four years old, was a pioneer of Stark County, Ohio, having come to this country when nineteen years old from Wurtemberg, Germany. We extend our deepest sympathy to J. C. Hahn in his bereavement.

Miss Anna Staron, division car clerk, Master Mechanic's office, underwent a serious operation at St. Joseph's Hospital, during the first week in January. We all hope she will recover and soon be able to be with us again.

In spite of all the warnings, advice and friendly remonstrance given him regarding spending too many evenings away from home in this cold weather, George Coon, chief clerk to the master mechanic, appeared at work the morning after Christmas with one of his usual "bad colds." Again we say, "George, be careful."

We extend to M. A. Gleeson, master mechanic, our sincere sympathy in the recent death of his father.

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Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

South Chicago

Correspondent, MRS. BERTHA PHELPS
Wheelage Clerk

The Christmas greetings from our federal managers and other officers are encouraging. It is gratifying to know that our services as employes during the perilous times through which we have passed are appreciated and we hope the same spirit of loyalty will be shown during the current year.

Chief clerk Edward Murphy, of the Trainmaster's office, with Mrs. Murphy and family, spent the holidays with friends in Appleton, Wisconsin.

Neither the coal strike nor sub-zero weather has chilled the ardor of "Doc" Stork among the families of yard conductors P. E. Eckark, William Behn and H. F. Broker. The two first were each presented with a fine little daughter, and the latter, with a son. When these youngsters leave the hospitals and assume their proper places of abode, *peres* Eckert, Behn and Broker will be able to make considerable over-time on the second eight hour trick at home.

Coal clerk William Gintert is fortunate enough to have an Italian friend who is interested in grand opera and often requests the pleasure of Mr. Gintert's company at concerts. Needless to say he accepts these invitations and has become quite an authority on such artists as Galli-Curci.

Mrs. Gillmore, wife of D. A. Gillmore, foreman in Stores Department at this station, passed away at her home in South Chicago on December 5, after an illness of long duration. The little daughter of yard conductor P. M. Pluto passed away on December 7. Our deepest sympathy is extended to both these families.

Shop Notes

Because of the labor shortage during the recent rush general foreman J. E. Quigley was very busy getting engines coaled, watered, etc., to prevent delays. After a day around the coal chutes it was with difficulty that we were able to distinguish him from one of our industrious darkies.

The Misses Anna Dubskey and Esther Parsons, stenographers in General Foreman's office, recently spent a Sunday at Springfield viewing the home and grave of Abraham Lincoln and other objects of interest in the Capital city.

The dazzling brilliance emanating from the office of the Local Storekeeper or the Roundhouse office these days, comes from sparklers displayed on the third finger of the left of hand

Miss Clara Erickson, stenographer, and Miss Mamie Murphy enginehouse clerk. The names of the donors are withheld, but we understand they are both ambitious young mechanics in the roundhouse.

No, gentle reader, the two spooky looking objects in the picture are not members of the Klu Klux Klan. They are Miss Ella Blohm and Miss Erna Kleist, of the Car Foreman's office. The picture was taken aboard the good ship, Maid of the Mist, on a recent trip of the young ladies to Niagara Falls.



Ella Blohm and Erna Kleist

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

The Master Mechanic's office is about to loose one of its clerks. At least the appearance of a "solitaire" on the left hand of Miss Eleanor Shearrow would so indicate.

Engineer Frederick Dean and Miss Minnie Mathew of Parkersburg, W. Va., were married on December 26. Congratulations, "Fred."

Engineer E. O. Brown has been wearing a particularly happy smile since December 30, when a young lady was ushered into his home, by the stork.

Boilermaker James Strawser is happy over the arrival of a son.

Miss Lillian Flynn is also among the glad ones, because of now being called "Aunt Lillian." A son was recently born to her sister, Mrs. Thomas Rigney.

Erecting shop foreman J. B. Welsh is again on the job, having recovered from a slight accident.

K. Conrad has been transferred from machinist helper to stenographer and clerk in the Division Accountant's office.

William McCarthy has also been transferred from yard fireman to clerk in Division Accountant's office.

Miss Hazel Higgins, clerk in Division Accountant's office, resolved to change her name on January 1 to Mrs. Blaun Sigler. Mrs. Sigler has always been exceedingly popular among her co-workers and they all extend congratulations and best wishes.

Engineer Albert Mallow has recently been confined to his home because of sickness.

Fireman A. E. McDonald is off duty because of an attack of typhoid fever. We hope for his speedy recovery.

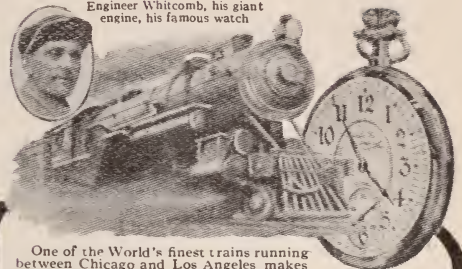
Howard L. Frankenburg, while on duty as brakeman on train No. 4, December 11, was instantly killed at bridge at Madisonville, Ohio. Previous to approaching this bridge, witnesses saw him on bottom step of last car, looking out under car, and supposition is that he was looking for some defect when struck. Just a few days previous to accident Mr. Frankenburg had entered into wedlock and our heartfelt sympathy is extended to his widow. He was in the service of the Company two and one-half years, and also served in the Army in France, resuming duty as brakeman in August of 1919.

Fireman William Ahrendt surprised himself on Thanksgiving day by becoming a benedict, Miss Pearl Goodwin being the happy bride. Mrs. Ahrendt has been living at the home of engineer and Mrs. Thomas Alexander, and "Bill," of course, spent most of his lay-overs at that residence, especially during the evenings. It is our conjecture that with the contemplated increase in the price of gas, "Tom" may also be thankful. However, we wish to congratulate you "Bill" and hope that your dreams for a happy future may come true.

The regular monthly Claim Prevention meeting was held in the Dahl Campbell club rooms at Washington Court House, on December 12. Some good talks were made and were enjoyed. Apples and cigars were donated by the Dahl Campbell Company, and at the close of the meeting their invitation to go through their plant was accepted and enjoyed by all.

Conductor "Pat" Donahue of the yard crew, Washington Court House, was off a few days with the gripe, but is now well.

General Pershing, en route to Chillicothe on train No. 70, December 16, was greeted by a large crowd at Washington Court House during the eight minute stop at that place.



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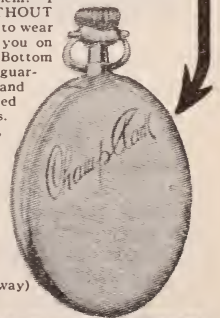
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General Pershing also was given a warm welcome at Chillicothe, on his arrival to inspect Camp Sherman on December 16 and 17. Despite the cool reception given by the weather man, and the alleged ending of the world on this date, large crowds greeted the General on every thoroughfare.

Joseph Heitzman, pipefitter, has deserted the bachelors' circle, the bride being Miss Edna Schaffer. The newlyweds are receiving good wishes from their host of friends.

It is with regret that we announce the death of Frank Willis, veteran engineer of the Ohio Division, from leakage of the heart. Mr. Willis was well known to almost every employe on this division. He entered service July 1, 1873, as section laborer, was transferred to fireman, July 29, 1880, and promoted to engineer, September 1, 1888. Our heartfelt sympathy is extended to his widow.



Florence Elizabeth Morgan, daughter of Arthur Morgan, Painter in Car Department

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*

One of the most interesting SAFETY talks ever given on this division was made by passenger brakeman Charles Fox, of Cincinnati, on January 2, at the meeting of the Safety Committee, on the subject, "Suggestions for Creating and Maintaining the Interest of Wives and Families of Employes in Safety Work."

Mr. Fox recommended that members of the Safety Committee make it a point to visit the homes of the employes and, through this personal contact, to interest them in "making Daddy Safe." He suggested that it was entirely practical for a mother so to train her children that every time the father leaves the home for a tour of duty, it would be second nature for them to wish Godspeed with "A Safe Journey, Daddy."

Mr. Fox also maintained the desirability of keeping SAFETY constantly in the minds of the members of families of employes, through all kinds of publicity material. He spoke of the possibility of interesting a whole community by enlisting preachers, school teachers, and other public spirited individuals in active support of SAFETY propaganda.

In our opinion, the most original and interesting point in Mr. Fox's paper was his suggestion that every child be trained to wish his daddy "a Safe Journey" when he goes forth on a tour of duty.

L. F. Roller was appointed freight agent, New Albany, January 15, succeeding H. R. Wells, who has returned to the Louisville freight station and resumed former position as cashier. Mr. Wells was in charge of the station temporarily after retirement of John E. Harmon, or until Mr. Roller secured the agency on telegraphers' bulletin. Mr. Roller is well known at New Albany, having served as agent at Watson and Charlestown, from which point he was transferred to Brownstown a few years since. Mrs. Roller has joined her husband at New Albany, and they will reside with her mother Mrs. Emma Hilton, 2010 East Elm Street, until spring.

S. E. Tucker agent, North Bend, Ohio, is at least six inches taller now. She came on December 11, weighed ten pounds and her name is Esther LaRee Tucker.

L. F. Roller, formerly agent, Brownstown, Ind., has just returned from a pleasant trip to California. He visited San Francisco, San Diego, Los Angeles and other points of interest. He took his new position as freight agent, New Albany, Ind., on January 5.

J. E. Sands, freight agent, Louisville, Ky., ate New Year's dinner with his home folks near Zaleski, Ohio.

J. I. Tolliver of Cannelburg, Ind., checked in as agent at Brownstown, Ind., on December 29.

C. E. McKay was acting agent, Huron, Ind., while agent G. J. Cudd was on leave of absence.

E. Massman, agent, Seymour, Ind., and wife, spent two weeks in Florida in December.

E. M. Erwin, agent, North Vernon, Ind., received the finest New Year present on the list, a baby boy. This gives Claude "three pair," which, he claims, is hard to beat.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

Office Assistant General Freight Agent,
St. Louis, Mo.

Correspondent, FRANCIS PIGLOSKY

Edward Hart, Jr., A. G. F. A., St. Louis, Mo., expressed his appreciation of the services rendered him by the employes of his office and

stated that if it had been possible to foresee the future, he would not have ordered anything done differently, for which we are all grateful. We are 100 per cent. strong for continuing our good work.

D. C. Wayne, embargo clerk, spent his Christmas "some where in Texas." He was formerly in camp there and admitted that he visited a young lady in that vicinity in whom he was a *little* interested. (Watch his step.)

Harry Michaels, one of our stenographers, informed us the other day that he was examined for an insurance policy and was told he was "O. K." with the exception of his face and that they would consider a mask for it.

After a discussion at the switchboard about the Archbishop of St. Louis, Miss O'Leary, our telephone operator, in answering a call for the "Rate Clerk," said "The Archbishop is busy." (Our rate clerk, Mr. Cartier, extends his thanks.)

Some little time back the West held no fascination for a blushing blonde, but since there appeared another "Little Gray Home in the West" the tables have been turned. Oklahoma or Omaha, which shall it be?

"The Lure of the West" has caused a certain gentleman in our office to change his disposition, as well as his boarding place.

One Monday morning found one of our stenographers absent: No! no! not because of a "big head" but on account of a "big foot." (Suppose some of our *good* skaters take an afternoon off and teach Miss Elsie how to skate.)

Leaving home for a short time seems to have had a peculiar effect on one of our commercial representatives. He lately had his overcoat stolen before his eyes and made no objection.

Our agricultural expert is still looking for something that will produce one blade (of hair) where two grew before.

J. G. Fry, our city freight agent from Texas, decided it was cheaper to buy a book of traffic rules than pay court costs. He is now considered an authority on that subject.

Mr. Haack (looking up from his work): "What makes the office so cloudy?" On investigation he found it to be nothing more than the smoke from Mr. Fitzgerald's favorite cigar.

J. G. Fry relates an interesting incident as follows: "While out motoring I noticed I was being followed by another machine. I put on more speed, so did the other fellow; a little more speed, the other fellow followed suit; more speed and still my opponent kept his pace. After my patience was tried to the utmost I thought 'Gol darn you, if you want a race I'm with you.' Full speed and I was ahead until I found myself looking at a bright star and heard



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7-25-19

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a voice say 'You're under arrest for speeding.'"
(Machines may come and machines may go but the "Cop" goes on 'til he gets you.)

Thank you, that's all for this month. Will tell you more next month.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

C. L. Wolford, former agent at Lockland, Ohio, has been promoted to supervising agent, succeeding W. B. Brice, promoted to inspector of stations of the Southwest District, succeeding F. L. Charles, promoted to assistant to freight claim agent. We congratulate these young men on their promotions and wish them a successful New Year in their freight claim prevention work.

Your correspondent for this division would like assistance from every employe in getting items for our MAGAZINE. Remember that any items will help to make the MAGAZINE more interesting to its readers.

Division Accountant's Office

Employes in our office presented Mr. Caldwell with a handsome traveling bag as a Christmas remembrance. An excellent presentation speech was made by J. E. Fortman, chief clerk, who was then presented with a box of cigars.

J. G. Leaser, Motive Power time clerk, decided two could live as cheaply as one and so became a benedict. We wish him the best of luck.

W. L. Sperry spent the holidays with his parents in Martinsburg, W. Va.

Toledo Freight Station

Paul Peter Kaczmarek, the lightweight messenger of the Toledo local freight station, desires to meet any 128 pound boy on the System in a friendly bout for dollars or doughnuts. For further information please address his manager, C. G. Meiring, Toledo Local Freight Office.

Agent Schoenberger spent Christmas week in Wellston, Ohio. He can't break away from the small town.

F. P. Sullivan, Accounting Department, has at last bought HER the diamond.

C. D. Allen, our chief rate clerk, has resigned to accept a position as chief clerk to the traffic manager of the D. T. & I. at Detroit, Mich. All of us wish him the success he deserves.

J. Maloney, depot master, received a handsome gift from his old friend, John Canneli, for Christmas.

Miss J. B. Baker spent her vacation with friends at Arcadia and nearby towns.

Toledo Terminal

Conductor Carl Crawford has availed himself of the opportunity to treat his friends to cigars before "Pussyfoot" and his outfit declare war on tobacco. It's a boy, and father and son are doing well.

Brakeman C. E. Crites, demon hunter, reports having spent twelve hours hunting and bagged one bird. "Charles" was cited in General Orders for expert marksmanship. He can be on the inside of a barn, shoot, and not hit the barn.

During 1919, 966,426 tons of iron ore were received at our dock at Toledo. Shipments from dock and from boats to furnaces will total about 1,010,000 tons.

Lake coal shipments over our docks at Toledo during 1919, were 2,390,000 tons.

Toledo ranks first among the cities on the Great Lakes in the shipment of lake coal to the Northwest. The T. & O. C., H. V. and Baltimore and Ohio will ship at Toledo approximately 8,500,000 tons of lake coal during 1919, about thirty-five per cent. of the total shipments to the Northwest via boats.

The new stock yards at Toledo, located near our rails, are reported doing a good business. They are owned by dockmaster Arnold, supervisor O'Brien and conductor Bohannon.

Assistant agent Schultz is recovering from the effects of the coal strike. He was gassed during the attack on the coal holdings at Rossford by a non-lifting barrage of reports.

Miss Lillian Schwing, disposition clerk in office of Assistant Agent, has resigned to—"and they lived happily ever afterwards."

Our sympathy is extended to yardmaster A. J. Reardon, whose mother died on December 14.

We extend heartfelt sympathy to W. O'Brien, supervisor, who suffered the loss of his eldest daughter on December 29. "The Lord giveth and the Lord taketh away." "He knoweth all things best." There is only one way to live and that so that we can meet our loved ones in the Great Beyond.

L. M. McDonald, yard brakeman, has returned to service after touring the continent as a guest of Uncle Sam. "Lon" was wounded twice, once while in the Argonne Forest and once while in the Baccarout sector.

E. W. Martin, local conductor, who was injured several weeks ago is recovering. C. A. Dudley ran No. 91 in Mr. Martin's absence.

E. M. Jones, yard conductor, who was injured by falling on an icy sidewalk on December 15, has recovered and returned to work in Wellston yard.

Hamilton Watch

"The Railroad Timekeeper of America"

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ACCURATE TIMING is as important on the rail during these important reconstruction days as it was during the more violent days of war when the Hamilton Watch timed the American Railroad in France.

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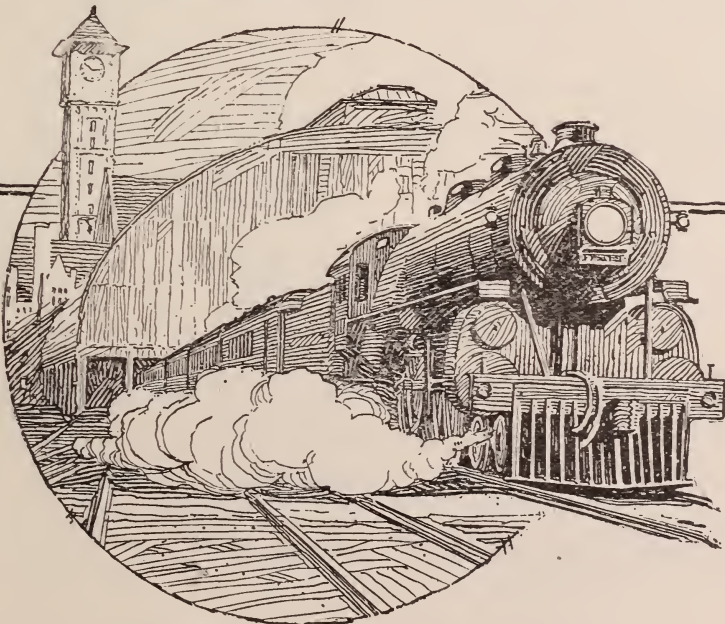
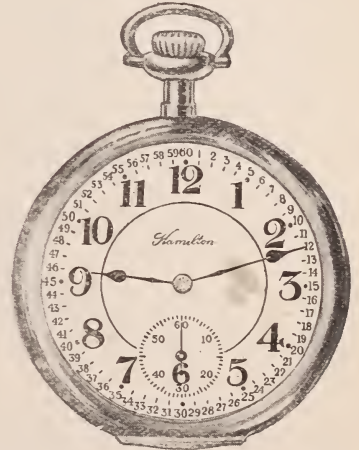
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Safety Numerical Dial
*"It almost speaks
the time."*



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East Dayton

Correspondent, EDWARD M. MANNIX

"All off to a good start for 1920," was the way the boys expressed themselves as the curtain arose for another year.

Amongst the various holiday gifts received by the boys, were two to our machinists at the shops. "Dave" Nash was blessed with a beautiful brand new daughter. The song of smiles is appropriate for him now. Theodore Keady also received the same kind of a present and it was pleasing to see "Dave" and Keady shaking hands.

A few of the other presents some of the boys received from their wives on Christmas morn:

F. G. Sehart..... "The Once Over."
 "Jack" Leahey.... "That Cold Stare."
 John Riley..... "The Marble Heart."
 Frank Proctor.... "The Strange Look."
 "Bill" Todd..... "The Frozen Mitt."
 John Avevard.... "The Hidden Smile."
 "Andy" Bean..... "Some Good Advice."

A winning little speech was made by night foreman John H. Dixon on New Year's Eve. Thanking the men for their efforts during the past year, he passed the cigars with his best wishes and asked for their continued efforts during the New Year.

"Bill" Phares, or "General Bill," as we call him, recently appeared around the shops, all dolled up like a big Christmas tree, socks and all. "Bill" is the father of "Johnnie" at Toledo, and they're good old scouts.

At this writing the roundhouse clerks have just been notified that they will move their quarters to a more spacious and healthful location at once. This surely deserves the thanks of Mannix, Detrick and Doody, to our master mechanic and general foreman.

We are anxiously awaiting the meeting of the Fuel Committee at this end. Their work during the past year was a big success, and deserves the commendation of our officers. Toledo is in the lead on the Western Lines, and it is earnestly hoped that it will remain there. Messrs. Hoban and Kilgore have been untiring in their efforts along this line.

Parker Fairman, one of our veteran engineers, has resigned. Parker was a much respected and faithful employe for many years, and as he leaves for his new home in California, he carries the best wishes of all with whom he came in contact.

The Committee, Welfare, SAFETY and First Aid, remain the same as last year, as our master mechanic believed that the good work performed by them could be repeated in 1920. Go to it, boys, you've got lots of backing.

The girls, oh! yes, they are all single yet—but look out. This is leap year, and from what the writer hears, in the language of baseball there

will be two homers and two doubles before very long. Hop to it girls, the pleasure is all yours.

The other day during lunch time an agreeable surprise was sprung on the boys by our recently organized quartette, George Bergman, William Fraunholz, "Mike" Enright, and "Johnnie" Stewart. They rendered a few selections and concluded with Frank Proctor's beautiful composition, entitled: "I'm going back to Moonshine Nell, because I love her Still."

—

How An Immigrant Boy Got His Education

(Continued from page 54)

school, and the family could not afford to buy them. Throughout all this, Tony's aunt had been silent. I asked her opinion. She expressed it with dignity and feeling. Tony should go on with his studies. There was a world outside of the street they lived on and which even the grocer's delivery wagon did not reach. People entered it with education. She had learned that at the hotel. As for clothes, she would buy a suit for him herself. It was evident that she was speaking for her sister, Tony's mother, and was willing to make some of the sacrifices his mother would have made. But the stepmother would not agree. It was clear that the differences could not be reconciled at that time. We discussed other subjects, and I was invited to come again the next Sunday.

A way was found. Tony went to high school for two years, and I kept in touch with him. Then hard times in the family compelled him to go to work to help in its support. But there was the evening high school, open for just such cases, and he went on with his education.

I had not heard from Tony for three or four years until the other day when I received a letter from him. It was written on the stationery of a well known institution for medical research, where he is working. I have rarely read a letter more excellent in its use of clear, expressive, unaffected English. He spoke with the greatest appreciation of the assistance which the physicians at the institution had given him in laboratory work during his leisure hours. He had passed his regent's examinations in chemistry, physics, algebra, geometry, history, and a long list of other subjects. He had only two or three more examinations to take in June, when he would be ready to enter the University of Wisconsin, where he expects to continue his study of chemistry.

That story conveys its own meaning. Personally I shall always be glad that I was able to be of some help to Tony at a turning point in his life, but of still more significance to me is the assurance that that immigrant boy will never be influenced by destructive propaganda, for he has learned in this country to open, one after another, the doors of opportunity.



Dress Right On the Job

The Answer

UNION MADE
"Service"
Suits and Overalls

THESE modern work garments are man-fashioned. They stand the gaff of the day's work and they fit a regular man's figure with comfort. The wearer looks right and feels right in "Service" work clothes—on the job and on his way to or from it.

For instance, the real *coat* collar of a "Service" garment has and holds its shape—hugs the the neck as the old-style *shirt* collar never could. The center seam is longer in back than in

front—for non-binding, non-bulging comfort when the wearer stoops.

The most progressive merchant in town is the one to go to for "Service" Suits and Overalls.



KOHN MANUFACTURING COMPANY

Makers

BRADFORD, PA.

Washington Information

(Continued from page 60)

outlines the requisites for the design and construction of such devices. It discusses extensively all the mechanical elements of the problem. Automatic train control is popularly regarded as a panacea for railroad accidents. Persons who are not familiar with railroad operating requirements generally fail to understand fully the factors which must be taken into account in the practical use of train control devices.

The committee believes that any comprehensive study of automatic train control must begin with the block system, as the principle of the block system is fundamental to the subject and must be the foundation of any automatic train control system.

The superiority of the block system, as compared with other methods of train operation, is generally recognized. It is in use on practically one hundred thousand miles of railroad, including the busiest parts of practically all railroads.

The first step therefore which should be taken on lines which are not operated on the block system is not experimentation with, nor the adoption of, some form of train control device, but the adoption of the block system itself.

The committee states that from a practical viewpoint automatic train control devices are still in the development stage and that many problems in connection with their practical application remain to be solved.

Cannot Buy Freight Sold

Instructions have been issued that no officer or employe of any railroad under federal control will be permitted to purchase, directly or indirectly, over, damaged, refused or unclaimed freight from any representative or agent authorized by the Railroad Administration to dispose of such freight by sale. These instructions have been in effect on certain railroads heretofore, but it is desired to have them effective on all railroads under federal control.

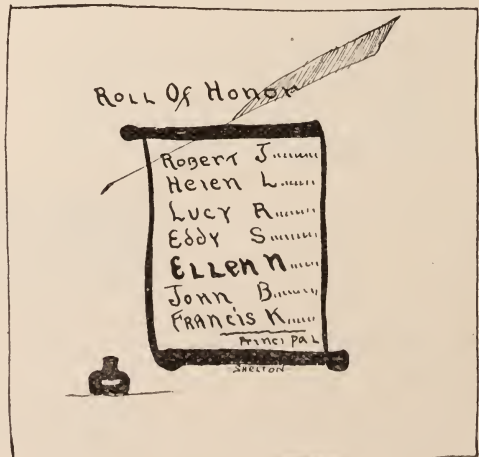
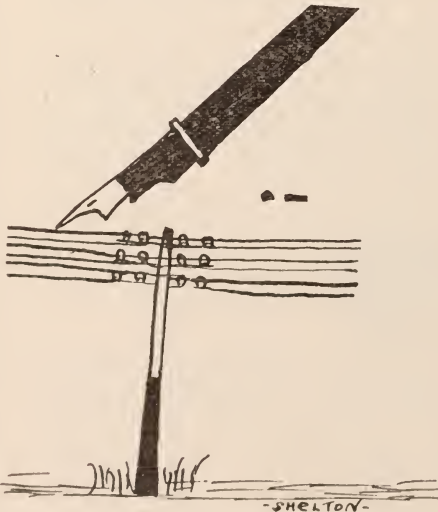
What Railroads Do These Pictures Represent ?

By W. E. Shelton
Operator, Cleveland, Ohio

Puzzle No. 1 in the last issue of the Magazine was the Wheeling and Lake Erie Railroad; No. 2 was the Chicago and Alton Railroad.

They were easy, but you'll have your hands full guessing some of the more difficult ones later in the series.

The answers to the puzzles shown below will appear with the two new ones following in the next issue. Don't send your answers to the Editor—just guess 'em for fun. And if you have any good suggestions you can send them along to me.





Don't Dream of a Home, Make One!

You and your wife are wishing that your dreams will come true. One of your dreams has been that of having a home.

Dreams will not come true unassisted. It is easy to dream along through the whole period in which you might be making ALL of the payments on a home for your family.

The dreamer becomes a doer when he acts on the thought that his dreams bring to him.

ACT NOW. Become a doer.

Take the first step toward being a home owner by writing to

"Division S,"

**Baltimore and Ohio Railroad Relief Department,
Baltimore, Md.**

Ask how you can secure a home through the aid of the Savings Feature and on the monthly partial payment plan.

Your dream of a home will come true in a few years.

Stifel's Indigo Cloth

Standard for over 75 years



This is Mr. Charles Broll, one of the oldest engineers of the Baltimore and Ohio, who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel Indigo Cloth.

Since the time of the first railroads, strong, sturdy, fast-color, never-break-in-the-print Stifel's Indigo has been the popular garment cloth for railroad men. Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

look for this trademark on the back of the cloth inside the garment.



It is the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. 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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BALTIMORE AND OHIO EMPLOYEES MAGAZINE



MANAGEMENT

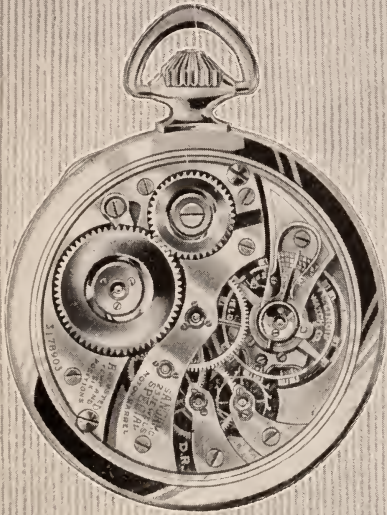
MARCH



1920

The New Model

SANGAMO SPECIAL



Choose a Watch that doesn't have a weak spot in it

You can't go wrong if you choose a SANGAMO SPECIAL or a BUNN SPECIAL.

Originally, railroad watches were not adjusted to positions.

Later, three position adjustments were required.

Now, the inspectors are not allowed to pass any watches adjusted to less than five positions.

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

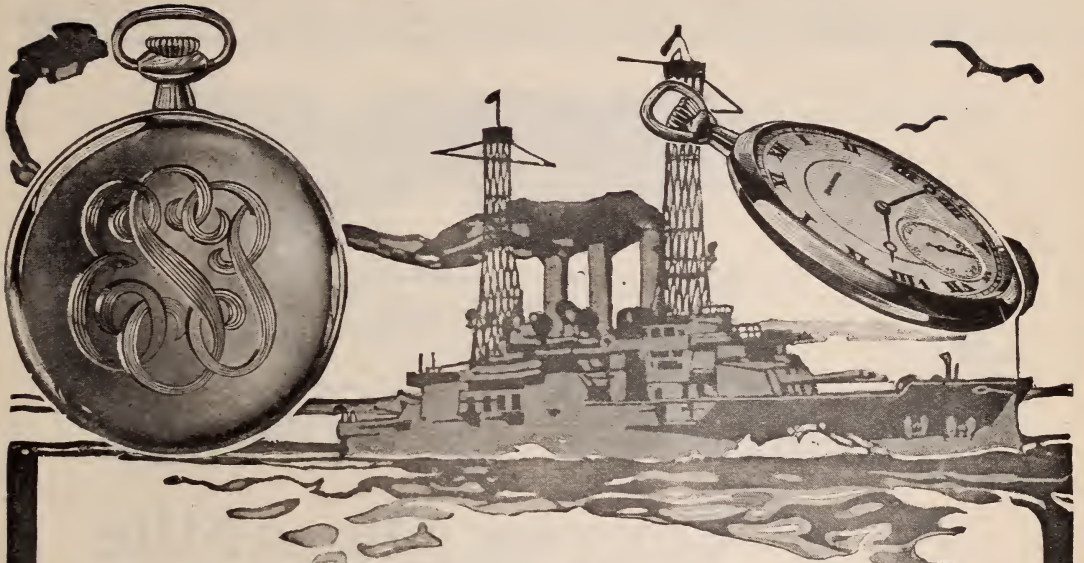
So why take any chances on a five position watch when you can just as easily get the superior, all around adjusted

Sangamo Special and Bunn Special

16 size Illinois watches, which are adjusted to temperature, isochronism and SIX POSITIONS?

Ask your jeweler for these watches

Illinois Watch Company
Springfield, Illinois



8,320 Burlingtons in the U. S. Navy—

8,320 Burlingtons have been sold to the men aboard the U. S. battleships. Practically every vessel in the U. S. Navy has many Burlington watches aboard. Some have over 100 Burlingtons. The victory of the Burlington among the men in the U. S. Navy is testimony to Burlington superiority.

A watch has to be made of sturdy stuff in order to "make good" on a man-of-war. The constant vibration, the extreme heat in the boiler rooms, the cold salt air and the change of climate from the Arctic to the Tropical are the most severe tests on a watch. If a watch will stand up and give active service aboard a man-of-war, it will stand up anywhere.

21-Jewel \$3⁵⁰ Burlington A Month

And yet you may get a 21-jewel Burlington for only \$3.50 a month. Truly it is the master watch. 21 ruby and sapphire jewels, adjusted to the second, temperature, isochronism and positions. Fitted at the factory in a gold strata case, warranted for 25 years. All the newest cases are yours to choose from. You pay only rock-bottom price—yes, "bed rock-bottom price"—the lowest price at which the Burlington is sold.

See It First! You don't pay a cent to anybody until you see the watch. We ship the watch to you *on approval*. You are the sole judge. No obligation to buy merely because you get the watch on approval.

Write for Booklet!

Put your name and address in the coupon or on a letter or post card now and get your Burlington Watch book free and prepaid. You will know a lot more about watch buying when you read it. Too, you will see handsome illustrations in full color of all the newest cases from which you have to choose. The booklet is free. Merely send your name and address on the coupon.

Burlington Watch Company,
19th St. and Marshall Blvd., Dept. 5143 Chicago, Ill.
Canadian Office: 338 Portage Ave., Winnipeg, Man.

Burlington Watch Co., Dept. 5143
19th Street & Marshall Blvd., Chicago, Ill.

Please send me (without obligations and prepaid) your free book on watches with full explanation of your cash or \$3.50 a month offer on the Burlington Watch.

Name

Address



Carrying a Ton a Mile for less than a Cent

Freight rates have played a very small part in the rising cost of living.

Other causes—the waste of war, under-production, credit inflation—have added dollars to the cost of the necessities of life, while freight charges have added only cents.

The average charges for hauling a ton of freight a mile is less than a cent.

A suit of clothing that sold for \$30 before the war was carried 2,265 miles by rail from Chicago to Los Angeles for 16½ cents.

Now the freight charge is 22 cents and the suit sells for \$50.

The cost of the suit has increased 20 dollars

The freight on it has increased only 5½ cents

Other transportation charges enter into the cost of any finished article—carrying the wool to the mills and the cloth to the tailors—but these other charges amount to but a few cents more.

The \$10 pair of shoes that used to sell for \$5 goes from the New England factory to the Florida dealer for a freight charge of 5½ cents—only one cent more than the pre-war rate.

Beef pays only two-thirds of a cent a pound freight from Chicago to New York.

American freight rates are the lowest in the world.

*This advertisement is published by the
Association of Railway Executives*

Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York

A given unit of any commodity will buy more transportation now than it ever did before in the history of the country. A ton of steel or a bushel of wheat will buy more transportation now than ever before.

Walker D. Hines
Director General
of Railroads

President Willard's Message to the Officers and Employes of the Railroad

To All Officers and Employes of The Baltimore and Ohio Railroad Company:

On December 28, 1917, the President of the United States, acting under the authority granted him as a war power, took possession and assumed control of practically all the railroads located within the United States, and in an address to Congress delivered on January 4, 1918, concerning the same matter, the President stated that—

“This step seemed to be imperatively necessary in the interest of the public welfare, in the presence of the great tasks of war with which we are now dealing.

“It had become unmistakably plain that only under government administration can the entire equipment of the several systems of transportation be fully and unreservedly thrown into a common service without injurious discrimination against particular properties.”

Since January 1, 1918, the Baltimore and Ohio Railroad has been in the possession and under the control of the President of the United States, and has been operated under the direct authority of officers appointed by and responsible to him.

On the 24th of last December the President in a proclamation stated that he now deemed it needful and desirable that all railroads and property now under Federal control, should be relinquished therefrom, and he fixed the first day of March, 1920, at 12.01 a. m. as the time when such relinquishment should become effective.

The great war in which the United States became involved in April, 1917, and which, as I have shown, led to the taking over of the railroads, has, happily for us, long since ended, but the changes brought about by our participation in the war and our experience growing out of it, have been great, and many of them will be lasting. The men and women who remained in the Baltimore and Ohio service throughout the war will not forget the efforts they were urged to make and did make in connection with the great troop movement, as well as the movement of unprecedented quantities of coal and other commodities needed in connection with the war program. All those who aided in this work performed a most important duty in connection with the winning of the war, and the recollection of such service will remain to them a source of enduring satisfaction.

I am proud, and I am sure you are, of the fact that nearly 7,000 Baltimore and Ohio employes entered the service of their country during the war, and put on the uniform. Of this number most of them were sent overseas, many of them to continue their line of work upon the railroads in France, while others served in different branches of the military service, but all, whether at home or abroad, willingly, gladly and, so far as I have ever heard, effectively performed their duties in such a manner as to reflect credit upon themselves and their friends and associates at home. While it has been difficult to obtain actual figures, it is known that ninety-seven Baltimore and Ohio employes made the supreme sacrifice in defense of their flag, many of whose bodies now rest in the soil of France. One hundred and three others were more or less severely wounded.

It is my understanding that all employes of the Baltimore and Ohio Company, upon the termination of their military duty, were reinstated in the service of the Company if they so desired, but if there are any who have not yet returned to the service and who desire to do so, special effort will be made to find places for them in keeping with their experience and ability.

To all intents and purposes the war is now over, our associates who went to the front have returned, and have been mustered out of the military service. The Baltimore and Ohio Railroad, which was also drafted for the period of the war, has now been mustered out, and we are all confronted with the problem of readjusting our lives and practices in harmony with the new and changed conditions. It is not to be expected that things will ever again be just the same as they were before the war, either here or in any other country, nor is it to be desired that some things should be quite as they were before the war. It is, however, greatly to be desired that as soon as possible we readjust ourselves to the new conditions both individually and as a transportation organization.

One of the most important changes brought about by the war has been the great increase in the cost of living. This applies not only to the individual, but to the Company as well, and presents a very serious problem to both. During the period of Federal control and operation of the railroads, the wages of railway employes were adjusted by governmental agencies, established for that purpose, and presumably upon the whole they were fairly adjusted, in view of the circumstances then existing. The effect of the higher wages now paid by the Company, together with the higher costs of all materials, has been to very greatly increase the cost of doing business, and the immediate problem confronting the Baltimore and Ohio management is this,—how can the cost of operation be properly reduced while at the same time maintaining the higher wages and the improved working conditions inaugurated during the last two or three years? No one desires to see wages reduced. It is a fact, however—at

least it is generally believed to be a fact—that following the period of great enthusiasm and unusual exertion stimulated by a spirit of patriotism during the war, there has been a certain relaxation of individual effort. This was to be expected, but as we return to normal conditions it is important and necessary not only in the railroad business but in all kinds of human endeavor that we should get back again and as quickly as possible to the basis of thrift, and careful, conscientious effort that existed generally before the war, and I believe that such a course followed by each individual will do more in the aggregate to reduce the high cost of living which now bears so heavily upon us all, than any action that can possibly be taken by the State or Government. In short, the remedy rests largely, if not entirely, with ourselves as individuals.

While the wages of the individual railroad employe have been largely increased, and justly so, during the period of Federal control in order to more nearly meet the increased cost of living, the wages or charges which the Company itself receives for the services which it performs have not yet been increased in anything like the same degree. It is to be hoped, however, that the policy of regulation provided for by legislation recently passed by Congress will lead to an early and fair adjustment of that particular problem also; but even so, it is clearly the duty of each of us, officers and employes alike, to do all that we possibly can towards reducing the actual cost of transportation. There are many ways in which this can be done without affecting the wages of the individual.

First of all it is the unquestioned duty of every man who receives wages from another for service performed, to give a fair and honest day's work for a fair and honest day's wage. To give less than that would be dishonest and unfair, just as to pay less than a fair wage for a fair day's work would also be dishonest and unfair. Second, a great deal can be done towards reducing the cost of transportation by a more careful and economical use of the materials which are consumed in such enormous quantities by the railroad. At present prices it costs the Baltimore and Ohio Company approximately \$14,000,000.00 per year for the coal burned by its locomotives, and if only one scoop full of coal in every twenty could be saved (not an impossible thing to do), it would result in an actual saving of more than \$700,000.00 per year.

A very large amount of money is paid out annually by the Company for small supplies of different kinds, but which are used in such great quantities as to result in a large aggregate expenditure during the year. Each employe in the service has to do in some manner at some time with materials and supplies, and it is important that such materials should always be used with a keen appreciation of their value, and with a conscious effort to prevent waste or careless destruction. If all will cooperate in the economical use of materials and supplies, and if each will also earnestly endeavor to make his personal labor effective, united and all together we can do a great

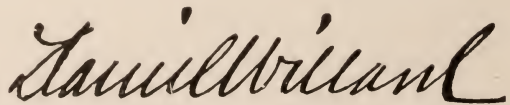
deal to reduce the cost of transportation which now seems so excessive, and it can be done without in any way reducing the income of the individual. In fact, anything we can do towards reducing the actual cost of transportation should tend to reduce the ultimate cost of living to all.

It should be kept in mind also that with the return of the property to the control of the owners as exercised through their established organization, there are likely to be many criticisms by the public—many of them justified, some perhaps unjustified—concerning the character of the service and individual treatment by officers or employes of the Company. It is important that it be remembered at all times that the railroad is a semi-public institution and on that account its officers and employes are semi-public servants and their first duty is towards the public whom they serve. If that duty is fairly and efficiently performed, it ought to win for us the respect, confidence and support of the public—without which I am convinced it will be impossible for the railroads to succeed, but with which I feel full confidence in the satisfactory outcome of private ownership and operation of the railroads in the future.

The standing of the Baltimore and Ohio Company with its patrons and in the communities which it serves will depend very greatly upon the character of the service rendered by the individual employes with whom the public comes directly in contact. The Baltimore and Ohio Company earnestly desires to perform its duties as a common carrier in such a manner as to meet the fair and reasonable requirements of the public; and more than that, it wishes as a Corporation to be looked upon as a good citizen and good neighbor in all the communities which it serves.

I earnestly request the cooperation of all Baltimore and Ohio officers and employes in an effort to regain for the Baltimore and Ohio Railroad the business which was diverted from its lines during the period of the war, and to reestablish its former relationship with its patrons. In no other manner can the credit of the Company be restored to a substantial and enduring basis, and this must be done before we can resume the program of extensions and improvements to the property which was interrupted by the war.

The war is now over. We have lived in the most interesting period of the world's history. Let us now all unite in an endeavor to make the future of our country, which includes also the future of the Baltimore and Ohio Railroad, as well as of ourselves as individuals, worthy of our efforts, our sacrifices and our accomplishments during the great war.



President, The Baltimore and Ohio Railroad Company.

Seventy-Six Years of Telegraph Development*

First Line Strung from Old Mount Clare Passenger Station to Capitol in Washington

By C. A. Plumly
Superintendent of Telegraph

"Their line is gone out through all the earth, and their words to the end of the world."

IN the 19th Psalm are the following words: "Their line is gone out through all the earth, and their words to the end of the world." We wonder if the Psalmist, in looking into the future, did not have some vague idea of the development of the telegraph and telephone; for, truly, these lines encircle the globe, and it is possible to transmit messages practically to the end of the world.

When we consider the wonderful present day efficiency of the telegraph and telephone, our hearts go out in sympathy to the inventors of these wonderful devices, in the struggles and difficulties which they experienced. Professor Morse, the inven-

tor of the telegraph, labored for a long time before he even succeeded in attracting attention. At first his ideas were ridiculed, and he was regarded as a crank.

Trials of the Inventor

History records the fact that when Professor Morse presented his proposition to Joshua R. Giddings, then Chairman of the Congressional Committee, he was summarily dismissed. However a friend of Professor Morse advised Mr. Giddings not to dismiss the project entirely without careful consideration, but Mr. Giddings ridiculed the statement of Professor Morse that he could send a message of ten words from Washington to Baltimore in two and one-half minutes. He further remarked "Good Heavens! if he had said ten, we might have thought him sane."

*In presenting the following article credit is given the memoirs of the late Major Pangborn, from which the principal facts were obtained:



The parting of the ways: Baltimore and Ohio tracks out of Union Station, Washington, on left; Pennsylvania on right

Professor Morse was not a young man when success came to him, having passed his fifty-second year. He was student, chemist, artist. In art circles his fame grew beyond the limits of his own country, and abroad he was honored among the foremost of painters. He had reached his fortieth year and more before his mind became engrossed in the science which rendered his name immortal. Even after Congress had, by the scant majority of eight, voted the appropriation of \$30,000, Professor Morse still had many difficulties ahead and ridicule followed him. Even the Postmaster General suggested that one-half of the

route between Baltimore and Washington. Professor Morse appealed to the Honorable Louis McLane, President of the Railroad, who, prior to his presidency, had been Minister to England, Secretary of State, and Secretary of the Treasury. He was a man of men, had seen much of the world and was one of the foremost statesmen of his time. Professor Morse was not the first inventor whom he had met, nor the primary enthusiast who had attempted to convert him to the belief that old time appliances were to become obsolete. But Mr. McLane was favorably impressed and turned the proposition over to John H. B. Latrobe, who was the counsel of



Wherever the steel rails lead, there follow the long lines of wires which make possible their safe and efficient operation

money be given to mesmeric experiments, and others high in authority jeeringly declared that "Millerism" (a scientific fake of the day) should come in for a round share of it. However, telegraphy was about to be born, even though its swaddling clothes were not ready. Post-roads there were, of course, but they were up hill and down dale; and besides, the good people of the rural districts were decidedly timid as to the result of "getting lightning on a string."

Baltimore and Ohio Support Enlisted

There was but a single railroad entering the Capital and that was the Baltimore and Ohio, with its roadway the only direct

the Railroad Company and, after he had carefully investigated the project, Mr. Latrobe, in discussing it with Mr. McLane, remarked that, although he (Mr. McLane) had occupied exalted positions as representative of his country abroad, and of his party at home, his name would be forgotten, while that of Morse would never cease to be remembered with gratitude and praise.

Construction Commenced

Professor Morse at first proposed to place the wires underground, and a trench was made with a plow along the right of way until the viaduct at Relay was reached. Here it was impossible to

continue, as the viaduct was of stone and, of course, could not be plowed; therefore, it was necessary to resort to the use of rods and poles. At this point an emergency arose because of the discovery that they could not maintain the current underground. Hence all of the money spent (some \$12,000 of the \$30,000 appropriated) was as good as thrown away. Luckily it was no more; and, with the assistance of the Railroad Company in the way of machinery and transportation, the crisis was averted. Subsequently the wires were strung on poles, but the feeling among the country people as regards the danger continued for some time. It was contended that the birds would all be killed and dire consequences would follow the freaks of the electric fluid from the clouds when it met the electric current on the wires and the two "commenced a waltz of mutual exhaustion."

To establish the electric current a wire in Baltimore connecting with the pole of the battery, was soldered to a sheet of copper five feet long and two and one-half feet wide and thrown into the harbor. A like copper plate was buried under the pavement in the dry dust of the cellar at the Capitol at Washington, but despite the faulty construction of the line and its attendant mechanism, it worked, thus settling forever the fact that the Morse theories were based upon the solid foundation of true genius and not, as so many wise ones had declared, "on the illusions of a weakened brain."

Success!

On May 24, 1844, the line between Baltimore and Washington was completed and with the recording instruments in the Baltimore and Ohio Railroad depot in the one city and the Supreme Court Chamber in the other, the first formal dispatch ever forwarded by telegraph was sent over the line. "What hath God wrought!" were the four memorable words, and they were penned by Miss Annie Ellsworth, who addressed the telegram to Professor Morse. It is said that Miss Ellsworth felt that these words reverently expressed the inventor's joy over the consummation of his hopes, and

that his heart would go out to Him from whom his being came, to Him, the one friend of darkest hours and deepest gloom. Immediately following the receipt of this dispatch, Mrs. Madison, widow of the former President, who was in the Supreme Court Chamber by invitation, requested that her love be given to Mrs. John Weathered, wife of a distinguished member of Congress from Maryland.

It is a far cry from the completion of the line of Professor Morse to the present time. You have probably often pictured in your mind just how the pole line erected by Professor Morse would compare with the highly efficient lines of the present day.

The pole lines between Baltimore and Washington have recently been rebuilt and the accompanying photographs, taken from the rear of a fast moving train by Mr. M. C. Allen, Division Plant Superintendent of the Western Union Telegraph Company, will, in a measure, indicate the skilled work maintained in the erection of these lines. In the language of Mr. Allen, they are the "finest ever."

We are wondering just what Professor Morse would think if he were here at this time and could place his fingers upon a telegraph key and flash his signal code on one of the long distance trunk lines across our country; and if he should ride in the observation car of one of our palatial trains and view the pole lines of the present day, if he would not voice again the immortal words of Annie Ellsworth, first exclaimed when the success of his invention opened up a new world of word and thought transmission, "What hath God wrought!"



Any man who tries to excite class hatred, sectional hate, hate of creed, any kind of hatred in our community, though he may affect to do it in the interest of the class he is addressing, is in the long run with absolute certainty that class's own worst enemy. In the long run, and as a whole, we are going to go up or go down together.—*Theodore Roosevelt, Addresses and Messages.*

THE ROAD BUILDERS

BY LOUIS M. GRICE

Chief Clerk, Auditor Passenger Receipts' Office

DECORATION BY STANLEY M. BELL

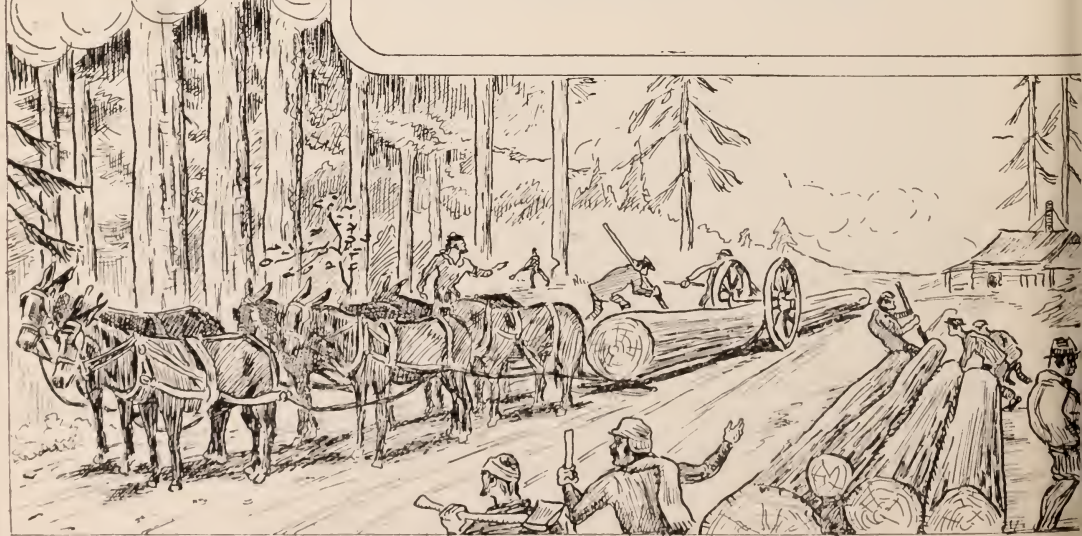
Valuation Department



What hath God wrought, and through what means achieved?
Behold His wonders in the works of man
Who in constructive labor hath received
The impress of the great Creator's plan!
Thus in the wilderness the pioneer
Forsook the ways of ease to toil and delve,
And as he dreamed of cities he would rear,
His ringing axe he buried to the helve!

While as he blazed the trail and onward strode
With fearless heart toward his cherished goal,
Before his vision gleamed a shining road
Whose teeming traffic stirred his eager soul:
As he had dreamed, so through the forest rose
The sound of hammers swung with rhythmic beat,
When men of brawn unleashed their mighty blows,
The obstacle of distance to defeat.

For unto master minds the vision came,
And in these giant intellects it grew,
Until the dream took substance, and the flame
Of genius lit the way to conquests new:
And these great empire builders planned and wrought
As though with magic power, heaven-bestowed;
They toiled and served to gain the goal they sought,
And built through sacrifice this mighty road.

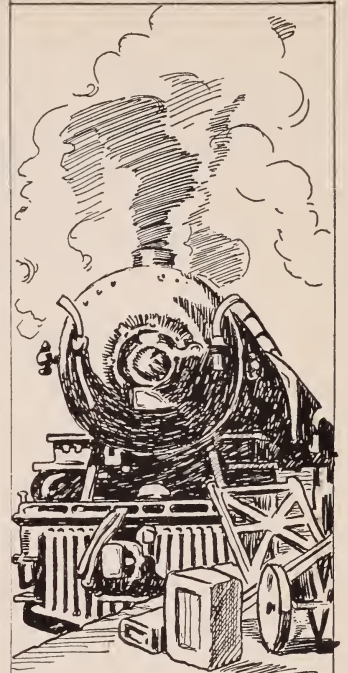


Thus through the wilderness the rails of steel
Linked up the habitations far and wide,
And cities rose their splendors to reveal,
Where domes of gold with parian columns vied;
And commerce flowed in ever growing streams,
From field to factory, from mine to mart,
To serve the millions plunged in busy schemes
Of industry to pulse the nation's heart.

And evolution answered every need;
For from the pygmy tractor was evolved
The modern, steel-bound, mile-a-minute steed,
Whence miles to airy nothings are resolved,
As flashing on with passengers or freight,
The speeding monster skims the shining rails,
From teeming city on through fruitful state,
Heedless alike of pleasant winds or gales.

All honor to the men of brain and brawn
Who cut through forests, cleft the mountainside,
Spanned yawning chasms as they carried on,
With bridge and tunnel linking tide to tide:
The knights of industry; the engineers;
Financial captains of constructive sway;
These are the men who toiled through long, long years,
To make the Railroad what it is today.

What hath God wrought, and through what marvelous means?
Behold His wonders in the works of man,
Whose mind conceived through transcendental dreams,
The distances tremendous he must span;
Now from the shores where the Atlantic sobs,
Stretch to the broad Pacific bands of steel—
The Railroad forms the nation's heart, and throbs
That God through man his power may reveal!



The General Traffic Manager Writes Editor How We Can All Help Company Get Back the Business We Have Lost and Secure New Business

February 15, 1920.

My Dear Mr. Editor:

Your note of the 14th inst. is herewith acknowledged. To enable the Baltimore and Ohio to get back the business which it has lost, and to acquire new business, to which we believe it is properly entitled by its position. geographical and commercial, we must have the *earnest cooperation of all departments.*

I believe the Employes Magazine can be of great service and offer two suggestions:

First. That a prominent page be set aside in the Magazine, upon which will appear as on a blackboard or bulletin board, trenchant paragraphs, which will be suggested by the Traffic Department, pointing out to employes how their lack of cooperation or failure to show the proper spirit toward the public in handling our business operates against the Company, and offering suggestions as to how, on the contrary, they can, no matter what position they occupy, form part of a big machine which will work twenty-four hours a day to sell business for the Railroad.

Second. I believe it would be of some advantage to the Traffic Department if we were to feature some one of our industries each month. The Baltimore and Ohio has a very diverse class of industries. About some of them many of us know little, and if interesting articles were published with illustrations, I think it would meet with the cordial approbation of such industries. Anything, of course, which brings that about, is a good thing for the Traffic Department and the Railroad.

We will make other suggestions later on.

(Signed) ARCHIBALD FRIES.

American Sugar Refining Company Will Build Huge Plant at Locust Point

Largest and Most Modern Cane Sugar Refinery in the World

This is the first of a series of articles which will be published about a few of our largest shippers, present and prospective.—EDITOR.

THE recent decision of the American Sugar Refining Company to build a large and modern cane sugar refinery at Locust Point, Baltimore, is of the greatest interest to the Baltimore and Ohio Railroad Company and its employes. For more than a year this internationally-known industrial corporation, already operating six large refineries in Boston, New York, Philadelphia and New Orleans, has been seeking a favorable opportunity for an enlargement of its refining capacity. Baltimore was chosen because of its commercial and industrial advantages as a manufacturing and distributing center; because the Baltimore Board of Trade presented the merits of the city in a persuasive way and assured the officials of the Sugar Refining Company of the hearty cooperation of city and state officials and business interests in its project. The Baltimore and Ohio Railroad Company was able to further the plan by helping in the acquisition of an ideal situation for the refinery.

The negotiations of the Sugar Refining Company and the Board of Trade of Baltimore culminated happily at a dinner given in Baltimore on January 16 by the banking firm of Alexander Brown and Sons. Directors and officers of the Sugar Refining Company, members of the Board of Trade and other prominent business men of the city, including our own officials, Mr. Willard, Mr. Shriver and Mr. Galloway, were the guests, and listened with intense interest to the address of Mr. Earl D. Babst, the President of the American Sugar Refining Company.

As one of the reasons for the choosing of Baltimore as the site for the new plant,

Mr. Babst mentioned the fact that the ratio of profit in the cane sugar refining business is so small that economical operation is a prime necessity; and that Baltimore offered splendid facilities to this end. He said that the cost of a postage stamp means the refining of 20 pounds of sugar, the cost of a letter, 250 pounds, the damaging of an empty sugar barrel, 450 pounds; hence the necessity of a site offering the greatest advantages for manufacturing and distribution.

How Sugar is Refined

One of the booklets gotten out by Mr. Babst's Company, "A Visit to Chalmette Factory," gives a good description of the history of sugar from the time it is grown as cane until it emerges from the refinery in the form in which we find it on the table. From this booklet we have made the following summary:

Refining is the most important process between sugar cane and sugar bowl. Sugar cane is a tall, perennial, grass-like plant, which is grown in countries lying in whole or in part in the tropics. From the field the cane is taken to the sugar mill. There it is fed to iron rollers which press out the juice. The juice passes successively through defeactors which remove impurities, thence to the evaporators and thence to the vacuum pans where it is boiled without burning, and subsequently to the centrifugal machines where the sugar is separated from the molasses. The result at this stage is "raw sugar." It is then shipped to the refinery where it is dumped into the crushers, then mixed with water or syrup, then put through the centrifugal machine to remove foreign matter, then to the



Site secured for the American Sugar Refining Company Plant at Locust Point, Baltimore

This picture was taken from the Baltimore and Ohio Railroad Company's coal trestle, known as the Consolidation Coal Pier. It shows the property sold by the Railroad Company to the Refining Company, and the pier of the Georges Creek Coal and Iron Company, also purchased by the Refining Company.

The smaller building, just beyond the Georges Creek Coal and Iron Company's pier, is the building of the Armour Fertilizer Works. The larger building beyond is the plant of the Piedmont-Mount Airy Guano Company. Both of these properties have been acquired by the Refining Company. The business section of the City appears faintly in the distance, at the right hand side of the picture, and shows how close the new sugar plant will be to the heart of the manufacturing and commercial district.

now converted into a thick magma, are discharged into a large receiving tank, thence to the centrifugals where the sugar is separated from the syrup. Then the sugar crystals are dried in large revolving cylinders by heated air. Once dried, the sugar is ready for packing into barrels or sturdy cartons—package sugar it is called—the largest line of which is manufactured by the American Sugar Refining Company.

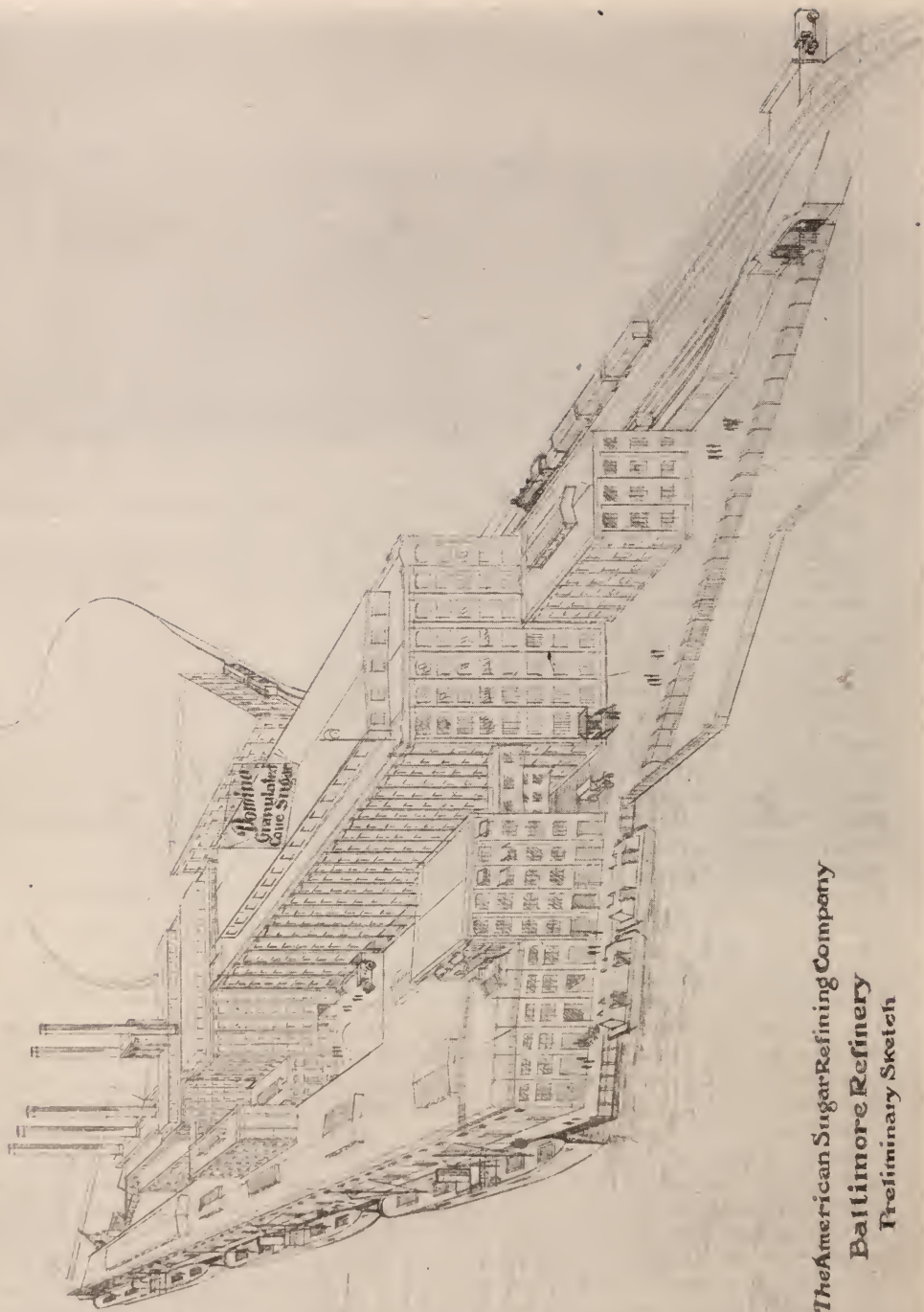
Other of Mr. Babst's statements in regard to the business of his company were equally interesting. He spoke, for instance, of the normal yearly output of the six refineries being of such gross volume as to make 80,000 carloads, enough for a solid train stretching on the Baltimore and Ohio Railroad from Baltimore to Cleveland; of the 525 square miles of timber land, the logging towns and camps, the seven stave plants and four barrel assembling plants, essential to the manufacture of the needed barrel supply; of the 600,000 tons of coal consumed by the refineries each year; and of the recently acquired sugar plantation in Cuba with a capacity of producing 90,000 tons a year.

Mr. Babst's outline of the huge scope of the business of his company gave his

hearers an impressive idea of the substantial stimulus which the new plant will mean in the rapid industrial growth of Baltimore. He was followed by Mayor Broening and B. Howell Griswold, Jr., President of the Board of Trade, both of whom pledged the support of the civic and business interests of Baltimore to the success of the enterprise.

The Plant and Its Location

The accompanying illustrations show at a glance the ideal site secured for the refinery. The natural advantages of the harbor of Baltimore will be brought to its very doors by a deep channel, with water enough at low tide to float the largest ocean carriers of the raw sugar. The wharfage front on the north side of Locust Point is a quarter of a mile long and will accommodate four of these vessels at one time. From the south side of the plant a spur of ample track capacity will run by short route direct to the main line of the Baltimore and Ohio Railroad. This will afford a convenient and economical outlet for the distribution of the refined sugar to the Baltimore district, to Washington and Richmond, and to those portions of the Middle Atlantic and Central States which this plant will serve.



The American Sugar Refining Company
Baltimore Refinery
Preliminary Sketch

The large canning, confectionery and food products interests of Baltimore City will be within easy reach of the refinery by motor truck, as will the wholesale and jobbing trade.

The refinery itself will occupy fifteen or more acres of space and will employ upward of a thousand people. Available sources of labor, living conditions and housing facilities have been investigated to the satisfaction of the Sugar Refining Company, which has a department of employer-employee relationship which is up-to-date, aggressive and very popular among its operatives.

What the New Plant Will Mean to Baltimore

To Baltimore, the immediate benefits of the new plant, the largest industry projected or existing within municipal limits, will be a quick and substantial increase in its industrial growth, satisfactory employment for a considerable number of its workers, and a stimulus to its rail and water-borne commerce. The large tonnage boats which will bring the raw sugar from the West Indies and South America will not be suffered to return in ballast, and merchants of Baltimore City, and of manufacturing centers nearby and in the Middle West who appreciate the excellent port facilities which Baltimore offers, will take cargo space in these vessels outbound to send their products to other countries. The advertising value of the new plant to the city will be great. It will be the most modern, most complete and one of the largest sugar refineries in the world, an example of the city's marvellous industrial growth, a show place for the many visitors from all parts of this and other countries who will be attracted to it.

The location of this plant in Baltimore after an examination by the American Sugar Refining Company of all possible sites along the Atlantic Coast cannot fail

to attract the attention of other large industries seeking new locations. This will result in the acquisition of new and diverse industries by the city and a further stimulus in its industrial growth.

What the Refinery Will Mean to the Railroad

The new plant will have a capacity for refining several million pounds of sugar a day. Allowing generously for local consumption, our officials believe that the outbound movement to the markets of the South and West will be at least thirty-five or forty carloads a day. It is also thought that an inbound car movement in raw materials will swell this figure to over fifty carloads a day, which on an average revenue basis will mean a gross revenue of over \$1,000,000 a year. This figure does not include revenue which, it is suggested, may come from possible new local by-product industries essential to the operation of the refinery. Nor does it include revenue from industries using sugar in their products, which are likely to be attracted to Baltimore.

The Baltimore and Ohio Railroad Company has had the privilege and pleasure of being of some assistance to the Sugar Refining Company in locating its plant in Baltimore. H. O. Hartzell, agricultural and industrial agent, C. H. Moran, assistant real estate agent, and H. R. Talcott, assistant chief engineer, were active in furnishing information on industrial and commercial conditions, securing options on required ground and properties, and supplying engineering data looking to plans for location and construction. In fact, the relations between the Railroad and Refining Company have been so cordial that we are confident that as we begin and continue to supply them with their rail transportation requirements, our service will be the means of creating and maintaining a substantial and enduring business friendship.

**Sing a song of sixpence, pocket full of rye,
A hundred cars of golden grain have just gone rumbling by;
When the cars were opened the wheat was ground to flour,
And the housewife had her pancakes baked in less than half an hour.**



Photo from *Underwood & Underwood, New York*

Remarkable Launching of a Vessel Ninty-five Per Cent. Complete

Picture shows the side launching of the 9,600 ton steamer, the "City of Sherman," at the Pensacola Shipbuilding Yards at Pensacola, Fla. The ship was ninety-five per cent. complete when launched and is the second vessel in the world to be launched with steam up. The vessel was named after the City of Sherman, Texas, one of the first to go over its quota in the Victory Loan Drive. Miss Elizabeth Merritt, daughter of Mr. and Mrs. John A. Merritt, christened the vessel.



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Admiral Sims with Senate Naval Affairs Sub-Committee

Admiral William S. Sims, first witness before the Senate Naval Affairs Sub-Committee, with his Aide, and the committee, following his hearing at the investigation of Naval Awards, brought on by the Admiral's letter to Secretary of the Navy Daniels. Left to right: Senators Newbury of Michigan and Pitman of Nevada; Admiral Sims; his Aide; Senators Trammel of Florida and Hale of Maine.



Copyright, Underwood & Underwood, New York

Russian Children Playing Baseball in North Russia

The photographer was surprised to find these Russian children in a remote corner of North Russia playing baseball. He found they had been taught the game by American soldiers who had been stationed near them.



Copyright, Underwood & Underwood, New York

Mexico's Disastrous Earthquake

Mexicans recovering bodies of persons killed in Mexico's disastrous earthquake during January from the San Francisco River, State of Vera Cruz. The piled up steel bridge girders show the severity of the disturbance.

The New Passing Report—A Long-Felt Want Realized

Enables Transportation Department to Give All Division Freight Agents Daily Record of Car Movements for Shippers

By Frederick C. Syze
Supervisor of Transportation

FOR many years the Freight Traffic Department of the Baltimore and Ohio has felt the need of some means whereby it would be in possession of reasonably close-up information of the movement of traffic in order promptly to satisfy the countless inquiries from anxious shippers and consignees as to forwarding of certain cars, without having to resort to the extent that has been necessary to communication by telephone, telegraph or letter with some divisional car record office or with the Superintendent of Car Service at Baltimore, to obtain the desired information. This process was not infrequently, by the very nature of it, long drawn out and, to say the least, was not conducive to lessening the growing impatience of our patrons. That want is now being supplied in the form of the New Passing Report, Form 2671, a miniature facsimile of which appears on another page.

The Transportation and Freight Traffic Departments have joined hands in this new departure. For, while the Passing Report is primarily for the Freight Traffic Department, it serves the Transportation equally well. It becomes the basic record of the yards and terminals which compile it, in place of the large index record books. It is, in fact, a loose-leaf car record of great elasticity and contains more "Wheel Report" information than it is possible readily to enter in the index books.

How the Form Is Used

For the information of those who may have occasion to consult this report in

any of the various offices where it is received, but who are not yet familiar with it, a word or two of explanation of how to use it may not be amiss. It will be noted that there are 100 squares in the form, numbered from 00 to 99, each square accommodating ten car initials and numbers. The printed numbers in the squares denote the last two figures of a car number ending with those particular figures. The recording clerk does not enter the last two figures of a car number, the terminating figures in the squares supplying that information. For example: if a car number has six figures in it, only the first four are entered; if it has five figures, only the first three are entered; if four, only the first two; if three, only the first figure; if two, nothing but the initial is entered; and if there is only one figure in the car number it is written out in full, thus, "Three" in the 03 square.

The train and engine, name of conductor, time and date of departure and destination of train covered by the first "Wheel Report" for the 24-hour period, are written on the first line at top of sheet, which is prefixed by the code letter "A." Then, as each car number and initial on that "Wheel Report" are entered in the squares corresponding to the two terminating figures of the car numbers, such car number is prefixed, on the same line at the left, by the letter "A." The next train is "written up" on the "B" line at the top and all its car numbers are prefixed in the body of the report by the letter "B"; and so on. When there are more trains or cars for-

forty-five copies are required to fill the mailing list and to provide sufficient office copies. The mailing list comprises all Freight Traffic Department offices on the System, the superintendent of Car Service, and as many offices local to the point of compilation as have occasion regularly to call upon the divisional car record office for records.

For the most part these reports close about 3.00 p. m. so that they may be duplicated and started out by fast train mail early that evening; in that way they reach about seventy-five per cent. of the addressees by or before 10.00 o'clock the following morning. When it is considered that a record of all loaded cars forwarded from a point like Brunswick or Connellsville or Grafton for twenty-four hours up to 3.00 p. m. one day, is in the hands of interested officials several hundred miles away the following forenoon, some conception of the value of these reports to the Freight Traffic Department may

Up to this writing the Passing Report has been installed at Philadelphia, Brunswick, Connellsville, New Castle Junction, Wheeling, Grafton, Parkersburg, Willard and Cincinnati, and will be extended to other points within a few weeks. The results so far obtained from these reports are very gratifying—are, in fact, greater than were at first anticipated. Aside from the satisfaction the Freight Traffic Department is deriving from them, there has already been a considerable decrease in the demands previously made upon all car record offices for car information—a decrease which will be more pronounced after all the installations are made and the report settles down to its steady stride. For it is assumed that before anyone having access to these reports sends a telegram or letter—or telephones—to a car record office, he will have first consulted the Passing Report and allowed a reasonable time to have elapsed for the cars to make the anticipated movement.

Same corner of Form 2671 as is shown on preceding page, now properly filled out

5000-12-18 11

UNITED STATES
DIRECT
BALTIMORE

Passing Report of Loaded Cars Forwarded from *Phila, Pa. (East)*

CODE	TRAIN	ENGINE	CONDUCTOR	DEPARTED	TO	CODE	
A	2197	4016	Joe Neel	5.28 P.M. 1/26	Brunswick	1	
B	Ex	4543	Scott	7.22 P.M. 1/26	Washington	2	
C	Ex	4527	Hampton	9.28 P.M. 1/26	document Pt.	3	
D	Ex	4587	Offet	11.53 P.M. 1/26	Camden - 114		
E	Ex	4028	W. O. Morris	12.55 A.M. 1/27	Boy Va		
F	Ex	4598	James	2.29 A.M. 1/27	Brunn		
G	Ex	4033	S. B. James	6.00 A.M. 1/27	W.		
H	Ex	4818	Whillith	9.35 A.M. 1/27	W.		
CODE	INITIAL	CAR No.	CODE	INITIAL	CAR No.	CODE	INITIAL
D	ES	13400	A	NB	29801	A	
D	GN	946	B	R	460	C	
F	PRR	1546	D	R	404		
		1000	E	PR	761		
			F	PRR	31		
			H	Ex			
			K				
			L				
M	Ca	27510					
L	WP	1211					

This article can not well be concluded without unstinted praise being accorded to the young women and the young men who so ably transferred their activities from the index books to this new form of report. They had long been accustomed to quickly jotting down car information in the books in lead pencil, but when it came to carefully writing more complete information in duplicating ink on these forms, they found the task quite different. However, they went about it with a will and soon succeeded in turning out most creditable work; not having to turn continually the pages of a large book, for practically every entry went a long way towards offsetting the slightly longer time required to make the entries on one sheet in ink. And it is worthy of mention that the very first sheet of this

fact these Passing Reports reach most of the addressees before many of the "Wheel Reports" of the same cars reach the office of Superintendent of Car Service to be indexed.



Miss Nellie Magalis

To whom fell the honor of completing the first sheet of the new Passing Report at the first installation, Brunswick, January 4, 1920.

new and important report was started and completed "on time" at its first point of installation by a daughter of a man who had been in the service of the Baltimore and Ohio for forty-five years. This man was Richard Magalis of Brunswick, better known, perhaps, as "Holloing Dick"; and the very capable daughter who "turned the trick" at Brunswick on January 4 was Miss Nellie Magalis, whose picture accompanies this article.

Let's Go

PUT one hundred men on an island where fish is a staple article of sustenance. Twenty-five of the men catch fish. Twenty-five others clean the fish. Twenty-five cook the fish. Twenty-five hunt fruit and vegetables. The entire company eat what thus is gathered and prepared.

So long as everybody works there is plenty. All hands are happy.

* * * * *

Ten of the allotted fish catchers stop catching fish.

Ten more dry and hide part of the fish they catch.

Five continue to catch fish, but work only part of the day at it.

Fewer fish go into the community kitchen.

But the same number of men insist upon having the same amount of fish to eat as they had before.

The fifty men who formerly cleaned and cooked the fish have less to do owing to the undersupply of fish. But they continue to demand food.

Gradually greater burdens are laid upon the fruit and vegetable hunters. These insist upon a larger share of fish in return for their larger efforts in gathering fruit and vegetables. It is denied them and soon twenty of the twenty-five quit gathering fruit and vegetables.

But the entire one hundred men continue to insist upon their right to eat.

The daily food supply gradually shrinks. The man with two fish demands three bananas in exchange for one of them. The man with two bananas refuses to part with one for fewer than three fish.

Finally the ten men remaining at work quit in disgust. Everybody continues to eat. The hidden fish are brought to light and consumed. Comes a day when there is no food of any kind. Everybody on the island blames everybody else.

What would seem to be the solution? Exactly! We thought you would guess it.

For we repeat that you can't eat, buy, sell, steal, give away, hoard, wear, use, play with or gamble with **WHAT ISN'T**.

—Chicago Herald and Examiner.

*If it counts
for the Railroad
it counts for you*

Are You Helping to Increase the High Cost of Living?

By E. A. Wendt

Mt. Clare, Baltimore, Md.



ONE of the most unfortunate mistakes that can be made by any organization of employes is the extending of membership and protection to habitual slackers and inveterate loafers—not the slackers who do not even make a pretense of working, but those who take jobs and hold them down with the least possible mental and physical effort instead of by real energy and proficiency, and whose most strenuous occupation is dodging the duties they are paid to perform. This class is one of the chief causes of trouble between employers and employes. The cause is plain enough. The employer is paying these shiftless men and receiving nothing for his money. He cannot afford to pay as much to his efficient, conscientious employes as he could if he had only capable, conscientious men on his pay roll.

Therefore, every loafer in a body of employes is actually living at the expense of his fellow employes and is holding down their rating average and making it impossible for their employer to increase their pay. It is evident that an employer cannot pay his good employes what they are worth when he is forced to pay a bunch of non-producers who do almost nothing for their pay. Besides, if the habitual slacker is an old employe, his habits will be followed by many new and younger employes; which, in time, must reduce the producing capacity of the force to such an extent that the employer must reduce his wage scale, fire the slackers, or go out of business.

The employers of union workmen are forced to do this because their union foremen are unwilling, or afraid, to expose union worker-loafers. There is a feeling among people, generally, that the unions must afford protection to their slacker members, though it can be done only at the expense of their honest, hard-working members, and that the honest, conscien-

tious workers are not receiving full value because the non-producers are drawing like shares of the pay roll.

A little bit of unprejudiced thinking must prove to any reasonable person that this method is injurious to both labor and capital. Every union man will be conferring a benefit upon himself and adding strength to his union if he will see to it that each and every member of the union makes an honest effort to do the work for which he is receiving pay, that he tries to do it in an efficient manner, and that he takes sufficient interest in his work to honestly endeavor to avoid unnecessary losses from broken or mislaid tools and materials and through mistakes, carelessness, misunderstandings, or otherwise.

Think it over! Be honest with yourself and with the other fellow! Why not put yourself in his place? Forget prejudice for the time, if you have any. Would you enjoy paying out good money to a man who did not try to do his work? If you went to a theatre and they clipped the performance, wouldn't you howl? If you send a suit to be cleaned and it comes back soiled or damaged, it is the fault of slacker employes. This applies to all work. Figure the loss from each slacker and waster you know. If you are a conscientious worker you are helping to earn the money these slackers and wasters are receiving. But it isn't doing *you* any good.

It would be better for you, and for your employer, if these loafers and wasteful workers were eliminated and you received your share of this wasted pay. At the same time it would save on the cost of materials and equipment, would lower the interest on the investment by making less equipment necessary, would make the equipment more productive, all of which means that the cost of production would be less and the rails, on at least one climb, would be greased under old H. C. L.



Throwing Money Away

By F. L. Schepler
Assistant to Freight Claim Agent

Recently a shipment of window glass, originating at a point on our line, destined to another point 150 miles distant, was loaded by shippers, carefully stowed, packed and braced. The car got in trouble en route, necessitating transfer of contents. This was done by inexperienced and, we are forced to add, careless persons, who did not appreciate the fragile and expensive nature of the commodity and the necessity of carefully handling the transfer by replacing the glass in the car in the same condition as found in the original car. Long and short cases of glass were piled together indiscriminately, and while car was en route to destination, the glass was damaged as illustrated in the accompanying photograph.

This shipment was valued at \$6,500.00 and, when tendered to consignee, he threw up his hands and said he could not handle it, but if agreeable, would accept the shipment and employ several experienced glass packers at \$5.00 or \$6.00 per day each to straighten the shipment out. He stated that it would take them at least six weeks or two months to do this and that he would then be able to determine his loss, which he would expect the Railroad to pay, including the cost of handling.

This forcibly illustrates the importance of seeing that shipments are properly loaded, stowed and braced in cars at initial point, transfer point or otherwise, in order that they may safely carry to destination, in presentable shape for delivery to consignee. In this instance, if proper attention and care had been exercised in the transfer of car, the matter of investigating and paying out money for damage would have been eliminated.

Make It a Mile a Day More This Month!

Average Miles Per Car Per Day by Divisions Will Appear Each Month in Magazine

By Margaret Talbott Stevens

File Clerk, Transportation Department

*There once was a man named Precision
At whom some folks laughed in derision,
But they took back their smiles
When he increased car miles
And won honors for his Division.*

THE factors which help to place a railroad in the lead of its competitors are many, but there is one whose importance needs yet to be emphasized and encouraged: *The life of the railroad depends upon its car earnings, and the amount of car earnings depends upon the movement of cars.*

Every movement of our cars is reflected in a record or statement which is compiled in the office of the Superintendent of Car Service at Baltimore and is known as the "Average Miles Per Car Per Day." It is made up weekly, the oldest record on the sheet for the previous week being omitted and a new one added, and shows the estimated average number of miles per car per day on each division for a period covering three weeks as compared with the performance during the same period for the previous year. The actual figures are compiled monthly. The formula for arriving at the figures for this statement is as follows:

Divide the loads and empties handled over each division into the loaded and empty car mileage respectively, of last complete month, which gives average loaded and empty haul.

Multiply these averages by loads and empties handled during the period to be estimated, which gives estimated car miles.

Multiply System and Foreign cars in revenue service as shown by Car

Location Statement on each division for the period to be estimated by seven for the Car Days for week. Days divided into estimated mileage gives average.

Car days of bad order cars are added to Revenue car days before figuring these averages.

Averages cover System and Foreign cars combined.

On the statement which follows the old divisional names are still retained, such as "Philadelphia Division," and "Shenandoah Division." The reason for not separating the Baltimore Division from the Baltimore Terminal Division in this case is the fact that the expense of separation would be too great to justify making the change. Furthermore, it was decided that there was no real reason for keeping the mileage of the Baltimore Division separate from that of the Terminal Division. On the strength of this basis there have been no changes made in the method of figuring train, locomotive, or car mileage, or of the compilation of the Equipment Location statements, which also still show the Philadelphia and the Baltimore Divisions separately.

Basis of Divisional Comparison

For several reasons it would not be fair to compare the performance of one division with that of another—that is, as far as the figures stand. There are some sections whose physical conditions would

make an increase in movement of cars much more difficult than that of others. The Monongah Division, with its many mine sidings and switches, could hardly be expected to show the mileage figures that the Cumberland Division could produce. The Cumberland Division has long been called "the neck of the bottle," on account of the vast amount of traffic which must necessarily pass through it, while the Monongah, as an "originating division," could not lend itself to the fast movement of a division having a straight-line track. The various tracks are also to be considered, not only road tracks but yard tracks. A congestion in the yards caused by delays or embargoes would naturally hinder the movement, and consequently the record for that section would be considerably lower in

comparison with that of others whose track facilities were better. At the time of the War the congestion on the Eastern Lines was very great because of the abnormally heavy traffic, and as a result the average miles per car per day was low. Similarly, as will be noted from the statement which follows, the general average for the month of December, 1919, shows a decrease from that of the preceding months. This can be explained by the congestion which was caused by the coal strike.

What Increasing Car Movement Means in Increasing Efficiency

Although, for the above reasons, it would be unfair to compare the figures of one division with those of another insofar as the number of miles is concerned, this

Statement of Actual Average Miles Per Car Per Day (Excluding Bad Order Cars)

DIVISION	1919 Oct.	1919 Nov.	1919 Dec.	HIGHEST RECORD PERFORMANCE FOR PERIOD OF 12 MONTHS, BEGINNING JAN. 1, 1919	PER CENT. INCREASE OR DECREASE DEC. 1919, OVER MAXIMUM		DIVISIONAL STANDING
					INC.	DEC.	
					Philadelphia.....	41.6		37.5	39.2	41.6	.....	5.8	2
Baltimore.....	13.7	10.0	11.5	13.7	.....	16.1	9
Shenandoah.....	15.4	15.9	12.8	18.5	.....	30.8	14
Cumberland (East).....	72.7	50.5	56.0	75.6	.....	25.9	.....
Cumberland (West).....	43.5	26.0	37.7	53.5	.....	29.5	.....
Total.....	59.2	40.4	47.9	66.1	.....	27.5	12
MARYLAND DISTRICT.....	32.9	23.0	27.4	32.9	.....	17.6	.....
Connellsville.....	33.3	21.7	20.5	33.3	.....	38.4	15
Pittsburgh.....	26.9	25.4	23.0	26.9	.....	14.5	7
PENNSYLVANIA DISTRICT.....	30.3	23.4	21.7	30.3	.....	28.4	.....
Monongah.....	12.2	8.7	10.2	13.9	.....	26.6	11
Wheeling.....	15.0	12.0	16.0	16.0	.....	.....	1
Ohio River.....	27.9	26.1	24.3	41.2	.....	41.0	16
Charleston.....	13.3	9.5	11.0	15.6	.....	29.5	13
WEST VIRGINIA DISTRICT.....	14.4	11.0	13.1	16.1	.....	18.6	.....
BALTIMORE & OHIO EASTERN LINES ..	26.5	19.4	20.9	26.6	.....	21.4	.....
Chicago.....	40.8	42.2	38.3	42.2	.....	9.2	4
Newark.....	29.0	23.4	24.7	29.0	.....	14.8	8
New Castle.....	36.7	41.1	34.5	41.1	.....	16.1	9
Cleveland.....	28.7	13.7	20.8	28.7	.....	27.5	12
NORTHWEST DISTRICT.....	34.5	32.3	31.3	34.5	.....	9.3	.....
Ohio.....	60.0	60.4	56.9	67.9	.....	16.2	10
Indiana.....	25.5	29.8	25.5	29.8	.....	14.4	6
Illinois.....	26.4	28.0	25.7	28.0	.....	8.2	3
Toledo.....	22.5	20.6	20.2	23.1	.....	12.6	5
SOUTHWEST DISTRICT.....	27.3	27.7	26.4	28.2	.....	6.4	.....
BALTIMORE & OHIO WESTERN LINES.	31.2	30.2	29.1	31.2	.....	6.7	.....
BALTIMORE & OHIO SYSTEM.....	28.1	23.7	24.4	28.1	.....	13.2	.....

does not mean that there can be no inter-divisional comparison or competition. This is just what we want to bring about by the Average Miles Per Car Per Day statement. Therein is each division compared according to its own performance at other periods of time. From this may be derived a *percentage* of increase or decrease—and there lies the chance for rivalry between the divisions. There are about two and one-half millions of freight cars in the country. If the mileage on these were increased to ten per cent., this would mean that this number of cars would do the work of two hundred and fifty thousand extra cars; it would mean the increase of ten per cent. on our freight car earnings, an increase of about two miles more per car per day, and more business for the Company. As in a department store the "Satisfied Customer is the Best Advertisement," so to the Railroad "Quick Movement of Cars is the Best Advertisement." Divisions having many terminals or which are situated at export points are subject to delays; therefore, if two thousand cars can do the work of five thousand, the congestions will be reduced and the movement will be greatly facilitated.

The figures as recorded in the following statement show the average miles per car per day for the months of October, November and December, 1919, respectively. In addition, the highest record performance for each division during the period of twelve months, beginning January 1, 1919, is given. The record for December, 1919, is compared with that of the highest record performance for the year and the percentage of decrease is shown in the last column.

From this statement can be seen the importance of each division "speeding up" to its old standard of an average of thirty-three miles per car per day for the entire System. Every little bit helps on each division, and one division has as much chance as the other to do its bit in placing the Baltimore and Ohio at the top-notch on the record of car movement.

—

**Quick Car Movement is the Best
Advertisement**

Work!

(A Song of Triumph)

By Angela Morgan
In "The Outlook"

Work!

Thank God for the might of it,
The ardor, the urge, the delight of it—
Work that springs from the heart's desire
Setting the soul and the brain on fire.
Oh, what is so good as the heat of it,
And what is so glad as the beat of it
And what is so kind as the stern command
Challenging brain and heart and hand?

Work!

Thank God for the pride of it.
For the beautiful, conquering tide of it,
Sweeping the life in its furious flood,
Thrilling the arteries, cleansing the blood,
Mastering stupor and dull despair,
Moving the dreamer to do and dare.
Oh, what is so good as the urge of it,
And what is so glad as the surge of it,
And what is so strong as the summons deep
Rousing the torpid soul from sleep.

Work!

Thank God for the pace of it,
For the terrible, keen, swift race of it;
Fiery steeds in full control,
Nostrils a-quiver to greet the goal.
Work, the power that drives behind,
Guiding the purposes, taming the mind,
Holding the runaway wishes back,
Reining the will to one steadying track
Speeding the energies faster, faster,
Triumphing over disaster.
Oh, what is so good as the pain of it,
And what is so great as the gain of it.
And what is so kind as the cruel goad,
Forcing us on through the rugged road?

Work!

Thank God for the swing of it,
For the clamoring, hammering ring of it;
Passion of labor daily hurled
On the mighty anvils of the world,
Oh, what is so fierce as the flame of it,
And what is so huge as the aim of it,
Thundering on through dearth and doubt,
Calling the plan of the Maker out;
Work, the Titan; Work, the friend,
Shaping the earth to a glorious end;
Draining the swamps and blasting the hills,
Doing whatever the spirit wills,
Rending a continent apart
To answer the dream of the Master heart.
Thank God for a world where none may shirk,
Thank God for the splendor of work.



The Nurse

By T. T.

Quickly tripping down the hall,
Soft her dainty footsteps fall;
Gentle knock at sick room door,
"Yes, come in"—across the floor,
At my bidding, moves this fairy
Welcome in my sanctuary.

Nurse's garb so clean and sweet,
Starchy cuffs and collar neat.
What a jolly cap of white,
'Tresses won't keep out of sight)
Just milady's way of dressing
Is a tonic quite refreshing.

Skillfully my bed she smoothes
And my helpless body moves
To a cooling fresh spot where,
Banked by pillows here and there,
Blessed sleep my eyelids closing.
Strength returns while I'm reposing.

Or should fever's stifling pall
O'er my drooping spirits fall,
On my burning skin she laves
Cooling water which it craves.
While the rythmic tune she's humming
Sets my fingers weakly thrumming.

In the early hours of morn,
When I'm feeling most forlorn,
At the door she oft will peep—
Seeing that I'm not asleep,
Off to diet kitchen winging,
Soothing broth she soon is bringing.

Should I win this fight for health
(Greater boon than boundless wealth),
In the making of the cure,
She'll be quite the half, I'm sure,
So these verses poor I'm writing,
Fragile thoughts to her inditing.

Should, however, science fail,
And I tread the lonely vale,
Meeting her, so sweet and fair,
Will be useful "over there;"
Nought I'll lack of angels knowing
But their wings resplendent glowing.



Improved Medical Facilities for Employes in Baltimore

Relief Department Reorganizes Our Ward in University of Maryland Hospital for Group Study of Diseases

By William H. Ball

Chief Clerk and Assistant to Superintendent, Relief Department

WHEN a man of means gets sick now-a-days and his personal physician feels that he needs help on the case he sends his patient to an expert diagnostician. In the recent illness of President Wilson, from which happily he now seems to be recovering, it will be remembered that leading specialists in several branches of medicine went to Washington. Usually, however, instead of the diagnostician going to the patient, the patient, when he is able to do so, goes to him. The diagnostician has the patient examined by various specialists, then reviews their findings, and arrives at a final diagnosis. It is the up-to-date development of the old time consultation, expensive but well worth while for the man who can afford it. And this very service, beyond the reach of most people of moderate means, is now offered employes of the Baltimore and Ohio Railroad through the medical and surgical unit of its Relief Department for the group study of diseases and surgical problems, in the Railroad ward at the University of Maryland Hospital, Baltimore.

How Our Relief Department Medical Service Works

Be it known that the medical supervision of the Relief Department is divided into districts on the Railroad, each with an executive in charge, a medical examiner, who reports to the chief medical examiner, Dr. E. V. Milholland, in Baltimore. Reporting to these medical examiners are our surgeons. We have about 650 of them, men esteemed in

their profession and who handle most of the cases which are sent to them. Sometimes, however, these surgeons feel that they need help in diagnosing particular cases. In such event and particularly where a more thorough examination is primarily necessary the patients are sent to the most available one of our consulting surgeons. Of these there are eight: Dr. Page Edmunds and Dr. Archibald C. Harrison, at Baltimore, Md.; Dr. C. R. G. Forrester, Chicago; Dr. Walter R. Griess and Dr. Joseph A. Hall, Cincinnati; Dr. Henry A. Becker, Cleveland; Dr. Robert T. Miller at Pittsburgh, and Dr. Theodore Diller, neurologist, also at Pittsburgh. If, however, the medical examiner, either in sick cases or those arising from accident on duty, feels that the patient needs a careful group study of his case under ideal conditions, he is sent to our ward in the University of Maryland Hospital in Baltimore, which is in charge of Dr. Page Edmunds, consulting and general surgeon of the Relief Department.

Group Study for Baffling Cases

Dr. Edmunds has as his associates in the group study of cases, the following specialists: Dr. G. Carroll Lockard, medical consultant; Dr. Irving J. Spear, neurologist, or specialist in nervous diseases; Dr. Frank S. Lynn, surgeon; Dr. Edward A. Looper, eye, ear, nose and throat specialist; Dr. Howard J. Maldies, pathologist, or laboratory expert; Dr. Henry J. Walton, radiologist, or X-ray expert. The unit also includes Mrs. Mary A. MacQueston, who handles the secretarial details of this work.



Dr. Page Edmunds, Consulting and General Surgeon, in the New Operating Room



The Sun Porch for Convalescents



As Bright and Cheery as Can Be!

There are twenty-five beds in our new ward at the University of Maryland Hospital.



Some of the Physicians at Maryland General Hospital

Left to right, sitting: Dr. Frank S. Lynn, Company Surgeon; Dr. Edward A. Looper, Company Oculist; standing: Dr. Howard J. Mardies, Pathologist; Dr. Henry J. Walton, Radiologist; Dr. Page Edmunds, Consulting and General Surgeon; Dr. Harry M. Stein, Medical Superintendent of the Hospital; Dr. Cyrus Horine, Resident Physician.

When, therefore, an employe needs special examination of his particular case, he is sent to our ward in the hospital and there stays until, under the most favorable conditions, he has had a careful study of his case made by these specialists. Dr. Edmunds reviews their findings and submits his report to Dr. Milholland, who makes disposition of the case.

New Hospital Facilities in Our Ward

W. J. Dudley, superintendent of the Relief Department, is very enthusiastic over the facilities which we now have for this modern study of difficult cases, and has taken an intense interest in the improvement of our ward at the University of Maryland Hospital. This has been thoroughly renovated, inside and out, and now has a capacity of



twenty-five beds. The pictures show the spacious operating room, the modern indirect lighting system which has just been installed, the new steam table for keeping food for our patients constantly hot, and the inviting sun porch for convalescents. The

pictures do not show, however, the new blankets and pillows which have been supplied in large numbers nor the fine sanitary mattresses and comfortable rolling chairs now a part of our facilities. A modern sterilizer to insure aseptic instruments and bandages is also a part of the new equipment and new refrigerating apparatus and chart cabinets are about to be added.

An official inspection of the newly renovated ward and its accessories was made on Saturday, December 20, 1919. The



Top of page, the new steam table for keeping patients' food hot; middle, Dr. E. V. Milholland, Chief Medical Examiner, Relief Department; bottom, a corner of the new lavatory

party of inspection comprised George M. Shriver, vice-president; J. S. Murray, assistant to the president; W. J. Dudley and W. M. Kennedy, superintendent and assistant superintendent of the Relief Department; Dr. E. V. Millholland, chief medical examiner; Dr. Page Edmunds, consulting and general surgeon of the Relief Department; and members of the staff of the University Hospital.

One of the cases recently coming to the attention of our medical staff shows

symptoms of the disease in which he, the doctor, happens to be a specialist. Further tests confirmed his preliminary diagnosis. This is not a typical case, of course. Most of them require a longer period of observation before a definite diagnosis can be made.

From the above it can readily be seen that the Railroad offers to its employes the kind of medical attention, which, without the service of the medical unit of the Relief Department, could ordi-



Not All the Sunshine in the Hospital Comes From the Outside

A group of nurses in the Baltimore and Ohio ward. Left to right, the Misses Ethel Brady, Goldie Shipley, Elizabeth Yewell, Isabella Hanna, Alice Smarr

the value of this system of group study. A Relief Department member had had the best advice of our surgeons and also of outside practitioners who had been called into the case. His trouble could not be satisfactorily diagnosed, however, and he was sent to our ward in Baltimore. There, as he was about to be admitted, one of our medical staff saw him and recognized in his appearance the

narly only be obtained by very expensive consultation with outside specialists. It is reassuring to know that we can give such facilities to our employes, that no matter how perplexing a case may be, the afflicted individual can come to Baltimore and there get the most scientific study of his case and recommendation for its treatment.

In cases where medical examiners are

of the opinion that expert diagnosis and subsequent hospital treatment would expedite recovery from sickness or disabilities not attributable to injuries sustained on duty and occurring among members of the Relief Department, the services of the unit are available, in some instances without cost to the patient; and if a charge is made it is usually no more than the payment of nominal hospital rates.

What Relief Department Offers Employees

Membership in the Relief Department carries sick, accident and death benefits, and benefits are doubled where death results from accident while on duty. It is the cheapest form of insurance that an employe can get. Also, when an accident is sustained in the performance

of duty, surgical treatment is given without charge and the member is also provided with artificial limbs and other appliances necessary.

Any employe who has been unfortunate enough to have to undergo hospital treatment knows how comforting it is to feel that he is being attended by capable physicians and sympathetic nurses. With our improved facilities in Baltimore, this satisfaction may be completely realized, because it is *our own ward*, with our own physicians, and an employe may expect to get there not only the most scientific treatment anywhere available, but also that personal interest in his case, which comes from membership in the Baltimore and Ohio family, through the Relief Department.

RELIEF DEPARTMENT—ADVISORY COMMITTEE

Conducting Transportation Department

W. S. Berkmyer.....	Conductor.....	Canton, Ohio
J. H. Coulbourn.....	Passenger Brakeman.....	Philadelphia, 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.
William D. Lenderking.....	Plumber.....	Baltimore, Md.
Henry Lovridge.....	General Foreman.....	East Chicago, Ind.
H. W. Oldenburg.....	Car Inspector.....	Cincinnati, Ohio

Maintenance of Way Department

Ira E. Baker.....	Section Foreman.....	Kanawha Station, W. Va.
J. J. Price.....	Account Clerk.....	Newark, Ohio
J. W. Richmond.....	Water Station Foreman.....	Garrett, Ind.
J. F. Thome.....	Section Foreman.....	Aviston, Ill.

STATEMENT OF PENSION FEATURE

The following employes were honorably retired during the month of January, 1920, with pensions:

Name	Last Occupation	Department	Division	Years of Service
Agnew, John.....	Adjusting Clerk.....	Traffic.....	Toledo.....	45
Bee, Charles H.....	Helper.....	Motive Power.....	Baltimore.....	25
Byard, William S.....	Car Repairer.....	Motive Power.....	Wheeling.....	25
Carney, Edward.....	Section Foreman.....	Maintenance of Way.....	Cleveland.....	30
Cassen, John H.....	Conductor.....	Cond'g Transportation.....	Connellsville.....	45
Holman, William J.....	Blacksmith.....	Motive Power.....	Newark.....	27
Knadler, Charles C.....	Stevodore.....	Cond'g Transportation.....	Baltimore.....	32
Shoup, Jerry.....	Blacksmith.....	Motive Power.....	Pittsburgh.....	36
Clarke, Marion C.....	Ticket Agent.....	Passenger.....	Cumberland.....	34

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

During calendar year 1919, \$331,920.15 was paid out through the Pension Feature to those retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, are \$3,923,924.60

The following employes, after serving the Company faithfully for a number of years, have died.

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Clarke, Marion C.....	Ticket Agent.....	Pass.....	Cumberland..	January 20, 1920.	34
Donnelly, John.....	Patrolman.....	C. T.....	Indiana.....	January 26, 1920.	35
Monahan, John.....	Crossing Watchman..	C. T.....	Wheeling.....	December 30, 1919.	62
Nicholas, Andrew J.....	Crossing Watchman..	C. T.....	Ohio River...	January 19, 1920.	43
Reichard, Henry S.....	Machinist.....	M. P.....	Baltimore....	January 27, 1920.	27
Trout, Franklin W.....	Engineman.....	C. T.....	Baltimore....	December 21, 1919.	44

When President Willard Was a Trainmaster Back in 1890, He Was also a SAFETY Man

IN 1910, when our first general SAFETY committee asked President Willard where he placed SAFETY in its relationship to other important phases of railroad work, he replied, "Above everything else." This has been the strongest SAFETY slogan enunciated by the chief executive of any railroad during the intervening years, a real inspiration to Baltimore and Ohio SAFETY enthusiasts, because they have felt that *our* chief executive has been back of their efforts.

That the reply of Mr. Willard to this committee was not the result of snap judgment but of a deliberately formed belief in the supreme importance of SAFETY, was recently brought to my attention in an interesting way. W. T. Armstrong, yard conductor in our Chicago Terminal, came into my office and

put the original of the accompanying reproduced receipt, signed by Mr. Willard, on my desk. Our older men in the service will know at a glance what it means. To others an explanation will be illuminating.

Back in 1890, when the card was signed by Mr. Willard, conductors hired their own brakemen. But before they could employ one, the rule was that the brakeman had to bring a receipt from the trainmaster showing that he had been issued the coupling stick and belt so essential in those days to the safe coupling of cars by the old link and pin method. And Mr. Armstrong told me that not all trainmasters in those days were sufficiently alive to the importance of this SAFETY provision to insist on the issuing of the coupling stick and belt and the receipt for them. *He also said that Mr. Willard was more insistent on the proper observation*

Form 380.

Minneapolis, St. Paul & Sault Ste. Marie R'y.

Aug 6th 1890

Conductors.

The bearer Mr. W. T. Armstrong has

receipted for coupling stick and belt and receipt has been

placed on file. You are at liberty to employ him as brake-

man.

D. Willard
Train Master.

This receipt not genuine unless stamped with office stamp of Train Master.

This receipt showed that the bearer had been issued proper equipment for his Safety



Mr. and Mrs. W. T. Armstrong

of SAFETY practices than any other man under whose supervision he ever worked.

Perhaps Mr. Willard had little thought then of the possibility of his becoming in only a few years the chief executive of a Railroad which takes pride in its large and effective SAFETY organization. But by his own practice of SAFETY then he was at least laying a part of a sure foundation for this rapid growth.

Mr. Armstrong confesses to having been somewhat of a "boomer" in his early railroad days. He began his railroad career in 1881 and saw service with most of the big systems in the Middle West. He left the Soo Lines before Mr. Willard did. In 1910 he came with the Baltimore and Ohio at our Chicago Terminal, where he has been ever since. The accompanying picture of the attractive Mrs. Armstrong may suggest one reason for his forsaking his "boomer" ways.

Several years ago Mr. Armstrong called on President Willard, in his office in Baltimore, sending in to him the original of the receipt herewith reproduced, as his introduction, and thoroughly enjoyed a little visit with his old-time trainmaster.

Sharp Shots by "Dinty Moore" Car Distributor, Cincinnati Terminals

If some men spent as much time at home as they do away from home, there would be more happy homes and fewer divorces.

After spending about four hours listening to some bird make a speech, the majority of men say that he was all right. But it doesn't mean anything.

After looking at some of the mutts that the girls marry nowadays, we have come to the conclusion that love is hopelessly blind.

If some people don't show any more speed getting to heaven than they do in getting to work, they will never wear wings.

Have you ever seen a fat person who did not want to get thin or a thin person who did not want to get fat? Neither have we.

The old fashioned girl who used to carry her dinner under her arm now has a daughter who must have her lunch in a tea room.

What has happened to the old fashioned butcher who used to give the kids a wiener every time they came near the door of the shop?

The Best Sellers of the Moment Are Not in Our Library—But the Best Sellers of All Time Are

THE recent article in the *MAGAZINE* calling attention to the opportunities for interesting and helpful reading offered by our Employes' Library, has brought an encouraging response from many of our employes. Our librarian, Mrs. Irving, has entered the names of a number of new patrons. But the library is not being used to nearly the extent it might be for the pleasure and profit of the thousands of employes at outlying points, who have no free library facilities other than those we offer.

We have all read interesting lists of books announced by various publishers as the fifty or one hundred or more best books of all time. We are not at all sure how many of the titles shown on the following list have been included in these lists. But we do know that a few of them at least are books which, for all time, will be of interest to American readers.

Antony and Cleopatra, Shakespeare's dramatic love story of the Orient, involving two of the most fascinating characters of all history, is of perennial interest. This Winter an adaptation of it was made in musical form at the Metropolitan Opera House in New York. The characters represent the peak of human emotions in the sphere in which the greatest of all writers portrayed them.

It is a big jump from this drama to the whimsical but quaintly philosophical "Uncle Remus" by our own Joel Chandler Harris. Yet, in the estimation of many readers, he stands as one of the most charming American writers.

Further down the list you will find "The Tale of Two Cities," the masterpiece, perhaps, among Dickens' shorter stories. If you haven't read this and

will get it from the library you will find that it is the sort of book which, once started, you never want to put down until you have finished its intensely moving narrative.

And further down, we run across "John Halifax, Gentleman," by Muloch. In the opinion of many critics this is one of the outstanding novels of all time; not a book that you can pick up and finish in an evening but one which needs the concentration of a leisure hour and which repays to the full every minute of time spent with it.

If you are not a user of our library, now is the time to start and discover the choice morsels of literature it has to offer you.

TITLE	No.	AUTHOR
Persia and the Persians.....	240	Benjamin.
Beauchamp.....	6819	G. Simms.
Life of Napoleon Bonaparte	1922	Scott.
Antony and Cleopatra.....	2320	Shakespeare.
Barriers Burned Away.....	5098	E. P. Roe.
Natural Philosophy.....	3672	W. G. Peck.
Under Two Flags.....	6602	Ouida.
All Aboard.....	7096	Optic.
Christians' Mistake.....	5227	Muloch.
By Shore and Sedge.....	5174	Bret Harte.
Uncle Remus.....	6595	Joel Chandler Harris.
Dr. Grimehaus' Secret.....	5340	N. Hawthorne.
Camp Fire and Wigwam.....	7170	E. S. Ellis.
Tale of Two Cities.....	6575	Dickens.
Deerslayer.....	5315	Cooper.
American Politician.....	5045	Crawford.
In the Clouds.....	5659	Craddock.
Twelve Americans.....	1547	Carroll.
Border Beagles.....	6834	W. G. Simms.
Dramatic Works.....	3293	Sheridan.
Comedy of Errors.....	2321	Shakespeare.
Stories from Old English Poetry.....	6438	Richardson
Journey to Arocat.....	1195	Parrott.

TITLE	No.	AUTHOR	TITLE	No.	AUTHOR
Bee Bee.....	5113	Ouida.	Crusoe in New York.....	935	E. E. Hale.
All Adrift.....	7098	Optic.	Reptiles and Birds.....	4554	Figuiet.
French Country Family.....	7276	Muloch.	Egyptian Princess.....	6889	Ebers.
Condensed Novels.....	5253	Bret Harte.	Barnaby Rudge.....	5093	Dickens.
Blihdale Romances.....	5134	N. Hawthorne.	Red Rover.....	6280	Cooper.
Alone.....	5041	Harland.	Sea Lions.....	6360	Cooper.
Hollowdell Grange.....	7317	Fenn.	Eutaw.....	6896	W. G. Simms.
The Conscript.....	686	Ereckmann.	Thermometry.....	4623	Seguin.
Uncommercial Traveller.....	6398	Dickens.	Ran Away to Sea.....	7515	Capt. M. Reid.
Headsmen.....	5566	Cooper.	Tent Life in the Holy Land.	1251	W. C. Prime.
Down the Ravine.....	5366	Craddock.	Coming Ware.....	7197	Optic.
In the Tennessee Mountains.	5665	Craddock.	Down the Rhine.....	7221	Optic.
Confession.....	5254	W. G. Simms.	John Halifax, Gentleman..	5702	Muloch.
Ranchman's Stories.....	6274	Seely.	Thankful Blossom.....	6505	Bret Harte.
Young Voyagers.....	7743	Capt. M. Reid.	Two Men of Sandy Bar....	6584	Bret Harte.
Shenandoah Valley in 1864	....	Pond.	Sam Slick in England.....	6340	Haliburton.
Easy Star Lessons.....	3912	R. A. Proctor.	Barton Experiment.....	5102	Habberton.
Brave Old Salt.....	7163	Optic.	Insect World.....	4527	Figuiet.
Hannah.....	5540	Muloch.	Homo Sum.....	6935	Ebers.
Tales of the Argonauts....	6481	Bret Harte.	Christmas Books.....	5230	Dickens.
Twins of Table Mountain.	6569	Bret Harte.	Satanstoe.....	6348	Cooper.
Clockmaker.....	5242	Haliburton.	Two Admirals.....	6570	Cooper.

Help Reduce Our Fire Losses

Fire destroys thousands of dollars worth of our property annually, most of which could be prevented by a little care on the part of employes.

“Let each employe consider himself a fire inspector or warden, as far as his particular duties are concerned, and in so far as any dangerous condition may come to his notice; and let each one have in mind constantly that through no act of his, or through no lack of action on his part, will he create a fire hazard or allow one to pass unnoticed.

“If you know of or see a fire danger or hazard, report it immediately to your superior in charge of your department. Keep in mind constantly that the first requisite in the prevention of fire waste is **GOOD HOUSEKEEPING**, meaning cleanliness. Remove accumulations of rubbish and waste, and guard inflammable property and materials from all sources of danger by fire.”

This applies to you as well as your fellow employe. Do your part in helping to reduce the tremendous national waste by fire. Reporting fire hazards you may be aware of does not involve unusual trouble or fatigue, and in doing your part you will have the comforting consciousness of a duty well done.

B. S. MACE,
Superintendent of Fire Prevention.

Help Us Prevent Fires—Be Careful

Value of Publicity in Decreasing Accidents

Third Prize Essay, "No-Accident Campaign," Western Lines

By J. A. Bedighaus

Operator, Farmer's Station, Ohio

I AM an operator at a small station. The question that I ask myself is "What can I do to prevent railroad accidents?" The question is difficult, because there are but few ways in which I can meet and influence the people of my community.

There are two kinds of accidents in general, those due to the carelessness or inefficiency of the railroad employes themselves, and those due to the thoughtlessness or ignorance of the general public.

Of the first class of accidents I shall say little. That part of our "No-Accident" work is taken care of. All I have to say is that no accident will ever be traced to my neglect of duty. I try to be vigilant at all times.

Of the second class of accidents I offer the following suggestions:

A moving railroad train is powerful; within certain distances it is uncontrollable; it is dangerous, and should inspire fear. Yet a moving train is such a common sight to the average citizen that it inspires no more respect in him than a passing butterfly. He has no sense of danger. If he does not try to cross the track directly in front of it, he stands so close that he may be brained by a flying chunk of coal. He waits complacently as his coat tails flap about him; and after the train is gone, he wipes the dust out of his eyes, smiles pleasantly, and goes on his way.

This fearlessness is all wrong. The question I have now to answer is "How can I inspire the general public with a wholesome fear of a railroad train?"

1. *Signs*—The usual sign of the crossed boards bearing the words "rail-

road crossing" is not enough for dangerous grade crossings. The driver needs a sign that will fly up and hit him like the slap of a wet hand. For example, a sign like this: "**Dangerous Crossing. Twenty people have been killed here through their own carelessness. You may be the next.**" Plain white and black signs, similar to the ones used in the neighborhood of the hospitals and schools, could be set up a few rods each way from every dangerous crossing—and they are all dangerous, for that matter—so that the driver would have time to slow down. If there is such a grade crossing in my community, I am confident I would get one or more well disposed persons to help me erect such signs.

2. *Posters*—The value of posters in arresting public attention has been proved by the Liberty Bond and Red Cross campaigns during the war. Wherever a sale bill or an election notice is read, in that place a "No-Accident" poster would be effective. In the country blacksmith shop where farmers loiter waiting for their horses to be shod, in automobile repair shops where every advertisement of oil or tires is read over and over for want of better occupation, in the waiting rooms of the station, even in grocery stores, a clever poster would be sure to attract attention. If such posters were furnished me I could place several of them right here in my community.

3. *Calendars*—Everybody likes a calendar. Almost every retail store and bank distributes them to their patrons. Why not the railroads? Twelve half-tone pictures, illustrating accidents, with appropriate explanation and admonition,

could thus be placed on the walls of every home in the country. I am sure I would have no difficulty in placing dozens of them.

4. *Talks*—Without becoming a bore, I am confident I could explain the cause and cure of railroad accidents to a large number of people during the year. To school children, especially, for their minds are plastic and their imagination easily aroused, I could give a number of brief helpful talks. If there is a preacher in my community I could enlist him in the work.

5. *Newspapers*—There are four or five county newspapers that have subscribers in this community. They would print "No-Accident" appeals if written briefly and to the point. I might send them an article now and then that would supplement the other work that I am suggesting. The local news gatherers of these papers at least could be induced to report that a "No-Accident" campaign was being carried on here.

6. *Stickers*—I would suggest that the Railroads furnish me with a variety of stickers made like a postage stamp, but perhaps three or four times as large, which I could place on any smooth surface. They could be stuck to good advantage on glass doors. The most appropriate place, however, would be on the windshields of automobiles. There

they would be to catch the drivers' eyes a hundred times a day. Revised mottoes or sayings like the following might be used: "He that stops and looks each way will live to look another day." "The fool sayeth in his heart, there are no accidents." "The man who doesn't stop to think in this world will have plenty of time in the next." "If at first you don't get killed, try, try again." "A fool and his life are soon parted." "I would rather have people say, 'there he waits,' than, 'how sad it was.'" "Common sense invested at grade crossings is better than dollars invested in accident insurance." "The prudent man outlives his generation." "There is plenty of time to get to the middle of next week without being knocked into it."

7. *Casualty List and Bulletins*—If I could be furnished with daily or weekly lists of accidents, I would put up a board in the most public place in my vicinity, and post thereon the lists as soon as I received them. The names and addresses of the people killed and injured; the cause of the accidents and how they might have been prevented; these would be a perpetual source of interest to the people of any community. I am sure it would help this campaign as much as anything I have suggested. Bulletins or diagrams, showing the increase or decrease of accidents, could supplement these lists.

These Letters Are Business Winners

Mrs. Roach and I wish to express to you our appreciation of your excellent Dining Car Service between Chicago and Washington, D. C., for we think the food and cooking as well as other service rendered to us deserve these few words written while en route.

We are, respectfully,

MAJOR and MRS. J. B. ROACH, 163 Penn Avenue, Aurora, Ill.

Found the best meal and the best service in all my trip from Illinois to North Carolina and back on Train No. 5, January 15, 1920.

FRANK WILSON, Sparland, Ill.

The luncheon just served me was the best in quality and quantity for the money that I have had on any Eastern road for the past several years.

Train No. 524. 1-27-20.

IRVING S. THOMAS, Atlanta, Ga.

These seven suggestions, it seems to me, are concrete and practical. In putting them down I have seriously attempted to answer the question "What can I do to prevent railroad accidents?"

Wilful Waste

Indirect as may seem the relation between the "Wilful Waste" of Company property and the "Woeful Want" of the responsible individual, it is also a truism which hardly needs reiteration that "chickens, like curses, always come home to roost."

What is on my mind now is the fact that in an office which I recently visited, the head of the department called my attention to the fact that an employe at a certain station had deliberately torn

two of our Form 387-H and used them for wrapping purposes.

This form is the big, heavy manila multi-address envelope which is supposed to be used sixteen times. That particular employe reduced the efficiency of this envelope by just fifteen-sixteenths, because it is useless now except as scrap wrapping paper. These envelopes cost \$17.00 per thousand, almost two cents apiece. If the employe in question realized what would happen to his salary if every person who wraps packages followed his example, he would be brought to a complete understanding of his unfairness.

Why not play the game fair? Why not use the same consideration for the property of our employer as we do for our own property?

What Railroads Do These Pictures Represent?

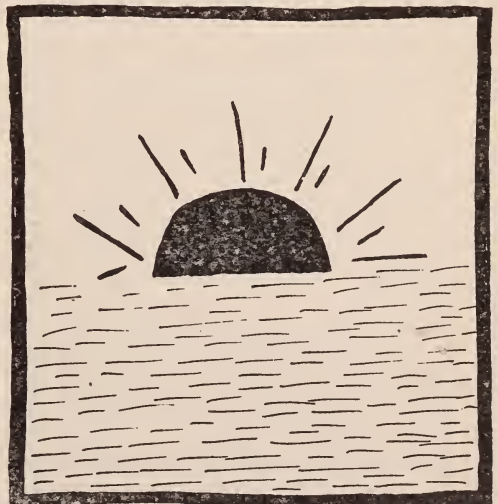
By W. E. Shelton
Operator, Cleveland, Ohio

The first puzzle in the February issue of the Magazine was the Pennsylvania Railroad; the second was the L. & N. (Louisville and Nashville) Railroad.

The answers to the puzzles shown below will appear with the two new ones following in the next issue. Don't send your answers to the Editor—just guess 'em for fun. And if you have any good suggestions you can send them along to the author.



No. 5



No. 6

The Return to Corporate Control

By the Editor



CAN conceive of no finer allegiance than that which our country asked of its railroad men during the World War. Many of them were in uniform. From the others this allegiance demanded a devotion to duty under harassing conditions, the making of personal sacrifices, the obliteration, for the time being, of long-existing lines of cleavage. But the vision of our railroad men reached clear through to the blood-soaked soil of Flanders and the Argonne, to the mine-infested waters of the English Channel and the North Sea. Inspired by the example of our heroes on the first line of offense, they held their own on the long lines of steel, from the Pacific to the Atlantic, and kept the materials of war pouring into the transports bound overseas. With all the criticisms that we have heard of the War Government, it is remarkable that there has been nothing but praise for the Transport Service. A truly remarkable record—eloquent alike of the skilled and inspiring leadership of the captains of the rail and of the undivided support of the army which they led.

It is not the first time that Baltimore and Ohio employes have stood the test of a national emergency. There are men on the Railroad now, some retired and some still active, who can tell of the exciting days of '61-'65, when they were unning trains literally through the fire of hostile armies and maintaining transportation in the seat of war for the Federal forces.

Again, in 1916, came a national emergency with the President's call for the mobilization of troops on the Mexican border. At that time our officials were in convention at Decr Park, and were inspired by the address of President Willard on June 24, when he voiced his attitude in the crisis with these stirring words: "I have put on my colors and they will stay there until the emergency is over. I hope all

Baltimore and Ohio men will place themselves behind the colors and show that we can be just as strong and reliable a support of the Government in 1916 as we were in 1861."

It was at this meeting also that Mr. Willard defined the public policy of the Railroad in these words:

"It will be the policy of the Baltimore and Ohio Company first of all, to endeavor to do efficiently all of the things that a public servant should do. It will earnestly try to satisfy the reasonable requirements of the public for transportation.

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

"We will treat our shippers and patrons with absolute fairness and full consideration. When we make a contract we will do our utmost to live up to it. We want to deal with our patrons, shippers and passengers as two honorable men deal with each other."

This public policy, as enunciated by Mr. Willard at that time, is but an indication of that larger public service which the Company has always been willing and anxious to give to the nation. The whole history of the Baltimore and Ohio is intertwined with the history of our beloved country and is rich in notable events of great inspiration to the present generation. We recall, for instance, that Independence Day of 1828, when Charles Carroll, the last surviving signer of the Declaration of Independence, laid the cornerstone of the Railroad at Mt. Clare. And we remember that on May 24, 1844, the significant telegram, "What Hath God Wrought?" the first long distance message transmitted in the history of the world, was sent from our old

Mt. Clare passenger station to the Chamber of the Supreme Court in Washington.

These and other interesting epochs in the history of the Railroad have stamped the Baltimore and Ohio as an organization peculiarly responsive to the call of the nation. The leadership of some of our officials in positions of the greatest responsibility, both on the Railroad and in Washington during the World War, was as clearly recognized as was the fine devotion of our rank and file. In this crisis, too, the geographical location of the Railroad lent itself, as it did during the Civil War, to an especially important public service. For from the mines and industrial centers which we serve, was sent over our rails a very great part of the coal, steel and other material so essential in the making of war.

Relinquishment of Federal Control

The control of the railroads given to the President during the war emergency by special act of Congress, has, by virtue of the same authority, been terminated. Again we are employes of the Baltimore and Ohio Railroad Company, and the reversion to our previous status calls for some clear thinking on the part of everyone of us.

Federal control brought certain wage increases which were not possible under the Corporate control which existed immediately before the war, for the simple reason that Federal control was virtually supported by the Treasury of the United States, and the income of the Railroad Company, on the other hand, had been limited by the rate-making power of the Interstate Commerce Commission. To put it even more simply: the United States Railroad Administration, whether it earned it or not, was able to get the money from the public treasury to meet the increased costs of living, while the Railroad Company could not earn enough to pay these higher costs.

It therefore follows naturally (and it would be futile to deny the fact) that some of our employes regret the return of the Railroad to Corporate control. The Management of the Railroad, on the other hand, and, we think a large majority of the citizens of the country,

believe that such return offers the only proper solution of the railroad problem. Further than that our Management believes that this solution is not incompatible with the same spirit and measure of fair dealing as given our employes during Federal control, *if our employes in turn will do their part to make this possible.*

The Baltimore and Ohio Railroad stands for absolute honesty and frankness in all its relations with its employes. It believes in a square deal for every person working for it, in wages, hours of service and working conditions generally. It believes that if given the honest and loyal support of its employes, its property can be developed to such a state of efficiency as to make the reasonableness and economy of Corporate control a demonstrated fact, and membership in its large family of workers a thing greatly to be desired.

At a recent important industrial conference two addresses were made, one by an authorized agent of Labor, the other by a representative of Capital. Their two arguments were then reviewed by a Bishop of the Protestant Episcopal Church, who, among other things, said, in effect, this: The trouble with both Capital and Labor is that they have never conferred for a solution of their problems without having cards up their sleeves; what they both need is a more honest application of the Golden Rule; what will fairly adjust their differences of opinion is the injection of a little more Humanity into their dealings.

Speaking for our Management, I can say that it has no cards up its sleeves; that it proposes to deal with its employes as it would be dealt with by them; that the spirit of Humanity, in its finest sense, will be a determining factor in its attitude towards them.

And speaking for a majority of our employes, I believe that I can say with equal sincerity of conviction that they will enter this new period actuated by the same high motives, and that, as a result, March 1, 1920, will go down in history as the beginning of an era of lasting good feeling and happy relationship among all those interested in the success of our common endeavor.

Current Events as Seen

What Every Railroad Man Knows



Cartoonist J. B. Powell

Forward to Safety!



Drawn by Son of Mr. Eskins, Engineer, Baltimore Division

As Cartoonist Powell, Staten Island Lines, views International Status of Prohibition



Bill: I hear they had a big railroad tie in church this morning.

Frank: What in blazes was it doing in church?

Bill: Agent Sadie Flange and Engineer "Billie" Whistle were married.

by Our Own Cartoonists

Reunited



Cartoonist Lynch, Pier 22, N. R., N. Y.
 Uncle Sam to Private Owner—"Now be good to her; remember I'm still her Uncle."

The Best of Friends Must Part

The Doctor Has Now Brought Him Around



Cartoonist Lynch, Pier 22, N. R., N. Y.
 Grim Reaper—"Good-by, Old Pal, you served me well."



Cartoonist Powell, S I R T.



Weather Fails to Dampen Ardor of Martinsburg Veterans

By W. L. Stephens
Magazine Correspondent

ON one of the most inclement nights of the Winter, January 22, with hail, rain and snow, the Martinsburg Veterans' Association assembled at the Y. M. C. A. to hold their semi-annual meeting. Despite the severe storm and treacherous sidewalks, 150 members of the Association and Ladies' Auxiliary, with invited guests, filled the comfortable "Y" gymnasium to enjoy the festivities.

Prayer was offered by Rev. Father W. A. McKeefry, of St. Joseph's Catholic Church. The dinner which followed was one such as only the ladies of the local "Y" can prepare. After President Fauver declared the meeting open for business election of officers was held, resulting as follows: President, F. W. Fauver; Vice-President, W. A. Burkhardt; Secretary, C. E. Auld; Treasurer, J. H. Aldridge.

The following were then nominated and elected as members of the executive committee for the coming year: G. C. Kilmer, J. A. Criswell, H. G. Wilger, R. F. DeLancy, J. G. Davis, J. W. Kastle, J. A. Holpp, R. S. Bouie, W. L. Jones, L. B. Robinson, E. B. Robinson, M. L. Sharon, R. C. McAdams, Charles Martin, J. F. Wilhelm, F. L. Brown, J. W. Barker, J. H. Copenhaver, R. Russler, R. Harris, and J. E. Oliver.

The names of the deceased members were then read, and the audience stood, while a memorial prayer was offered by President Fauver. This concluded the business part of the program.

Mr. and Mrs. Edward Reynolds, of Martinsburg, first entertained with a vocal duet, and

were followed by George W. Sturmer, Grand President of the Veterans, in one of his fine addresses.

Miss May Siler's vocal solo received such prolonged applause that an encore was necessary.

W. J. Dudley, superintendent, Relief Department, was then introduced and captivated his audience with a splendid address touching upon the different features connected with his department. Mr. Dudley was heard with deep interest by all present. He gave just the information his audience wished to hear.

A vocal solo by H. M. Grove was also heartily applauded.

C. H. Pennell, Past President of the Baltimore Lodge, C. A. Bowers, President of the Baltimore Lodge, and James Wardley, Grand Secretary of the Veterans, followed with short addresses. As the concluding number the audience stood and sang "Blessed Be the Tie that Binds," after which Rev. Father McKeefry dismissed the gathering.

The out-of-town visitors were G. W. Sturmer, Mr. and Mrs. G. A. Bowers, C. H. Pennell, R. L. Bell, T. J. Ruark, and W. J. Dudley, superintendent, Relief Department, all of Baltimore, and master carpenter F. A. Taylor of Cumberland.

Pittsburgh Veterans' Quarterly Meeting

By Frank Rush
Magazine Correspondent

ON the evening of January 12, the Pittsburgh Division Veterans' Association held its regular quarterly meeting.

As usual, the attendance was large, although the weather was far from pleasant. President Cox called the meeting to order, and

resolutions on the death of Edward M. Wageley, Saw Mill foreman, and Michael A. Burrows, shop hand, were recorded.

After the current business had been transacted the entertainment committee provided a bill of real interest. The members enjoyed the impromptu talks by Mr. McGovern and other of our justly famous veterans. Sixteen new applications for membership were also passed.

The Pittsburgh Association wants all who have a record of twenty years' service or longer with the Company, between Pittsburgh, Conellsville, Wheeling and New Castle Junction, no matter in which department they work or worked, to join.

The officers of this branch of the Veterans' fraternity are: President, William C. Cox; Vice-President, J. A. Shuck; Treasurer, William DeWalt; Secretary, G. N. Orbin. All of them have records covering more than thirty years' service and Mr. Cox has the proud record of over fifty years' service. There are now 314 members enrolled. During the past year eleven deaths and one transfer were recorded.

Philadelphia Veterans Enjoy Annual Banquet

By Charles W. Hamilton
Magazine Correspondent

THE annual banquet and meeting of our Veterans' Association of the Philadelphia Division, mustered an attendance of over one hundred and fifty members at Wilmington, Del., on the evening of January 31. All of the veterans present proudly displayed on their coat lapels a beautiful white carnation, the gift of Colonel H. A. Dupont of Winterthur, Del.

Two rows of tables entirely across the length of the banquet rooms at the Lambros Restaurant were packed solidly with the guests and the fare was well chosen, ample and nicely served, from the half-shell oysters through the roast turkey course to the ice cream, cake, cigars and coffee.

The cheerful air of good comradeship pervaded the big assembly from the opening prayer by Brother Davis, throughout the collation, to the "breaking up" at about midnight, and the enjoyment was enlivened by entertaining orchestra selections, songs, special musical numbers and humorous features.

After the cigars were passed W. J. Dudley, superintendent of our Relief Department, Richard Tangye and M. J. O'Neill made short talks which were greatly appreciated and applauded. The exposition of the Relief Department organization by Mr. Dudley was well received, as was the forceful outline of Baltimore and Ohio operating facilities and conditions, especially as to the motive power equipment and locomotives of twenty-five years ago, given by Mr. Tangye.

Many expressions of the happiness of the veterans over their fine entertainment at Wilmington were heard by your correspondent, as also the desire to meet here again soon. It was a joyful party which gathered for the departure of their special train provided by the "always on the job" Baltimore and Ohio management.

The heartiest thanks of the veterans go out to Vice-President E. B. Rittenhouse and Messrs. Dill, Kelly, McIlwaine and McMullen, for their untiring efforts and splendid success in providing such a complete and satisfactory "get together."

Baltimore and Ohio Night at New Castle Y. M. C. A.

THURSDAY evening, January 29, was observed at the New Castle Y. M. C. A. Building as Baltimore and Ohio Party Night, all employes in the vicinity of New Castle being invited to attend. A splendid program was arranged and while all the numbers scheduled could not be presented, because of the late arrival of guests, the main features of the evening were run off as planned.

In opening the program, S. H. Rindge, Industrial Secretary of the National War Work Council, New York City, delivered an interesting address that met with hearty response and approval. Musical numbers by Corrinne and Willard Mason followed; then a baritone solo by George H. Wyman. A delicious lunch, served by the Y. M. C. A. management, was thoroughly enjoyed.

In the second part of the program superintendent D. F. Stevens made one of his inspiring talks. He urged a high standard of Americanism and touched upon loyalty and conscientious effort as essential to industrial success. Miss Hopkins then gave several delightful readings, closing the program in the banquet room.

The basketball game that ended the evening's entertainment proved to be the high point in the evening's bill. The Regulars, led by Captain Glenn, were forced to extend themselves to the limit, as the Yanigans, under "Jack" McCarthy, several times threatened to put the game on ice. After a stiff battle, however, the Regulars won by a few points.

Mt. Clare Welfare, Athletic and Pleasure Association

By George W. Smith
Publicity Agent

THE Mt. Clare Welfare, Athletic and Pleasure Association has elected the following officers for the year 1920: James E. Tatum, President; R. B. Collison, Vice-President; L. Beaumont, Recording Secretary; J. B. Carroll, Financial Secretary; C. W. Serp, Treasurer; W. F. Mahaney, Athletic Manager; J. Whalen and A. W. Shipley, Trustees from the clerical forces; H. A. Beaumont and William Kern, Trustees from the Car Department; L. Finegan and W. McKenzie, Trustees from the Locomotive Department; R. R. Ricker, Trustee from the Storehouse; George W. Smith, Publicity Agent.

The association held its regular meeting at West End Hall on January 15, at which time the newly elected officers were installed, and reports were received from the chairmen of various committees, music, membership, welfare, athletics, and entertainment. M. Pascal, chairman for Car Department, reported a large increase in membership. John Hittle, chairman for Erecting Shop, is giving Pascal a close race for new members.

The association decided to make the coming year a banner one in all forms of athletics. The meeting was well attended, and all present were enthusiastic for the continuance of welfare work among the employes at Mt. Clare.

James Sharnagle was elected chairman of the entertainment committee, John B. Riley, chairman of the committee on music, and John Hittle, chairman of the floral committee.

The association held a carnival and dance at Barry's Hall on January 30. The music was furnished by the Mt. Clare band. The refreshment committee was prepared for a big turnout, and was in no way disappointed, for a large crowd attended. We anticipate another enjoyable evening on March 9 at Lehmann Hall, when we will hold a minstrel show and dance.

Auditor Passenger Receipts Entertainment in Honor of Service Men



TRUE to their traditions as railroadmen, the employes of the Auditor Passenger Receipts office got off to an "On Time" start at their entertainment at Heptasoph's Hall, Baltimore, on the night of January 28. The affair was given in honor of the returned employes of the office who served the Country in uniform during the World War.

The auditorium looked like a big family gathering, mothers, fathers and the little sisters and brothers of employes being present in large numbers. The entertainment part of the program follows:

"Star-Spangled Banner."
Selection by Orchestra.

1. Instrumental Trio..... "Pretty Little Rainbow"
W. THOMAS, C. LEWIN, C. TAYLOR.
2. Female Quartette—
MISS RUTH SCOTT, MISS VIRGINIA BENSON, MISS LILLIAN CONWAY, MISS DOROTHY WULFERT.
MISS CATHERINE LEACY, *Accompanist.*
"Somewhere a Voice is Calling"..... MISS SCOTT
"Carry Me Back to Old Virginia"
MISS BENSON AND QUARTETTE
"Dreamy Alabama"..... MISS WULFERT AND QUARTETTE
3. "Garden of My Heart"..... EDWIN M. BENOFF
J. M. SHECKELS, *Accompanist.*
4. LLOYD RAYMOND—
Presenting puzzling and perplexing problems in peerless prestidigitation.
5. Male Quartette—
J. L. JEFFERSON, E. D. BOYLAN, R. C. PARR, J. B. ZIMMERMAN.
6. Specialty by J. B. ZIMMERMAN, assisted by R. C. PARR.
7. Our Jazz Boys—
CARL GRUND, GUS BRANDT, WALTER LEUTNER, JOE PETERS, BOB MACHEN, PAUL SNYDER, CARROLL TAYLOR, CHARLES LEWIN, WILLIE THOMAS.

All of the numbers were interesting, especially to the fellow employes and friends of the performers, and because the talent came entirely from the office. Miss Scott and Miss Benson deserve special credit for their solos. Miss Benson could give many professional singers instructions in how to sing songs of the South in proper dialect.

One of the unexpected events of the evening was the "drafting" of LeRoy Fankhanel as the foil of Lloyd Raymond, prestidigitator. Mr. Fankhanel was a volunteer in the late World War, but submitted to the "drafting" good naturedly.

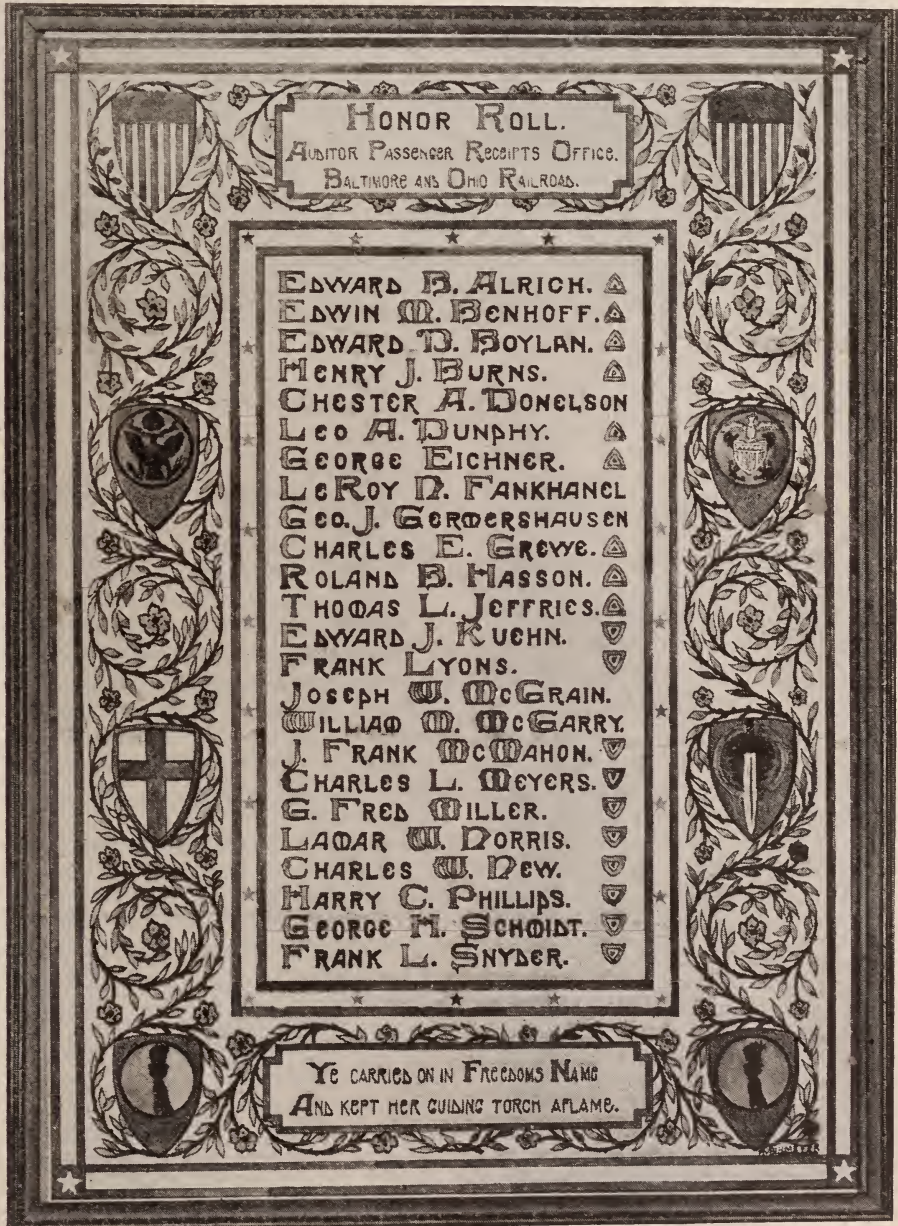
The last number, "Our Jazz Boys," was splendid. The costumes were extremely grotesque as may be seen from the accompanying picture; the music excruciating in its discords (as it was intended to be) and the acting of the performers spirited and funny. The young leader of the

band deserves a special word of commendation.

After the close of the entertainment twenty of the twenty-two men who returned from the war were called in succession to the platform, and as each name was read by Louis M. Grice, chief clerk, was there presented with a belt and

handsome sterling silver belt buckle, with his name engraved thereon, by C. H. Poumairat, the head of the department, with the compliments of his fellow workers.

As a fitting finale to this part of the program, Mr. Grice's uplifting anthem, "Soldier Sons of



This handsome Memorial Panel was painted in colors by the artist, R. M. Billmeyer, and hangs in the office of the Auditor Passenger Receipts



The Auditor Passenger Receipts' Office Jazz Band—such discords, such antics, such fun!

Maryland," was sung by the entire assemblage, and sung heartily, as Marylanders alone can sing the strains of "Maryland, My Maryland."

The supper which followed was delicious, and the dance, which topped off the evening, greatly enjoyed by the younger set.

The department owes the committee in charge, John M. Finn, chairman, R. M. Billmeyer and Francis H. Bopp, a vote of thanks for the splendid handling of the affair. Everything moved with clock-like regularity and the committee had the entertainment machine in high speed from start to finish.

Additional Note

The Welcome Home Celebration was continued on Saturday, January 31, when the Roll of Honor was unveiled by our office force. After addresses by C. H. Poumairat, auditor, and L. M. Grice, chief clerk, the service flag was drawn aside by Leo A. Dumphy and all joined in singing, "Soldier Sons of Maryland," composed by Mr. Grice.

The tablet, which is reproduced in this issue, is similar in design to the memorial recently unveiled and is also the work of our artist clerk, R. M. Billmeyer.

We regret that space limitations prevent our extending this note to include the appropriate and stirring addresses made by Mr. Poumairat and Mr. Grice on this occasion. They were much appreciated by the members of the department and the sentiments expressed will linger long in our memories.

Join Our State Rifle Association

By W. F. Braden

Agent, Welfare Department



ALL male employees of the Baltimore and Ohio Railroad in Baltimore are cordially invited to join the Maryland State Rifle Association.

Each member will be furnished *free of charge* a rifle and ammunition by the United States Government. There are 6,000,000 rounds of ammunition remaining from the late war and the government wants it used up before deterioration. It also wants every man in the country to learn to handle firearms and thus reduce the casualties resulting from ignorance about them.

Teams will be formed representing the various branches of the Railroad and also the industrial plants of the city. Trophies will be awarded the winners in each of these classes. A team will be selected for the national rifle tournament to be held next summer in some city, probably on the Western Coast, and the Government will pay all expenses of the team.

Absolutely no military duty will be expected of, desired or urged for those who join the association.

Practice will be held every Saturday afternoon, beginning May 1, 1920, at Saunders' Range, about twelve miles from the city on the Annapolis Short Line. Small groups can practice any other day at the range by making arrangements with the proper officials. Competent instructors will always be on hand.

Membership in the association costs one dollar a year, to pay for the association's office expenses and mailing.

Application blanks can be obtained from W. F. Braden, Welfare agent, Room 519, Baltimore and Ohio Building.

—

**Needles and pins,
Needles and pins,
When cars are delayed
Your trouble begins.**

—

Changes and Promotions

EFFECTIVE February 1, 1920, E. W. Scheer was appointed general superintendent, Maryland District, headquarters Baltimore, Md., vice M. H. Cahill, resigned. E. A. Peek succeeded Mr. Scheer as general superintendent, Northwest District, headquarters Cleveland, Ohio.

Effective February 1, 1920, C. A. Duvall was appointed chief of the Employment and Record Bureau, headquarters Baltimore, Md., vice E. J. Jones, resigned.

Effective February 16, 1920, Samuel Strachan was appointed division freight agent, Charleston, W. Va., vice S. J. Lamoreux, resigned.

Effective January 16, 1920, C. H. Pumphrey was appointed city freight agent, Philadelphia, Pa., vice M. J. Allen, granted leave of absence.

The Pride of Our North Baltimore, Ohio, Crossing

THE accompanying picture is of Charles Ramsey, our crossing watchman at North Baltimore, Ohio. We who know "Gyp" intimately and are in a position to observe him while on duty, do not believe we are boasting when we say that he is one of the best watchmen with the Company today.

"Gyp" has received innumerable "citations for bravery" since he has been a watchman and has saved several people from what appeared to be sure death, in a manner that would have done justice to a much heralded hero.

In spite of his many duties as a watchman "Gyp" has found time each summer to maintain

a beautiful garden adjoining his watchbox and it is not uncommon to overhear the traveling public compliment his small but pretty "oasis."

Appreciation of Mr. Ramsey's work is not merely confined to Baltimore and Ohio men, as the following letter written to supervisor Freas by the President of the Civic League of North Baltimore will attest:

"The Civic League, representing the women of North Baltimore, recommend to you Mr. Charles Ramsey as a faithful, trustworthy worker. When he is at the crossing the mothers of the town feel perfectly safe about their small children crossing the tracks going to and from school.

"We feel that the success of our Memorial Flower Bed this summer was due to his watchfulness and untiring care.

"In our dealings with him we have always found him a courteous gentleman and feel he is worthy of any consideration you could give him.

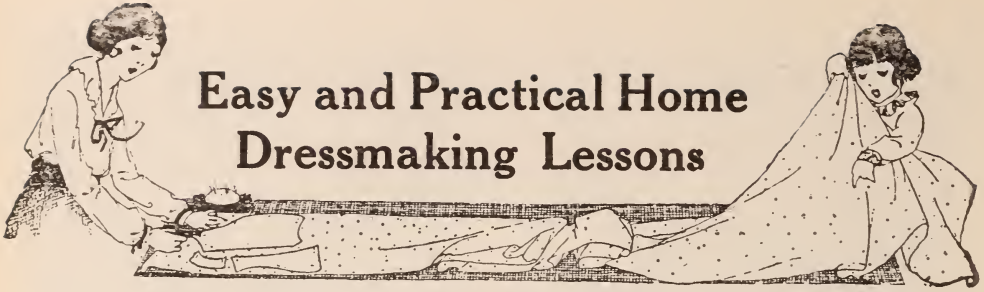
Respectfully yours,

(Signed) MRS. F. P. CLARK,

President of Civic League."



Charles Ramsey, able Crossing Watchman and Gardener



Easy and Practical Home Dressmaking Lessons

An Effective Interpretation of the Kimono Blouse for Separate Wear



ONE of the strongest tendencies observed in the new styles is toward youthful types. As interpreted by blouses they are as charming as they are simple. A model which is equally becoming to matrons and maids is pictured here and may be developed in georgette, cotton voile or some of the semi-transparent cottons which are beginning to attract attention in the shops. Medium size requires $4\frac{1}{2}$ yards 36-inch material, with 1 yard lining. The blouse has a deep square neck which may be finished with a rolled collar, or left perfectly plain. The vest extends below the waist in apron effect, while the one-piece sleeves lend themselves to development in two or three different styles—long flare, short flare and with a tight cuff.

The front, back and sleeve, cut in one and the applied front and girdle are cut from an open width of material, doubled (not folded) with rights facing. The vest is the only section along the lengthwise fold of the goods, all of the others having the large "O" perforations resting on a lengthwise thread. The back of the lining is placed along the lengthwise fold, while the front has the large "O" perforations laid on a lengthwise thread.

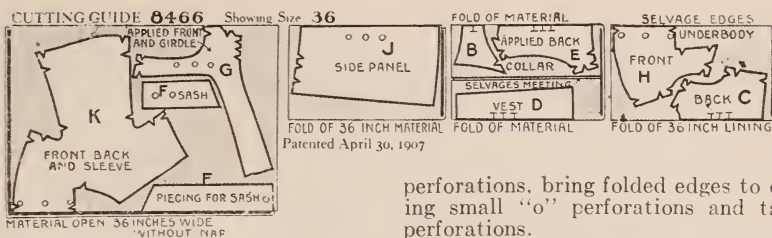
To make the outer front and back and long sleeve (in one piece) close under arm and sleeve seam as notched. Close center-back seam, then turn hem in front at notches. Gather outer waist at lower edge between "T" perforations. Arrange outer waist on underbody (which has been previously made), stitch gathers at lower edge to position and tack neck edges of outer waist and underbody together. The sleeves are pretty hemstitched or trimmed with bias folds.

Next, gather the vest at waistline along crossline of small "o" perforations. Adjust to position on front of outer waist with center-fronts and upper edges even; bring gathers in vest to lower edge of waist and stitch to position, bringing the side edge of vest over the folded edge of the center plait in underbody front; leave vest free, from center-front to left

EMBROIDERY
No 12510

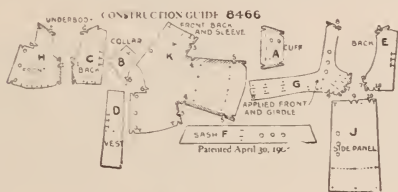


8466



side edge, draw gathers into the required size, stitch tape underneath the gathers for a stay and finish for closing.

Slash right applied front between the 2 indicating small "o" perforations and finish slashed edges to slip the left end of girdle through.



Form plaits in applied front (at under-arm edge) creasing on slot perforations, bring folded edges to corresponding small "o" perforations and stitch $\frac{1}{8}$ inch from folded edges. Close under-arm and shoulder seams as notched. Form plaits in girdle extension creasing on slot

perforations, bring folded edges to corresponding small "o" perforations and tack at the perforations.

Form plaits in sash creasing on slot perforations, bring folded edges to corresponding small "o" perforations and then tack to upper back edge and tack; turn sash over on the perforation of girdle extension on the right applied front.

Gather panel at upper edge between "T" perforations. Turn hem at lower edge of long panel of small "o" perforations; turn $1\frac{3}{8}$ inch hem at lower edge of short panel. Sew panel to lower edges of applied front and back as notched; bring small "o" perforation at top of panel to under-arm seam; and bring front and back edges of panel to small "o" perforations at lower edges of applied front and back.

Arrange applied front and back on outer waist with center-fronts and center-backs even and tack neck and front edges to position underneath the collar. Lap right applied front on left with center-fronts even; slip girdle extension on left front through the slash in right front and close girdle at back (underneath the sash) matching the large "O" perforations.

BLOUSE No. 8466. Sizes, 34 to 46 inches bust. Price, 25 cents.

Butterflies in Flight Bearers of Happiness

By Kathryn Mutterer



NE does not have to apologize for being superstitious when superstition inspires an attractive new fashion; hence we are all believing that butterflies in flight are bearers of happiness. They are being used on the newest household linens being especially effective on towels and pillow cases.

In developing the butterflies as an embroidery design one takes as many liberties with nature as with superstition and uses the colors which best express the taste of the housewife—or the recipient, if the articles are presented as gifts.

Towels embroidered with butterflies used in a room where the color scheme is pink are



No. 12563—Butterflies in flight for a pair of towels

sure to show pink butterflies and they are all the prettier for being worked in two or three lines and filled in with seed stitches. The edges of the towels, which are fifteen inches wide, are padded and buttonholed. The seed stitch is very simple to work, though it figures prominently in French embroidery. In reality, it is nothing but the back shades, with tiny eyes and antennae of black. In a room where the panels are of French gray and the paper of delicate blue, these tones are repeated in the cotton used for developing a group of the dainty little insects in full flight. The butterflies are outstitched of ordinary sewing. It is put in regular rows, the distance apart being gauged by the size of the design. The closer together they are, however, the prettier the effect. For general embroidery, the stitches should be about the size of a pin head and about their size apart in distance.

EMBROIDERY No. 12563. Transfer blue, price, 20 cents.

Pictorial Review patterns on sale by local agents.



8685
8691
EMB-12089

A Model for Afternoon

An attractive way to make up a cotton voile at small expense is to trim it with soutache braid, as illustrated here. The skirt is gathered and has applied plaits tucked under at the lower edge. The draped blouse has a round neck and short sleeves, although provision is made for full length sleeves. In medium size the design calls for $5\frac{1}{2}$ yards 36-inch voile and $\frac{1}{2}$ bunch braid.

Pictorial Review Blouse No. 8685. Sizes, 34 to 42 inches bust. Price, 25 cents. SKIRT No. 8691. Sizes, 24 to 34 inches waist. Price, 25 cents. EMBROIDERY No. 12089. Transfer, blue or yellow, 15 cents.



8661

Pretty but Simple Ladies' Dress

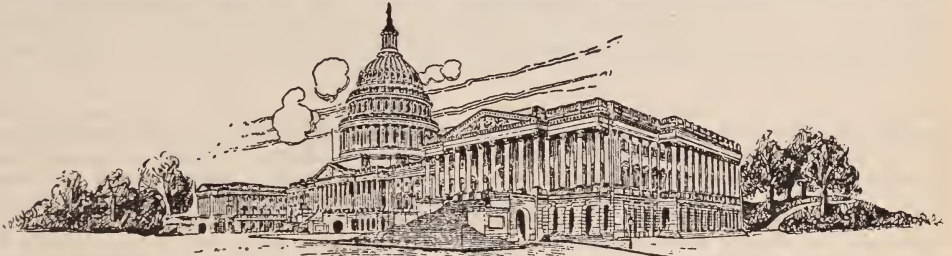
8661—LADIES' DRESS (25 cents). Eight sizes, 34 to 48 bust. Width at lower edge $1\frac{1}{2}$ yard. Size 36 requires $4\frac{1}{2}$ yards 36-inch material, $\frac{1}{2}$ yard 36-inch lining for underbody. The waist having U-shaped neck finished with a square collar; closed in front. Applied front and back closed on left shoulder. Long plain one-piece sleeves, and a wide crushed girde with sash. Attached two-piece gathered skirt, closed at left side seam.

12193—Blue or yellow transfer pattern, 20 cents.

Complexion Panacea

A medical journal says, "to give the face a good healthy color, buy a box of rouge and a rabbit's foot. Bury them both three miles from where you live: then walk out there and back once a day to see that they are still there."—*Co-Operator*.

United States Railroad Administration



Washington Information

President Confers With Railway Employees

On February 13, President Wilson, in a conference at the White House with B. M. Jewell, Timothy Shea, and E. J. Manion, made an address to these representatives of the railroad organizations, in which he laid down a course of action which he intended to pursue with respect to the demands of the railway employes for a general increase in wages. The President, in his communication to these representatives of the railway employes, pointed out that the wage question should be disposed of "at the earliest practicable time." He called attention to the fact that any contemplated strike of railway employes at this time would not only work a hardship upon themselves but disturb business conditions generally.

The communication of the President to the representatives of the railway employes follows: "Gentlemen—I address you as the Chief Executives of the largest railroad organizations, which are among the most important industrial democracies in the country. I ask you to bring this message and the enclosure to the attention of your members on all the railroads to the end that they, at first hand, may understand the Government's view as to the present situation. I am confident that with this personal understanding on their part they will see that the position of the Government is not only just to all interests, but is, indeed, unalterable, and also protects the interest of the railroad employes. The fundamental theory of labor organizations is that their membership is intelligent and capable of reaching enlightened conclusions, and I think it is of paramount importance at the present time that this great body of American citizens shall have the fullest opportunity personally to consider the national problem of railroad wages in its national aspect and shall not in the absence of this opportunity form erroneous impressions on the basis of local or fragmentary information.

"I have received two letters on this general subject signed by all but two of the executives to whom this letter is addressed. I have read those letters with the greatest care and have taken them fully into consideration.

"On the 25th of last August, I publicly announced the conviction that a large permanent and general increase in railroad wages ought not to be made upon the basis of the level of the cost of living then prevailing if that cost of living level were to be merely temporary, and I counselled railroad employes to hold their demands in abeyance until the time should arrive when it could reasonably be determined whether that level of the cost of living was temporary or not. They have patriotically and patiently pursued this course and in general have shown an admirable spirit in doing so.

"I then anticipated and made it clear in my public statement that the time for determining whether or not the level of the cost of living was such as to be the basis of a readjustment of wages might not arrive until after the expiration of federal control and accordingly gave my assurance to the railroad employes that in that event I would continue to use the influence of the Executive to see that justice was done them.

"Federal control will end in sixteen days and in accordance with the policy as explained to the employes, it is now eminently reasonable and proper that I take such steps as will reassure them that their claims will be properly and promptly disposed of. This is all the more necessary because inevitably the change from federal control to private control will in the absence of special provision involve delay in dealing with these matters which could not be otherwise than disquieting to the employes.

"I wish, therefore, to announce to all railroad employes at this time that I propose to carry out the following steps:

"1. In the event that in connection with the return to private control provision shall be made by law for machinery for dealing with railroad wage matters I shall promptly use my influence, and so far as such law confers power upon me, I shall promptly exercise that power, to bring about the earliest practicable organization of the machinery thus provided.

"2. In the event that no such provision is made by law for dealing with these matters, I shall employ the influence of the Executive to get the railroad companies and the railroad

employees to join promptly in the creation of a tribunal to take up these problems and carry them to a conclusion.

"3. I shall at once constitute a Committee of Experts to take the data already available in the various records of the United States Railroad Administration, including the records of the Lane Commission and of the Board of Railroad Wages and Working Conditions, and to analyze the same so as to develop in the shortest possible time the facts bearing upon a just and reasonable basis of wages for the various classes of railroad employes with due regard to all factors reasonable bearing upon the problem and specifically to the factors of the average of wages paid for similar or analogous labor for other industries in this country, the cost of living, and a fair living wage, so as to get the problems in shape for the earliest possible final disposition. The views of this Board will serve as a guide to me in carrying out the assurance I gave to the employes last summer that I would use the full influence of the Executive to see that justice was done them and will, I believe, be a means of avoiding what might otherwise be a long drawout investigation of facts. While I propose to act at once in regard to this matter, and to avoid any delay in doing so, I shall, nevertheless, invite the cooperation of the railroad corporations and believe they will appreciate that it is to their interest, as well as to the public interest, to get these matters promptly settled.

"I am sure it will be apparent to all reasonable men and women in railroad service that these momentous matters must be handled by an agency which can continue to function after March 1, and therefore cannot at the present stage be handled to a conclusion by the Railroad Administration.

"The accompanying report which the Director General of Railroads has made to me makes it clear that it has been wholly impracticable for the Railroad Administration to dispose of these matters up to the present time. Not only were the demands for general wage increases necessarily held in abeyance by reason of the policy announced by the Government last summer, but the demands for increases to correct inequalities were so general and far-reaching as to become in themselves demands for general wage increases and were so complex and conflicting that despite continuous application on the part of the Board of Railroad Wages and Working Conditions and the other agencies of the Railroad Administration, the subjects could not be presented for even preliminary consideration by the Director General until the present month, and then in an incomplete form and with a lack of ability on the part of the Wage Board, to reach an agreement growing out of the largely conflicting condition of the data as presented.

"Not quite six months have elapsed since I expressed my belief and hope that the then high cost of living could be regarded only as temporary. This high cost of living (which in some respects has become even higher but in other

respects has already begun to respond to the corrective factors which have been and are at work) is the product of innumerable influences, many of them of world-wide operation. In the nature of things these readjustments could not come with rapidity. The campaign which the Government has inaugurated to aid in controlling the cost of living has been steadily gaining in momentum, will continue to be aggressively conducted, and I believe will have an increasingly beneficial effect, and this notwithstanding the fact that some of the most needed remedial measures which I recommended to Congress have not been adopted. However, preparation, consideration and disposition of these important wage matters ought not in my opinion to be postponed for a further indefinite period, and I believe the matters involved ought to be taken up and disposed of on their merits at the earliest practicable time."

Through an order issued by the Director General of Railroads on February 5, the Division of Liquidation of Claims was created, effective on February 15, with Max Thelen as Director. This new division will have jurisdiction over capital expenditures and claims relating thereto and also claims relating to maintenance. On February 15, the Division of Capital Expenditures, of which T. C. Powell was Director, was discontinued, Mr. Powell resigning on that date to become Vice-President of the Erie Railroad Company.

On January 27, Director General Hines addressed a letter to the Chairman of the Three Boards of Adjustment with reference to the handling of grievances which develop prior to March 1. Mr. Hines, in his letter, pointed out that these Boards of Adjustment should continue to receive and hear cases up until February 29 unless word to the contrary was received.

"After the termination of federal operation," said Mr. Hines, "it will still be permissible to hand down decisions dealing with questions arising in and determining the obligations of the government during the period up to and including February 29. It is highly desirable, however, that the Boards concentrate their attention upon clearing up of cases already pending so that conclusions can be put into effect before the end of federal control."

In his annual report for the year ended December 31, 1919, made to Walker D. Hines, Director General of Railroads, W. S. Carter, Director of the Division of Labor, recommended the continuance of the Boards of Adjustment set up by the Railroad Administration even after the end of government operation.

"The work of these boards," said Mr. Carter, "demonstrates not only the advisability of the creation of such boards, but the necessity of their continuance either under federal control of railroads or thereafter. Where controver-

(Continued on page 96)



SAFETY ROLL OF HONOR

Staten Island

On January 12, while at Clifton Junction, carpenter Charles Van Clief found a piece of wheel flange about nine inches in length on the crossing. As trains Nos. 14 and 542 had just passed east, he notified towerman, who, in turn, reported to the proper parties with the result that a broken flange was found on Smoker No. 55 of train 542 on its arrival at South Beach.

Baltimore Terminal Division

Operator H. J. Latchford, at Mt. Royal, on January 4, noticed car bottom down on C. R. R. of N. J. car 49467, in train of extra west 4328, and took prompt action to have train stopped at Camden, where the necessary repairs were made. Mr. Latchford has been commended for the prompt action displayed.

• On January 2, when approaching Lansdowne on engine 5201, train No. 169, engineer C. Broll noticed a grain door lying on westward freight track and he stopped his train and removed the door. He has been commended for his alertness.

A. Miles, track foreman, has been commended for his prompt action in reporting load of lumber shifting badly toward left side of C. & A. car 27006, in train of engine 4598, December 27. His action resulted in having train stopped at Waverly and car set off, which probably prevented a serious accident.

Baltimore Division

On December 26, while brakeman W. F. Meehan was going alongside of extra east, engine 4153, he discovered a broken arch bar on front truck of W. M. car 3756, a new condition which developed. Mr. Meehan has been commended for detecting it and preventing further trouble.

Conductor J. E. McFarland has been commended for the close inspection given his train extra east, engine 4521, on December 28, which resulted in his finding an arch bar with a new break which had opened a quarter of an inch.

Trackwalker G. W. Carroll, headquarters at Camp Meade Junction, discovered a broken switch in eastbound main track at the Laurel Race Track on January 18, and flagged No. 144 before it reached the switch. There was probability of a derailment in this instance, and Mr. Carroll has been highly commended.

On February 5, while conductor J. L. Hawse was in charge of local way freight, east, he noticed something wrong with the sixth car from the engine of extra west, engine 4546, which passed the local at Watson's Cut. Conductor Hawse attracted the attention of the crew of the passing train, who stopped their train by applying the air. Examination of train developed a journal burned off L. & N. 101426. Conductor Hawse' close observance possibly saved a derailment and he has been commended.

On January 11, flagman J. E. Thompson, while standing at West Brunswick, noticed brake rigging dragging under M. St. L. car 4426 in train of extra engine 4583. He succeeded in stopping train before it reached interlocking at West Brunswick and assisted in removing the brake rigging, no doubt preventing possible derailment. Commendatory notation has been placed on his record for close observation and interest displayed.

The following letters of commendation are self-explanatory:

BALTIMORE, MD., February 3, 1920.

H. H. MITCHELL, Signal Maintainer,
Wilmington, Del.

Dear Sir— I have your memorandum concerning the assistance you gave a passenger who fell off the platform at Landenberg Junction on January 14, and the cases of broken rails on January 25 and 27, with your action in each instance. I commend you.

It is just such things as the assistance you gave the passenger that promote good feeling among our patrons; and the detection of broken rails, of course, helps prevent accidents. Your action in these cases is appreciated.

(Signed) R. B. WHITE,
Superintendent.

J. O. WOLF, Leverman,
58th St. Tower, Philadelphia, Pa.

WILLIAM GARRETT, Operator,
Eastwick, Pa.

Dear Sirs—I am glad to learn that Mr. Wolf, on January 28, noticed brake rigging down on second car from rear in train No. 20, called Mr. Garrett on the telephone at Eastwick, and that he was exceptionally prompt in answering the telephone and stopped the train. Understand that it takes less than half a minute for a train to reach Eastwick after the rear has passed 58th Street.

The team work displayed by you gentlemen and the short time in which this was brought about are exceptional and could only have been accomplished by alertness on the part of both of you. I extend my appreciation and commend you.

(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., January 22, 1920.

W. E. BIRKHEAD,
Care of Caller,
Riverside, Md.

It has been called to my attention that on January 7, while working on extra west, engine 4595, you discovered a defective switch at Sykesville. You immediately notified the section foreman who examined it and found a piece of brake rigging wedged in the point.

Your observation on this occasion possibly prevented an accident, and I wish to commend you. Suitable notation will be made on your service record.

Very truly yours,

(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., January 22, 1920.

R. L. SMILEY, Operator,
Poplar, Pa.

Dear Sir—It was called to my attention that on January 18, when train No. 512 passed your office, you noticed a blazing hot box on one of the cars. You notified the operator at "CN" Tower, and the train was stopped and journal was found to be in such condition as made it advisable to set the car off.

I commend you for your actions on this occasion. Suitable notation will be made on your service record.

Very truly yours,

(Signed) R. B. WHITE,
Superintendent.

Monongah Division

On January 9, while on his way to work as third trick operator at Kanawha, M. L. Wolfe discovered a broken rail just west of Jackson. He immediately called out section foreman and arranged for necessary repairs.

On January 26, H. McLaughlin, section foreman, discovered broken flange on N. & W. car 657447 in train No. 75 passing through Shinnston. He immediately notified the crew and car was removed from train, thus averting a derailment.

Wheeling Division

On January 6, conductor V. B. Glasgow discovered a broken rail three miles west of Roseby Rock, and used good judgment in handling the situation, for which he has been commended by the superintendent. Arrangements have also been made to have commendation mark placed on his record.

On December 10, conductor H. C. Titchenal discovered a broken rail on main track at Clarington, W. Va. For his close observance and prompt action he has been commended, and arrangements have been to place commendation mark on his record.

On December 26, switchtender C. Martin noticed brake beam dragging on Baltimore and Ohio Car 145758. He immediately notified conductor, and car was set off at Benwood. He has been commended by the Superintendent for his close observance, and prompt action.

On January 22, while operator C. S. Wolfe was on his way home from work, he found six inches of rail broken out of joint, just west of pole 20-20, east of East Siding, Foster, W. Va. Mr. Wolfe then went back to the Telegraph office, and reported this condition. A letter of commendation has been sent him, and arrangements made to have commendation placed on his record.

New Castle Division

On January 16, track foreman L. Fanto discovered brake rigging dragging in train of extra east 4145. He immediately notified operator and dispatcher with result that the train was stopped and brake beam removed before trouble occurred. A letter of commendation was sent to Mr. Fanto and arrangements made for entry on his service record.

On December 26, as train No. 9 was passing Nova, brakeman W. M. Ellis noticed hot box on postal car. He notified operator and arrangements were made to stop train and take care of the trouble. For his careful observance our superintendent has written Mr. Ellis expressing his appreciation of this act and also notifying him that suitable entry would be made on his service record.

On December 27, O. L. Fritzing, track foreman, noticed defective wheel in train of engine 4041, at Warwick. Crew were notified and car set out for repairs. In consideration of this act, a letter of commendation was sent Mr. Fritzing and an entry formulated for placing on his service record.

On February 1, Willard McEwen, trackman at Sterling, Ohio, noticed brakes sticking in train of extra 4035 at Creston, Ohio. The operator at Sterling was notified and arrangements made with the crew to correct this condition. Mr. McEwen has been commended and suitable entry will appear on his service record.

Newark Division

George W. Forbes, section foreman at Pleasant Valley, Ohio, on January 24, discovered a badly bent axle under Wabash car 29422, during the passage of train No. 71 over his section, took prompt action to stop the train, notified conductor, and car was set out of train for repairs. This action probably prevented an accident, and Mr. Forbes has been commended for his vigilance.

Ohio Division

Pumper C. S. Borland, at Washington C. H., observed broken truck side on a car in train No. 82, January 19, while this train was standing at Washington C. H., He immediately notified train crew and car was set off. Mr. Borland has been commended.

Homer Cherry, clerk at Greenfield, Ohio, on January 28, while checking car in yard at that point, noticed brake beam dragging about middle of train No. 94. He hurried to main track and notified crew, train was stopped and brake beam removed. Commendation has been placed on his record for watchfulness and interest displayed.

Illinois Division

On January 10, Charles Mudd and Walter Beeraft, while hunting east of Pleasant Plains, Illinois, found a broken rail with a piece about fourteen inches long gone, on the west end of the first trestle east of Pleasant Plains. These gentlemen flagged train No. 51, probably averting a serious accident. The superintendent has written a letter of commendation to both of these gentlemen, thanking them for their action in this case and assuring them that it was highly appreciated not only by himself but by the higher officials of the Railroad.

Recently, as C. B. & Q. extra 2055, west, passed the telegraph office at O'Fallon, about 9.30 p. m., operator W. A. Harris noticed sparks fly from rail as one of the cars next to the engine passed over west switch of North Passing Track, near the office. After the train was gone he went down to examine the switch and found a brake beam down and lodged in the switch. This he removed. Upon investigation it was found that the brake beam was from M. P. 63245. Mr. Harris is to be commended for his close observance in noticing a condition of this kind and correcting it before it caused an accident.

Indiana Division

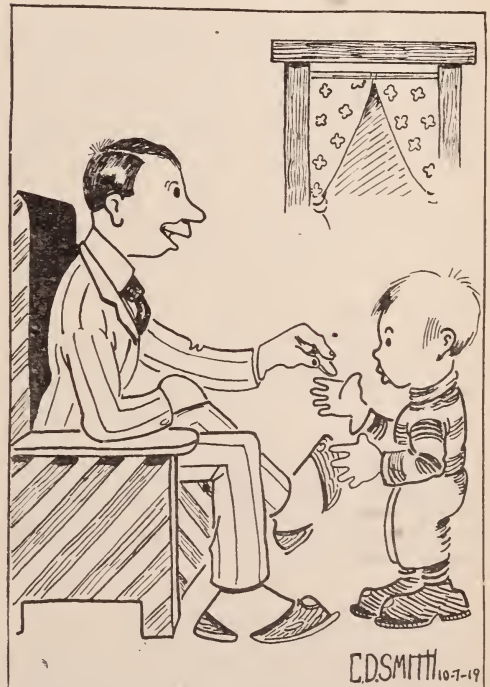
At Dabney, Ind., February 7, when extra 2924 was pulling through siding, R. C. Moore, agent, discovered brakebeam down on N. Y. C. 225840. He notified train crew who stopped train, had brake beam removed and accident probably prevented. He has been commended.

At Holton, Ind., February 7, when extra 2924 was heading in passing track, C. Griffith, crossing watchman, discovered brake beam down on P. McKay 15582, notified train crew and brake beam was removed. He has been commended.

Toledo Division

On November 30, 2nd trick operator John Krapf, "AK" Tower, used superior judgment in handling serious wire difficulties between Western Ohio Crossing and "AK" Tower. This helped materially the prompt movement of trains that otherwise would have been tied up. Commendatory entry has been placed on his record.

On January 30, section foreman H. C. South, Cridersville, observed brake beam dragging on fifth car ahead of caboose in extra 4197 north; train was flagged and defective part of equipment removed. Commendatory entry has been placed on the record of Mr. South.



Suitor: Here is fifty cents to spend for your birthday, Willie, but you must leave the room when sister comes in.
Willie: Thanks, mister. Sis said you was a stingy cuss, but I don't believe it now.



AMONG OURSELVES

Baltimore and Ohio Building

Office of General Manager

Correspondent, G. F. ZIMMERMAN

Messrs. Sturmer, Hamilton and Haver, the "Inspector Trio," have been riding passenger trains on the Eastern Lines for the past month and report excellent results from their trips.

Clarence Staines, formerly assistant file clerk in this office, accepted a position of like character with the Corporate chief engineer and although we were sorry to lose him, we were very glad to see him promoted. Clarence was one of the boys who enlisted in Naval Service when the call came. Milton Crist has been promoted to fill Mr. Staines' former position, and Arthur Barget has been selected to fill Milton's place as office boy.

Talk about popularity! "Charlie" Healy (the last name pronounced by accenting particularly the long "a") has had us all sitting up and taking notice with the telephone calls he has received recently, asking for advice regarding the purchase of neckties. "Charlie" tells me confidentially that he has been so busy giving others advice that he has almost forgotten himself; and this seems to be true, too, for he actually wore the same tie twice last week without knowing it.

Law Department

Correspondent, GEORGE W. HAULENBECK

I have been neglectful in recording the advent into this department of Francis Hammond Uner, of Frederick, Md. He is an assistant to the Law Department file clerk, but bless you, he won't be there very long, for he is a student

at the University of Maryland Law School, and, if he only sticks, will make his mark among our Law Department counsel. Young men, as a rule, pay little heed to my advice about sticking, but I think he is an exception. I am very fond of him.

I am not taking very much space in the MAGAZINE in commenting on the continued lighting of cigarettes in our elevators. Why not light them after leaving the "lift," as they say in England, or, better still, dispense with them altogether, as far as the elevator is concerned.

Let it be recorded that a woman enumerator was the first to finish the census count in Baltimore, and her report was characterized as neat and accurate. A mere man, tinged rather deeply with jealousy, observed that very likely she had an easy district.

Real Happiness

Real happiness consists in the possession of health, self-respect, the good will of the community and a sufficient income to gratify one's reasonable wants. Everything else is trivial and not worth bothering about. The man who has steady work, fair wages, a cozy home with wife and children, enough to eat, a thick overcoat and the consciousness of personal integrity, is a mightily favored fellow, in possession of more than three-quarters of the best things which this world affords.

Now observe this. In 1927 there will be a centennial celebration by the Baltimore and Ohio Railroad Company in the city of Baltimore, and I hope I will be on deck to participate in it. It was back in 1827, on February 12, that the first meeting was held in Baltimore to consider a plan to connect the East and West by a railroad. A charter was obtained; the Com-

pany was organized and a Board of Directors elected on April 24. Then on the fourth of July in the following year the cornerstone was laid, attended by a grand display, civil and military. Our late treasurer, William H. Ijams, was present at the celebration, and I have often conversed with him on this very topic.

In 1852 the road was finished as far as Wheeling, and Baltimore City celebrated that event by a banquet to record the completion of what was then the longest railroad in the world. The march of progress has placed the Baltimore and Ohio of the present day among the leading railroad systems of the United States and of the world.

I take train No. 524 every Saturday and I can set my watch by its arrival at Philadelphia at 4.10 p. m. It reaches Wayne Junction at 4.40 p. m. and there I take the Reading train for Bethlehem, Pa., at 4.43 p. m., and on the running of that train I can also set my watch.

In the past, I have been buying a novel each week to read on my Saturday trip. Now I am getting books from our Baltimore and Ohio Library at Mount Royal, and my first novel from that source, "The Financier," entertained me all the way to Bethlehem and back, and I was perfectly oblivious of the presence of pretty Baltimore girls on the train going and coming. Try the Library at Mount Royal if you want good service.

Car Service Department

Correspondent, GRACE PLACEDÉ BERGHOFF

To remember much and forget little is one of the attributes of the young; and gentleness, simplicity and the charm of being ever ready to please, are the attributes of our tall and stately file clerk.

"Elsie! Elsie!" Cupid frequently whispers. But Elsie defies him.

It must be difficult, however, to elude "Old Dan" because her hope chest is being filled with wonderfully embroidered tray covers, luncheon sets, table covers, "marked" linens, etc.

"Mama is making them for me."

Walter M. Kent celebrated the eighth anniversary of his wedding on January 24 by entertaining the clerks of the Demurrage Bureau. In spite of these eight years, Mr. Kent retains the smile of single blessedness.

Mr. Barber and Miss Price—Congratulations!

"Johnnie" Krieger is welcomed in our office, but his compiling Tidewater coal reports is a "small skimpson."

The second Triangle Social Dance was held on February 4 at Schanze's Hall. "Our Leader," George H. McClelland, spares no pains in making these dances a success. Elaborate refreshments were served, and notwithstanding the "blizzardous" night, the hall was a scene of brilliancy and gaiety.

Engineering Department

Correspondent, OSWALD EDEN

With this issue the railroads change hands. That is, they are turned over by the Government to the private owners as before the war. With this in mind we should all work toward one end—better service.

Two of our men developed pneumonia from influenza. They are H. C. Harrison, secretary to the engineer of Buildings, and Harris Sparks, secretary to the engineer of Bridges. Besides these there were several others who were confined to their homes for several days on account of bad colds or slight attacks of the "Flu."

The people who do their share of work and more than their share are generally the people one hears the least about. So it is with the Blue Printing Department. Way up on the fifteenth floor, out of everybody's way, three men, Mr. Newlin (in charge), "Secretary" Baker and "Bill" Bailey, made 1,228,514 square feet of blue prints, besides vandykes and white prints, during the year 1919. This amount is greater than in any preceding year.

J. L. Sparks, Beau Brummel of the Drafting Room, left us on February 1. He set out for the West to take a position with a motion picture concern. Good luck Japs! If you "vamp" the "female of the species" out there like you did in and around Elkridge, you will get along splendidly.

When J. L. Sparks, secretary to chief draftsman J. H. Milburn, left us, his place was filled by Miles W. McBurney, formerly secretary to assistant chief clerk Browne. Frederick Gemp, formerly office boy, took his place, and Alfred Schnitzer, a newcomer, took his place.

Miss Simpson, our dainty little file clerk in the Architectural Department, made quite a hit with her dancing in the minstrel show given by the women of Forest Park.

W. S. Bouton, engineer of Bridges, who is still in the Johns Hopkins Hospital, is improving. We will all be glad to welcome him back. During his absence the Bridge Department is being handled by assistant engineer of Bridges, P. G. Lang, Jr.

Miss Jane Delahey, file clerk in the Chief Engineer's office, took part in the women's minstrel show at Forest Park some time ago. From what we can understand from the Engineering Department Committee that attended the performance, she made quite a stunning colored "gal."

The Engineering Department was well represented at the Men's Club Benefit given at the Auditorium on February 9. The boys all say that it was some bathing scene.

Now that "Farmer" Hilleary has gotten through fixing all the sewers in his neighbor-



"There are lots of good fish in the sea"

hood, he has started to raise Belgian hares. It may also be said that he is some auctioneer.

Signs of spring. "Colonel" Frye now takes off his collar.

We are glad to welcome to the fold district engineer A. H. Griffith, now stationed at Cincinnati.

"Spike" Schanze, one of our Romeos, went on a visit to some friends (male friends, "Spike" insists on saying) down in Clarksburg, W. Va. How far would you go if they were female, "Spike!"

"Ted" Ziegfeld returned to work after several days' absence. Just before he was taken sick he was observed laying in a supply of paint brushes. We hope it is entirely finished, "Ted."

Freight Claim Department

Correspondent, MISS E. T. MURRAY

Mr. Glessner attended the meeting of Section VII, Freight Claims, American Railroad Association at Chicago, Ill., January, 1920.

Our office ranks about third in size in the Baltimore and Ohio Building, not including our traveling representatives engaged in claim prevention work. Therefore it is quite evident

that a large representation from our department is looked forward to each month in the MAGAZINE. Without the cooperation of all it will be rather difficult to make a good showing, so any contributions that might be of interest will be greatly appreciated.

Just Girls! Recently a certain young man could be seen every day visiting Room 800. Finally two young ladies were arguing as to which one would win out; each felt she had equal chance. Let me tell you, Grace, that the coast is clear, because the other party in the case is out of sight and "out of sight, out of mind," you know.

Rumor has it that one of our popular Loss and Damage investigators is to participate in an interesting event soon. Just who the other party is, I am not in a position to state. Their future home will be in Pittsburgh. We all unite in wishing this young couple success and unbounded happiness.

Haven't had the pleasure of recording a victim of "Dan" Cupid's arrow for a whole month (rather unusual in our department), but judging from the fancy needle work at noon hour and the many brilliant gems floating around, it looks as if he will have a large majority at his mercy before long.

Miss Adele Pettyjohn, stenographer, has been granted a brief furlough because of her health and is recuperating at her home in Terra Haute, Ind.

Sorry to report that S. Clayton Keys, L. & D. Division, has been away from his desk for the past few weeks with complete breakdown. Here's hoping he will soon recover and be with us again.

So engrossed was one of our popular L. & D. investigators in a certain young lady at the Auto Club Dance one night that he just forgot he knew some folks from the Freight Claim Department. Never mind, "Bill;" we understand. Auburn hair is certainly most attractive.

Glad to have with us again—Frank X. Wagner of the Reconsignment Division, who was confined to his home for several weeks with severe case of La Grippe and bronchial trouble.

The Shortage Division is short one E. M. Litke, who has been granted a furlough because of ill health. "Ed" thought the Golden West would be most beneficial so selected Los Angeles for his sojourn. Here's hoping that ere long the change will greatly benefit him and that he will become an owner of an orange grove or a rival of "Charlie" Chaplin. "Ed" came to this office from the C. H. & D. at Cincinnati in September, 1917. The picture is of our little pilgrim at Trinidad, New Mexico.



E. M. Litke at Trinidad, N. M.

Where Have I Heard This Before?

"Kindly advise us the status of the matter and prospects for adjustment."—J. I. W.

"Do you think she will get offended?"—G. E. H.

"Got a two-cent stamp, anybody?"—Helen B.

"Hope my wife's got noodle soup tonight."—W. F. A.

"No more poker for me." (Why?)—J. E. M.

"Our speaker today needs no introduction."—E. H.

"Operator, letter on the outside, copy on the inside."—Investigators.

"That was my sister that called."—T. J.

"Our office hours are from 8.30 to 5.00 with a half hour for lunch."—F. L. S.

The Buzz

"I was downstairs in time, but I couldn't get an elevator."—The Girls.

Sneaked In!

Miss E. T. Murray, correspondent for the Freight Claim Department, recently received a special delivery letter, containing six yards of rope. Was she kidded? Well—for further information we refer you to the Voucher Writing Department.

Relief Department

Correspondent, H. IRVING MARTIN

The readjustment of clerks to new positions keeps merrily moving on. Since the second week in January the following men in the Relief Feature have been transferred: H. W. Kerber, F. M. Gossman, Herbert W. Romoser, Robert H. Baldwin and H. Earl Plowman. Edward Roy Knauff assumes the duties of the desk of Albert E. Frankton and John Jaeklein moves into Knauff's place.

In the Savings Feature the resignations of Paul H. DeHoff and Miss M. B. Smith brought two new faces. We welcome Miss Lelia M. Hill and John E. McCann. J. Ernest Buckheimer has moved to DeHoff's desk.

In different language we have said good luck to the men and girls who have come into the office, or have moved from place to place.

It is an evidence that the one who takes a new position is "alive from the neck up" when he or she takes hold and makes good. All of them are the architects of their own fortunes, and if they polish up their stock of knowledge their fortunes will be that much better.

George Mittendorff, the veteran registrar, in his new office coat, looks like a professor from some European university. We were glad that George beat out the attack of erysipelas which threatened to lay him by the heels.

Albert E. Frankton is now studying temperatures at the Carr-Lowry Glass Co. "Here's

to you, Albert." May the pot-hooks written in your new job bring further recognition.

Paul H. DeHoff has taken up the study of Faultless Robes-de-nuit at the plant of E. Rosenfeld and Co. He says he isn't going to stop till he can write a sales letter that will swamp the firm with orders, and will even make a Hottentot sigh for a night robe or a suit of pajamas. After Paul gets in his fine letter-work "Mr. Hotten Tott" will fight to change his style of "Faultless" every Spring and Fall.

"Bill" Costello is back on the job again after a tussle with "The Grippe." He says it takes more than a little thing like that to put a dent in his tough constitution.

We still have hopes of proving our claim that the babies owned by the clerks of the Relief Department are handsomer than the one whose picture appeared in the January contribution of the Freight Claim Department. We cannot make our statement good until the modest papas in our midst produce the kodak evidence. Give me the pictures, and the MAGAZINE will do the rest.

By the way, "Sam" Conner says that the new eight and one-half pound girl baby at his house is not of the "Alarm Clock" variety, but SO FAR has been considerate enough to take her sleep during the night hours.

Our hearts are full of sympathy with John Brooks in his affliction and bereavement. Only those of us who have lost a mother's love know what it means to look at the empty place and realize that the one who was our guardian angel in childhood and our adviser in maturer life has left us for all time.

Printing Department

Correspondent, M. J. CONROY

As this is the month when gentle Spring begins to assert itself and the earth takes on a tinge of green after the long and dreary Winter and is also the month in which the great patron saint of the Irish people first saw the light, we will begin with a little tribute to "Pat," which all will have to admit is quite true:

"The Irish are smart people,
You cannot dispute that,
On all the great inventions
We find the name of Pat."

And so we will let it go at that.

And while the little birdies chirp and sing and the green grass and the flowers burst forth in all their fragrance right merrily will we welcome the "Springtime Special" as its golden sunbeams bathe the hills and creep in the open windows, filling the heart with a song all the whole day long.

We were reminded recently of the fact that when sorrow enters the home there is no

thought either of color or of creed. This was illustrated in a small way in the case of Harry Tyler, our colored porter, when his whole family—mother, wife and three children—were down with the "Flu." The mother, who was well up in years, developed pneumonia and died. The men in the composing room subscribed nearly fifty dollars as an expression of their regard for Harry, who at all times displays a most willing and agreeable disposition, and has the sympathy of all in his bereavement, with the hope that the sun will soon begin to shine for him again.

I read an interesting letter in the *Typographical Journal* from Sidney F. W. Hill, who at the time was installing typesetting machines in India and Ceylon. He writes of print shop conditions there that are somewhat different from ours and I thought perhaps it would be of interest to us here to read about them. "The operator," he says, "has a small platform in front of the keyboard and he squats on his heels. The floorman pulls his case from the rack, places it flat on the floor and squats on his heels to set a line. The make-up squats on his heels on top of the stone and uses his toes as well as his hands in making up the forms. These are all natives. The only foreigner employed is an Englishman and he must be familiar with everything about the printing business. The operators are paid from fourteen to sixteen cents a day, other employes from eight to twelve cents a day, and the office devil gets one cent a day and works until his work is done. The highest paid native employe is the proofreader, whose salary is about twenty-four cents a day on account of his college education. The native operators cannot read nor write, their work being merely mechanical and they set on an average of 1,700 ems per hour, with about forty per cent. of errors."

Comparisons are "odorous," but as there are sermons in stones those who care to can see humor in Mr. Hill's letter when applied to our own chapel. Just imagine Sherman with all his avoirdupois sitting on a "small" platform in front of the keyboard! Our little "Jimmy" Hanson might be able to "place his case flat on the floor and squat on his heels to set a line," but can you imagine Grill or Reuter doing that little act! Somebody would surely have to untangle them.

March will probably see the railroads back again under private management and everyone connected with the Railroad ought to feel that he has a duty to perform and maintain the same standard of efficiency in his work as during the period of government control.

A young man who came from Toulouse,
Used to drink a great deal of hard booze,
When the country went dry,
Said he, "My, oh! my,
To get booze, I must now use *a ruse*."

No, sir! You can't use our A(ddison) Ruse—he's dry.

Telegraph Department

Correspondent, DELLA M. HAIN

This issue of the *MAGAZINE* will see the railroads again under the direction of the Corporate owners. The gigantic purpose which was attempted—the winning of the war—has been accomplished, and it is with the thought of "Well done, good and faithful servant" that the Federal officers who have so tirelessly devoted their energies to the railroad problem, may now relinquish the reins.

One morning not long ago Mr. Faringer came into the office, his face wreathed in smiles and his feet almost "jazzin'." He is the proud grandfather of a baby girl born in Tennessee.



Robert C. Ebsworth
Son of C. T. Ebsworth, Telephone Clerk in
Telegraph Department

I always think of high water and tide when C. T. Ebsworth is addressed by his office cronies; its "Ebb" this and "Ebb" that. When I close my eyes I can visualize Palm Beach, and I can hear some one murmur "Look what the wind blew in."

We still have with us Paul S. MacDonald, and this is to advise that here's a good catch and—but there, "a word to the wise is sufficient."

Mary Tansill can't even look forward to pay-day any more—for there are those 621's to be copied again.

Cupid has been flying all around this vicinity lately, but it seems he hasn't been able to alight—guess it's on account of the ice, though. Wait 'til June, and if anything happens don't decide that it's just because 1920's leap year, as maybe a proposal was breathed when 1919 was old and hoary.

"To see ourselves as others see us," thinks "Frankie" Offutt—a new mirror is installed near her desk.

Hipperty, Hipperty Hop

"Heavy" strolled down the icy walk,
His feet went down—did he hurt his crown?

Flipperty, Flipperty Flop—and guess who saw him.

It is suggested that Margaret Nortrup get a pair of snow shoes for use during the winter months when the Buick is unable to keep from skidding into fences, etc.

Transportation Department

Correspondent, MARGARET TALBOTT STEVENS

Sunshine and Shadow—An Appreciation

By J. B. EGERTON

That is, indeed, a sunny land that is not darkened from time to time by the shadow of a passing cloud. Yet, from the cl' of these very clouds, we learn to appreciate all the more the warmth of the genial sun. Sickness comes, and like a cloud, often takes from our midst the cheer and company of a loving friend. Then do we feel the loss of separation.

The "Flu," quite uninvited, has paid its visits during the past month to our office, claiming first one and then another. All of these have our sympathy. But the absence of none, I am sure, is more keenly felt than is that of our genial chief of the File Desk and delightful *MAGAZINE* correspondent, "Aunt Mary." Taken ill on February 1, she has been away from her desk, at this writing, less than a week; yet the time has dragged and seems much longer. The whole department feels her absence, and I fear the columns of the *EMPLOYEES MAGAZINE* will show a void, if not in matter, at least in style and touch, for we must concede the charm of her facile pen.

Latest reports from the sick room, though admitting that dear Auntie is quite a sick girl, are nevertheless encouraging, and make us feel that she is to be no more overcome by the "Flu" than smothered in a pile of files on her desk. We are just in receipt of the following note, which, while speaking for itself, is highly appreciated by all her numerous nephews and nieces, who hope the days are few that shall find her still confined to her home.

February 4, 1920.

*Dear Nieces and Nephews
of the Transportation Department.*

I am so much obliged to every one of you for the splendid basket of fruit. The fact that it

certainly looked "too good to eat" did not make me hesitate, however, and already I have reduced its contents considerably. I am enjoying every bit of it, and trust that by the time I shall have reached the bottom of the basket, I shall be back "on the job."

Yours lovingly,
 "AUNT MARY."
 (Margaret Talbott Stevens.)

Treasurer's Office

Parkin Scott Browne celebrated his birthday February 4, 1920, and received congratulations and good wishes from many of his friends, who wished him many happy returns of the day. Mr. Browne became a benedict in September, 1919.

He entered the service of the Company in February, 1882, and has filled many positions with credit. He is now receiving teller and comes in direct contact with many with whom he is very popular, being most polite and courteous to all.

Auditor Disbursements

Correspondent, JOHN C. SVEC

A baseball team will be organized in this office to represent our office on the diamond this spring. There are good players about the office and those desiring to exhibit their skill will please get in touch with "Lou" Becker for a "try out."

"Dick" Peters had lots of use for his new combination derby hat during the recent cold spell. It kept both his ears and head very warm. He also has been doing a rushing business with his famous "Cab."

The stork visited the home of "Salt Water Charlie" and left a nice baby girl, also the home of C. N. McDevitt, and left a bouncing boy. Congratulations to both.

Auditor Freight Claims

Correspondent, ETHEL VIRGINIA MILLER

We were sorry to hear of Mr. Schutte's illness, and glad to note his speedy recovery, for he is back at his desk now.

Miss Lillian Prenger is suffering from influenza. Now, Lillian, we didn't think you would "vamp" the "flu germs." Anyhow, we hope you will be with us again real soon.

By the way, the big building on the corner of Franklin Street and Park Avenue with the Y. W. C. A. sign, has attracted some of our girls. Evidently their aim is to know how to cook and sew. That's right girls, nothing like being prepared.

"Stop, Look and Listen!" That's the warning signal. And if all would heed, it would have the effect of reducing our endless chain of over-charge claims.

Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

The Correspondence Bureau at Mt. Royal was agreeably surprised when the Editor of the MAGAZINE was showing a gentleman around the station on February 10. Everybody was so intent on their work that the visit attracted little attention. We did not know that our guest was Mr. Willard. Come again, Mr. President.

Before the accident, think,
 And then, without a doubt,
 There will not be an accident
 For you to think about.

A man on the C. I. & L. says "FOREIGN CARS cost sixty cents a day per diem. HURRY UNLOADING and keep such EQUIPMENT MOVING," since the average mileage covered per car per day is surprisingly small.

Miss Leota Jones, Comptometer Bureau, has a signal all her own. Look at the hand next to her heart.

Miss Regina Castle Curley, Local Settlement Bureau, and Lieutenant Bryan Hobbs, were married on January 24, in Washington, D. C., by Rev. R. H. McKimm. After a honeymoon in New York and Cuba, the couple will reside in Laurel, Md.

Miss Alma Estella Andrews, Machine Room, and John R. Larkins, were married on October 4, 1919, at Annapolis, Md. Best wishes.

Roy Massicott was absent one day recently. No one could give the reason until it developed that the stork had presented his compliments with a daughter.

With bells on and whistles tooting, at a fraction of a minute after the noon hour, a daughter arrived at the home of J. F. Hornick, Revision Department. Congratulations!

Edward M. Harrison, one of the senior freight rate clerks of the old C. H. & D., who came East, has returned to Cincinnati, his home town. Success to him.

He who holds danger lightly will at some time pay dearly for his folly. Avoid danger and you will avoid injury.

A man I know of runs a locomotive and ought to be rated 100 per cent. or thereabouts. He ran into Louisville the other day fifteen minutes late, but listen to the reason. Near Frankfort there's a sharp turn in the road bed and he naturally slowed down. Observing a crowd of frantic boys on the edge of a bank and a boy in the water struggling for his life, he took quick action in stopping the train, cutting his bell cord and lassoing the boy from a watery grave. The man was of the William Howard Taft type and the thin ice did not permit his

going out after him. Who says that railroad men of the John Carnis type aren't real heroes?

Boy, page John Bopp, restaurateur extraordinaire. Fifty men of this department now stationed at Mt. Royal miss their daily visit to his emporium.

These same "Mt. Royals" held a subscription dance across the way from the station at Auto Hall one cold night recently. They had a representative coterie and everybody enjoyed themselves and went away with the request "to have another real soon."

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

Mr. Gable was placed in a very embarrassing position when asked by Mr. Kelly for his "bottle opener," while talking to Miss Taylor. Don't worry, George can't drink now.

Two of the young ladies of the Government bureau are deeply grieved over the loss of their friend, George L. Vink, who was transferred to the Miscellaneous Group. He is "so near—and yet so far."

It was quite a touching scene when Miss A. Marie Beyer bid Ira C. Kelley "Good-bye" on the eve of his departure for Washington, D. C., on Company's business. Cheer up Miss Beyer, "absence makes the heart grow fonder."

Messrs. Ainsly Nash, Edmund Cook and William McDonald, Jr., took a trip to New York. It has been suggested that his friends had an awful time keeping Cook awake.

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

After serving with the United States Railroad Administration, O. R. Lainhardt has returned to duty in this office and is assigned to interline tracer bureau.

Little did we think that the occasion of January 28 would mean so much to all, and finally result in the organization of a departmental Welfare Association. No officers have as yet been elected, but the outlook for a successful organization is very encouraging.

The baseball bee is already humming a merry tune and the dope that it carries is pleasing to Auditor Passenger Receipts fandom. John M. Finn has been elected manager and plans are already under way that foretell a more enviable record than that of last season. Assisting Mr. Finn are: W. T. Jenkins, Business Manager; Walter Seems, Assistant Manager, and Samuel Patterson, Captain. Mr. Finn is anxious to book games with other offices and teams along the road.

Eugene O'Malley, son of J. P. O'Malley, auditor of revenue, and Miss Rita E. Smith, were married on January 13. They have the best wishes of our clerks, who presented them with silver spoons and serving fork.

Staten Island Lines

Correspondent, G. F. GOOLIC

Peter Costello has been employed as a clerk in the Port Richmond Freight Office. "Pete" worked as scaleman in the Maintenance of Way Department some time ago. It seems that he cannot keep away from the Railroad.



Cartoon by Santoro, Staten Island Lines

Peace! Peace! And there's everything but Peace!

F. T. Metcalfe, transitman in Maintenance of Way Department, is back on the job after having a bad touch of the "Flu."

"Chris" Salverson, bought a Ford car last summer and says it's some car. Several of the employes in the Signal Department would like to know how it runs. Why not show them, "Chris"?

The S. I. R. R. Club with a fast, light team, defeated the International Nickel Co. team of Bayonne by score of 27 to 13. The teams appeared to be evenly matched and an interesting and exciting game was played. The all-round work of Mulusky and Cronin featured the game for the railroad club. W. Behan, Nieburhr and Robillard played well for the International Nickel Co.

Baltimore Terminal Division

Correspondent, F. H. CARTER, *Secretary to Assistant Superintendent*

W. F. Cochran, formerly chief clerk to supervisor of terminals Horn, has been appointed yardmaster in the Curtis Bay District, B. H. Andersen succeeding him. Mr. Andersen was

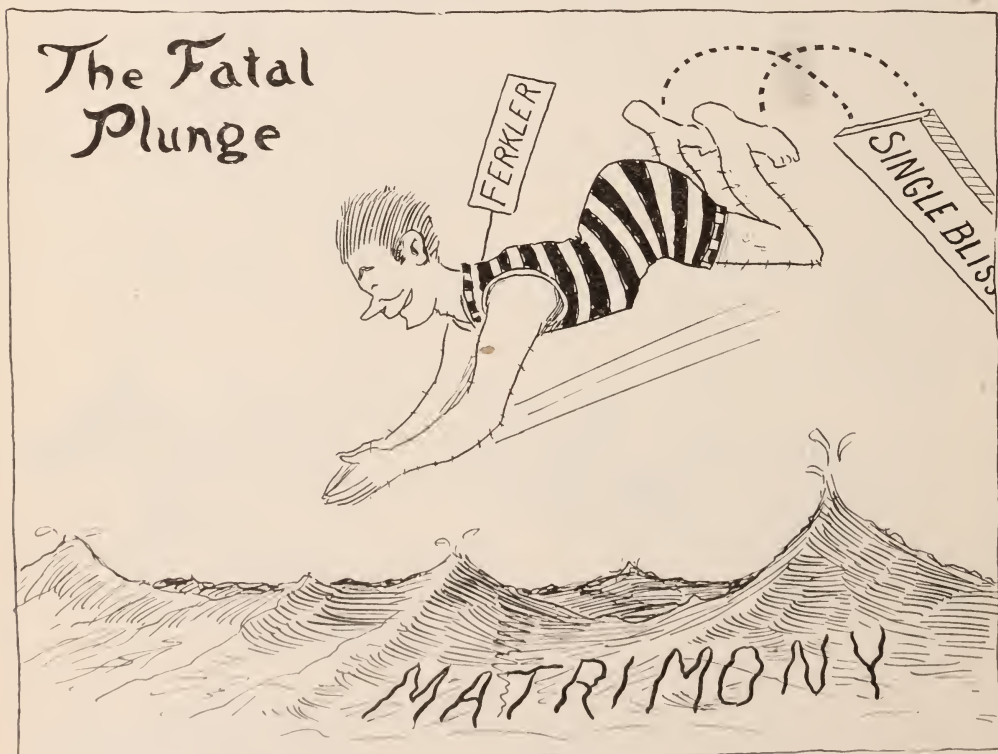
formerly secretary to the general manager. We wish each of the gentlemen success in his new endeavor.

In addition to "Pop" Higgs, we now have "Daddy" Groom, in the Superintendent's office. New Year's eve brought a new member into the Groom household. "Jane" is the new arrival's name.

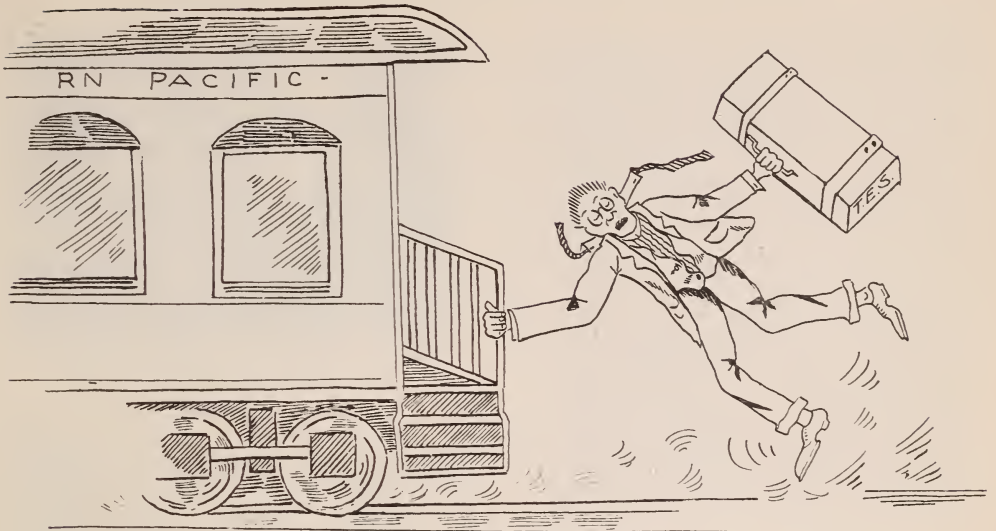
"Tommy" Ferkler, secretary to superintendent, recently took unto himself a bride, also a trip to Jacksonville. So enamored were they of each other that No. 3 left without them and they had to take the local to Washington to connect with the Richmond express.

The supervising force of our division has been hard hit by the "Flu." Trainmasters Hoddinott and Biddison, and assistant trainmasters E. R. B. McCabe, H. B. Martin, J. H. Meyers, B. W. Browning, as well as road foreman of engines Lemly and Cannon, have all been laid up. Although we were sorry to have our officers away from us, the younger generation came to the rescue and handled the situation nobly.

The slogan of our division—"every outbound car is moved the night of the day it is loaded"—is being lived up to and we understand the traffic officers in the Baltimore territory are having this slogan printed on their visiting cards.



With best wishes from the Superintendent's Office, Baltimore Terminal Division



T. E. Streett, Jr., has left for a new position

Agent's Office, Camden Station

Correspondent, W. H. BULL

T. E. Streett, Jr., Cashier's Department, has resigned to return to his old position as cashier in the Baltimore office of the Southern Pacific Railroad. Mr. Streett made many friends while with us and we part with him with regret.

H. C. Parker, C. E. Strober and C. M. Schlesinger, who were quite sick for several days, are now at their desks.

W. E. Ekin and T. W. Johnson, Accounting Department, are still quite sick, but we hope for their return before this note appears in the MAGAZINE.

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT,
Secretary to Superintendent

The following poem was handed to two of the girls in our office by a certain young man (we regret very much that they will not allow us to print their names); the girls think the poem just as sweet as can be. We would like to know *your* opinion, and would be delighted to receive from some of you girls a poem about the boys, to answer this. So put on your thinking caps, and answer us in the April issue of the MAGAZINE.

"When a tight little hand you're permitted to seize,
With a velvety softness about it,
Do you think you could drop it with never a squeeze,
Well, maybe you could—
But I doubt it.

When a tapering waist is in reach of your arm,
With a considerable plumpness about it,
Do you argue the point twixt the good and the harm,

Well, maybe you do—
But I doubt it.

When a pair of red lips are uptumed to your own,
With no one to gossip about it,
Do you pray for endurance to let them alone,
Well, maybe you do—

But I doubt it.

And if by these tricks you should capture a heart,
With a womanly softness about it,
Will you guard it, and keep it, and act the good part,

Well, maybe you will—
But I doubt it."

It was with deep regret that we learned of the death of two of our old and faithful employes, C. B. Kent and D. T. Sheppard. Mr. Kent entered the employ of the Baltimore and Ohio Railroad Company at Mount Clare in 1870, serving as a laborer in the Saw Mill, where he had been advanced to a milling machine hand, at which occupation he was working at the time of his death on January 28. Mr. Sheppard entered the service as a machinist in 1903, and was a faithful employe up to the time of his death on January 29. To the family and friends of both of these men, we wish to extend our sincere sympathy.

W. O. Peach, our supervisor of Blue Prints, has been confined to his bed, on account of serious illness, for quite a while. We all sincerely hope that he will be back with us again before long.

Engineer of Tests' Office

Between the hours of twelve and one o'clock, and between five and five-thirty o'clock, the

room occupied by the telephone operator seems to hold quite an attraction for Mr. Ensinger (better known to the fellows in the laboratory as Eisenacher). We certainly hope that Mr. Eisenacher has not gone so far as to write love sonnets to this lassie, for if we find that he has, we will have to notify the lad in Washington.

For the past ten years, Harry Harmon, of the Chemical Laboratory "bunch," has been wearing his hair in a beautiful wave, rippling back from his forehead, but now, Great Heavens! something surely must have happened! Our Harry arrived on the scene of action with his hair parted demurely in the middle! When questioned, he merely stated that his new Jane likes it parted thusly! (And they call us girls vain!) Oh, well, they all flop sooner or later.

General Foreman's Office (Car and Locomotive)

The path between the General Car Foreman's office, and the General Locomotive Foreman's office is pretty well used. You ask why? Well, if you know anything about Mount Clare at all, you know that there must be a "Himself" and a "Herself" in the case. In this case, "Himself" happens to be a tall young man better known as "Roy." "Herself" is a little black-haired girl, usually called "Mildred." Of course, not being a mouse in Mildred's house, I don't know what they call each other in the parlor. (Oh, you'd be surprised!)

Superintendent of Shops' Office

W. L. Strider, one of our boys recently returned from France, is in the hospital being repaired, after rough handling by the "Fritzie's." Never mind, Strider, we'll organize our "gang," and knock the ears off 'em. We are all hoping, nevertheless, that Strider gets along O. K., and will be back in our midst before long.



The late Charles B. Kent



Two "Bills," Biedenkopf and Corcoran
Mt. Clare Apprentices

Early in the morning, at the stroke of eight,
The procession starts, and it's really great!
Old "Buck" Bannon, in the greatest of flurry,
For his hair is departing in a terrible hurry.
Then comes our Poole, whose vision is blurred,
But no matter what he says, he's sure to be heard!

Very unlike Miss Hamner, our little new Jane,
Who never will speak, 'less you call her by name.
Then comes "Billy" Whalen, the office's pride,
Whose worrying spot he would sure love to hide.

After him "Charlie", our chief statistish,
Who eats twenty-six oysters, in preference to fish.

Mr. Onderdonk's office, directly below,
Is really receiving a terrible blow;
It's Evelyn and Helen, our two heavyweights,
Who both tip the scales at 148.

Just a little while later, when the clock strikes three,

In walks McConnell, Miss Schafer to see.
At the same time comes Sorden, our Boob McNutt,

Who never wakes up 'til he's everything but—
We still have a Carroll, yes and a Tatum, too,
Who fuss a whole lot when they've nothing to do.

Our secretary screams at the sight of a roach,
But of Marion's courage we surely must boast;
For as soon as one pops its head round the bend,

He puts its poor life to an untimely end.
And last but not least, our messengers two,
George and Herman, the best of the crew.

Mount Clare Welfare, Athletic and Pleasure Association

Correspondent, GEORGE W. SMITH

J. F. P. Myers, a faithful employe of the erecting shop in the capacity of machinist since 1869, celebrated his sixty-eighth birthday on November 2, 1919. He has been confined to his home for the last two months because of ill health, and his many friends wish him a speedy recovery.

Bowling League

On December 16, 1919, our Bowling League ended the first half of the 1919-1920 season with gratifying results. The league opened its series on September 16 with eight teams, and finished the first half with all teams active in the league. R. Davis, Automatic shop, holds high individual score, with a game of 129 pins, followed by L. A. Beaumont, Accounting office, with 128 pins. M. Heckwolf, Iron Foundry, holds high score for three consecutive games with 331 pins. Pipe and Tin Shops and Iron Foundry were tied for first place for high team score, with 515 pins. D. Baker, Accounting office, holds high individual average of 100-1/5 for thirty games rolled.

TEAM STANDING

	WON	LOST	PER CENT.
Accounting Office.....	33	9	786
Pipe and Tin.....	30	12	714
Foundry.....	29	13	690
Erecting.....	19	23	452
Automatic.....	16	26	381
Stores Department.....	15	27	357
Supervision.....	14	28	333
No. 3 Machine Shop.....	12	30	285

The league would be glad to hear from any other teams along the road in regard to match games; also from any Pennsylvania Railroad teams. Address, J. W. Ziegler, Secretary, Erecting Shop, Mt. Clare.

Edgar A. Bottiger, machinist apprentice, has been in the Railroad's service for three years. You will note in the picture that Edgar is wearing a sailor's suit. He was one of Mary-



Edgar A. Bottiger
Mt. Clare Apprentice and one of Maryland's
"First 800" in the Navy



B. A. Pressprick
who started his apprenticeship at Mt. Clare,
June 28, 1917

land's first eight hundred, serving seventeen months in United States Navy, with the rank of machinist mate, first class, and receiving an honorable discharge. He has a in entered our service to finish his apprenticeship.

L. C. Day, boilermaker in the boiler shop, was all puffed up when he came to work on January 26. After five years of married life, his wife presented him with a ten pound boy that looks just like Leslie. Congratulations!

The many friends of Frank R. Toelle were grieved to learn of his death on December 26, 1919. He had been a machinist apprentice since January 8, 1919. Six young men who were confirmed with the deceased, acted as pall-bearers at his funeral. James S. Hittle officially expressed the sympathy of all the apprentice boys, and numerous other employes extended their sympathy individually. The erecting shop employes and the apprentice boys both sent handsome floral tributes and a letter of condolence was sent by the secretary of the Baltimore and Ohio Glee Club to his father, who is a member of the Club.

Elevator Department

On January 27, 1920, Thomas H. Seal, agent of Elevators, rounded out forty-eight years of faithful service with the Baltimore and Ohio Railroad. He entered the service January 27, 1872, as the first messenger for this department. under Mr. F. A. Wheeler, at that time superintendent of Elevators, and since that time has gradually worked himself up to his present position, having filled every desk in the office.

In recognition of the high esteem in which every member of this office holds Mr. Seal, he was presented with a handsome umbrella. There was no formal speech of presentation



Thomas H. Seal

Agent of Elevators, Chamber of Commerce
Building, Baltimore

made, but the umbrella was placed on Mr. Seal's desk when he was out of the office, with a card of congratulations and best wishes, and naturally was a great surprise.

Several of the ladies called for a speech from Mr. Seal, and in a few appropriate words he expressed his appreciation.

When the railroads were consolidated under the Railroad Administration, and Mr. J. A. Peterson, superintendent of the Western Maryland Elevators, placed in charge, Mr. Seal was retained in his former position and has been a valuable man to the successful operation of the elevators under the consolidation, as well as previous thereto.

Perhaps it would interest some of our readers to know that Mr. Henry Seal, father of "Tom" (as he is familiarly known among the older employes), built Baltimore and Ohio Elevators "A," "B" and "C," and was at one time foreman of carpenters.

The whole office force has the kindest thoughts and best wishes for Mr. Seal, and we are sure through the whole System everyone has the same friendly feeling for him.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

Assistant Correspondents

H. A. DIETZ Shop Clerk, East Side Shops, Philadelphia
C. W. HAMILTON Clerk, Freight Office, Wilmington
(Joint Philadelphia & Reading and Baltimore & Ohio)

V. J. HUEGLE Cash Clerk, Pier 22, Philadelphia
E. A. DUFFY Clerk to Freight Trainmaster, Camden Station
N. E. REESE Passenger Conductor, West End,
Camden Station
H. H. RAYMOND Conductor, East Side Yard, Philadelphia
MISS ETHEL E. STICKLEY Clerk, Transfer Shed, Brunswick
R. E. SIGAFOOSE Shop Clerk, Brunswick Shops, Brunswick
W. S. WILDE Chief Clerk, to Terminal Trainmaster,
Philadelphia
E. H. ZIEGLER Special Representative, Freight
Office, Hagerstown
S. R. BOSLEY Clerk to Road Foreman of Engines, Riverside

Following are the new members of the Rotating Committee of the Divisional Safety Committee, who were appointed, beginning with the January meeting:

S. E. Cannon Freight Agent, Brunswick, Md.
F. E. Buxton Operator, Reels Mill, Md.
J. J. Frick Passenger Engineer, Baltimore, Md.
J. C. Bradshaw, Freight Engineer,
Baltimore, Md.
W. L. Taylor Operator, Aikin, Md.
G. W. Snyder, Passenger Engineer,
Baltimore, Md.
W. F. Meyers, Freight Engineer,
Baltimore, Md.
Wilson Stevens, Freight Fireman,
Philadelphia, Pa.
E. N. Everist, Passenger Conductor,
Baltimore, Md.
T. R. Coulbourn, Passenger Brakeman,
Philadelphia, Pa.



The Long and the Short of It
Engineer W. E. Cook (left) and Fireman D. J. Happoldt, a few minutes before taking their train out on the Washington Branch



Agent's Force at Staunton, Virginia

H. M. Wagner, Freight Brakeman,
Philadelphia, Pa.
A. B. Pasquith, Freight Conductor,
Philadelphia, Pa.
H. B. McNeal, Freight Conductor,
Baltimore, Md.

At the February meeting, Mr. Lenderking, safety agent for the Maryland District, gave a short talk on the responsibilities of the Safety Committeemen.

We regret to chronicle in these columns the death of Eli Wolfe, foreman, Section No. 53, West End, on February 4. His entire life was spent in the service of the Railroad.

Following from our correspondent, Miss Ethel M. Stickley, at Brunswick, Md.:

On January 14, Mr. O. L. Burkholder, formerly a clerk at the Transfer Station, and Miss Bessie Oram of Baltimore were united in marriage. Miss Oram was also with the Railroad at the home offices, Baltimore. Mr. Burkholder was a member of the 313th Infantry and served for a year in France. After the wedding, they left for Akron, Ohio, where Mr. Burkholder is now employed. They have our best wishes.

Miss Nellie Merhling, mail clerk, has accepted a position in the Terminal Trainmaster's office.

We regret to learn of the illness of W. F. Wench, Sr., timekeeper. We hope to have him with us soon.

Wendall Brown, check clerk, has accepted position as index clerk in the yard.

Miss Annie Stickley, who has been off on a furlough, is again with us.

On February 4, W. E. Shannon, transfer agent, was a visitor to Cincinnati, Ohio, attending a business meeting.

Porter M. Woodward, for forty-four years a faithful employe of the Baltimore and Ohio Railroad and for some years chief freight agent at Staunton, Va., is on his first vacation during his entire service with the Company. He and Mrs. Woodward left recently for Columbia, S. C., where they will visit Mrs. H. T. Baylis.

From left to right in the accompanying picture are yard clerk and station baggagemaster E. W. Jenkins (better known as "Skeeter"), freight agent P. M. Woodward, cashier B. O. Blackford, and billing clerk Judge Lefurich. All are faithful employes of the Company. Mr. Woodward entered the service of the Valley Railroad of Virginia in 1876. In 1878 he went with the Norfolk and Western Railroad at Roanoke, Va., but in 1878 again entered the service of the Valley Railroad and has been with them ever since.

East Side, Philadelphia

Following the promotion of F. L. Kirk to position of chief clerk, E. W. Reddington, Master Mechanic's office, was assigned as crew dispatcher.

H. C. Weibel, night general yardmaster, who has been confined to his home for nearly three weeks with a severe cold, has returned to duty.

Numerous cases of heavy colds and the "Flu" among our yard men, combined with the extremely inclement weather, has caused a slowing up in our yard work. This will be speedily overcome with the return of more favorable conditions.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

Already there are signs of Spring in the air. Our energetic stationery clerk, John H. Huhn, is making arrangements to have his "farm" at College, Md., properly protected by a good strong wire fence to keep the fraternity who are always afflicted with what is known as a "WANDERLUST" from trespassing. This desire for change generally strikes them about Spring-time. There are other signs in evidence, as "In the Spring a young man's fancy lightly turns to thoughts of love," so we may have something of interest on this line to report before the Summer is fully here.

Our one endeavor now is to keep from getting the "Flu," and also to keep up the work of those of our number who have been laid up by sickness. Miss H. L. Bowen, posting and balancing clerk; Miss Katherine Gerhardt, freight bill clerk; Mrs. W. B. Kimberley, trace clerk; Miss Mary McDonnell, government settlement clerk, and cashier John H. Peak, are among those who have been compelled to stay home for several days; but with the exceptions of Miss Bowen and Miss Gerhardt they have all returned to their desks, and we hope to see them all back before long.

The usual number of changes in our force have taken place. Miss Fleeta Moler and L. M. Hinton, both of whom tendered their resignations from the service, have seen the error of their ways and come to the conclusion that the good old Baltimore and Ohio is a mighty fine institution to be connected with, and decided to withdraw their resignations. G. R. Bandy, for sometime acting as a yard delivery clerk, has taken charge of the O. S. & D. desk in the office; J. C. Kreiger is at present taking care of the Demurrage work and E. R. Bishop is arranging the matters in connection with the carbon clerk's work. These latter two are new arrivals in the fold, and we welcome them among us. Delivery clerk W. D. Kight has gone to the Pacific Coast to spend a few weeks, a trip that he has been looking forward to for some time.

It will be with great regret that the many friends of the genial auditor of the Washington Terminal Railroad, Mr. O. J. Rider, will read of the recent passing to the "Higher Life" of his wife. Mrs. Rider died after a short illness, and the heartfelt sympathy of all who knew her and who know her husband is extended to him and his family in their period of loss and bereavement. Mrs. Rider was one of the most indefatigable workers in the Terminal Railroad Auxiliary of the American Red Cross, and it was shortly after the last busy drive for membership, in which she took a very active part, that she was taken with the illness that ended fatally.

Together with the other few millions of railroad workers all over the country we are just

now in that pleasant state of glorious uncertainty as to just what the heading of our letter-heads will show on March first; whether it will still be "United States Railroad Administration, Walker D. Hines, Director General," or "Baltimore and Ohio Railroad Company." Well, whichever way the die is cast, it should make no difference in the way in which we do the work that falls to our lot. Let us endeavor to be faithful to the trust that is placed in us, no matter under what name or title those who are providing us with the opportunity to enjoy the blessings of life may appear. Our duty lies in that direction, and the consciousness of a faithful performance of such duty will be its own reward.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

Laura E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

The following irregularities noted and corrected on reports from operators in January: wheels sliding, two; brake riggings down, two; track conditions, one; broken arch bars, one; close clearances, one; signals, four; a total of eleven.

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Assistant Foreman, Martinsburg, W. Va.*

The accompanying picture is of a small aeroplane built by our carpenter, A. S. Perry. The model is complete in every feature, having all the controls and levers found on large machines. The business-like propeller is driven by a graphophone motor and hums away at a merry rate. The miniature plane attracted quite a bit of attention when on exhibition in a show window in this city. The workmanship is perfect and catches the eye of all who admire the craft of a good mechanic.



Perfect Aeroplane Model built by
Carpenter A. S. Perry



It takes a man to shoulder one of these cross ties unassisted

Our basketball team continues its winning streak, having lost only one or two games out of eight or ten played. The "Y" boys call them "The Baltimore and Ohio Big Five." In the Industrial League the boys are leading easily and bid fair to win the championship.

Mrs. Susan V. Mercer, wife of conductor George W. Mercer, died at the King's Daughter's Hospital, this city, on January 13. Mrs. Mercer had been in failing health for sometime but her condition did not become critical until a few days before death. She was hurried to the hospital, but medical aid proved unavailing. She was a native of this city and about forty-one years of age.

Motive power foreman Maxfield and his staff are having the usual winter difficulties with rain and snow, sleet and ice, but seem to be coming through with flying colors. Despite the weather the helpers and yard engines are going out when called. Go to it, boys. That is what makes our Railroad go.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

George Taylor, narrow gauge engineer, is another employe who boasts membership in the Veteran Employes' Association.

R. A. Pepler, Superintendent of the Pittsburgh Wood Preserving Corporation, who has been making a tour of wood preserving plants in the Eastern States, was a February visitor at the Plant. Mr. Pepler expressed himself as highly gratified with his stop here.

We understand that we have two additional young ladies eligible for transportation: Miss Mary Susan Wagner, daughter of Mr. and Mrs. Elwood Wagner, born December 27, and Miss Rosie Lichliter, daughter of Mr. and Mrs. W. T. Lichliter, born January 29.

Keyser

Correspondent, H. B. KIGHT

"Andy" Smith, the genial porter at the passenger station, has been ill. It is thought that "Andy" has contracted the "F'u" and we all hope for his speedy recovery.

General car foreman Townall fell on the ice at the shop a few days ago, painfully injuring himself. He was taken to his home and is confined to his bed. Last reports were that he was coming around all right.

Miss Carrie Getzandanner and Mr. W. A. Robertson were married December 22, 1919, at the home of the bride, by the Rev. Dr. Dawson of the M. E. Church, Cumberland. Mrs. Robertson is the second daughter of Judge P. D. Getzandanner, and Mr. Robertson is the genial building inspector of the Company, whose duties bring him here and who has many friends in this vicinity. Daniel J. Shivers, claim agent, of Baltimore, was the best man and Mrs. J. P. Dewhurst, a sister of the bride, was matron of honor. Mrs. Robertson was formerly secretary to the Company's attorney, Frank C. Reynolds (lately deceased), of this city, and is a popular young lady. They will reside in Cincinnati. We wish them happiness.

A wedding of interest to Cumberland Division employes, was the marriage of Miss Marie Garner, formerly file clerk in the office of the Assistant Superintendent to James A. Smith, a telegraph operator of Terra Alta.



E. E. Alexander, Superintendent of Timber Treating Plant, and H. W. Gross, Yard Foreman

Mr. Gross has been in the service since 1912



Old Shop and Lumber Yard at Keyser

Courtesy Mountain Echo

Mrs. Smith, by her kindly disposition and beautiful character, found a place in the hearts of all with whom she came in contact. Mr. Smith has recently returned from government service in China. We extend to them our heartiest congratulations.

The many friends of George Robinson, carpenter in our shops, deeply sympathize with him in the loss of his home in January. The house and furniture were almost totally consumed by the flames.

Every once in a while, something unusual happens on the "dinkey" car that houses the Piedmont employes, from Piedmont to Keyser. A few days ago while the fellows were sitting in the car talking and waiting for the engine to start, one of the doors flew open and in came "Bill" Wright. He threw his lunch box down and ran through the car and out the other door, jumped off the car and was gone. Some of the fellows thought that he was crazy, and ran after him, chasing him all the way to his home. Then they discovered the cause of "Bill's" crazy actions. He had a new-born son, and when he saw it would be about five minutes before the dinkey would leave, he had to run back to see the boy again. Congratulations, "Bill."

The accompanying picture is of the old shop and lumber yard at Keyser. They were burned a number of years ago and have been supplanted by similar facilities. Grain cars and cabooses

are built and repaired here and coaches are repaired. In the right background of the picture may be seen the blacksmith shop and storeroom. About one hundred thousand feet of lumber are carried and the shop employes number about 620 men.

Connellsville Division

Correspondents

S. M. DEHUFF, *Manager of Telegraph Office, Connellsville Pa.*

J. J. BRADY, *Office of Division Accountant, Connellsville, Pa.*

EARL E. SHANK, *Office of Superintendent, Connellsville, Pa.*

Secretary Underwood of the local "Y," during his visits to the office of the Division Accountant, has been tireless in issuing invitations to the boys to come up and have a game of volley ball with his team. So a certain fellow in the M. P. Bureau, who in addition to his many commendable qualities boasts not that of golden silence, decided to get the gang together and "trim Underwood." He then inveigled the rest of us to join him and we soon had the team and a few substitutes, and rooters, too.

Mr. Cordrey, one of the "Y" directors, was then apprised of the cute little scheme, and he arranged that in celebration of the splendid victory that was to be achieved over the "Y"

team, a dinner at the "Y" restaurant would be very appropriate and enjoyable, and most happily suggested that the dinner should be held before the game. This, later, proved to be the cleverest idea of the evening.

Following the dinner the aforesaid "un-silent" one tickled the ivories in the "Y" hall and was accompanied by Sergeant Martin on an improvised drum, while a certain senior tried to out-Theda a well-known person of screenland, much to the delight of all spectators. And then the real event of the evening started. The Accounting team won the first game, while the "un-silent" one looked on gleefully from the side lines. Then something went wrong. This same guy decided to do something himself, benched one of the players and hied himself into the arena with all the confidence of a Mexican toreador facing his tenth little bull friend on a quiet Sunday afternoon. And the other two games were quite easily and quickly won—by the "Y" team. Secretary Underwood was not "kidded to death" upon his coming into the office on the following morning, as was originally intended. Who was this stalwart athlete? you ask. Oh, I have quite forgotten his name, but I think that Brinker can tell you all about him.

On January 17, Miss Fern Gainer, popular stenographer to the master mechanic, and J. Cowan, were married at Pittsburgh. Miss Gainer's host of friends are a unit in wishing the couple a happy married life.

On Saturday evening, January 31, a number of Baltimore and Ohio employes and friends of Mr. and Mrs. Cowan, gave a party in their honor and a most enjoyable evening was spent in dancing and playing cards.

We are pleased to note that engineer G. N. Woods has been discharged from the hospital and will shortly resume duty.

Hugh Fox, genial clerk to the road foreman of engines, has been stepping quite lively recently. First, he was promoted to be secretary to the superintendent, Pittsburgh Division, and then, before we really knew he had left us, he took unto himself a charming bride in the person of Miss Madelein Walton, of Connellsville. While we regret to lose the good cheer of his radiant smile, we shall try to be unselfish and yield him to our neighboring division with a good heart, wishing him continued advancement.

The grim reaper has exacted heavy toll among our employes during the past month. B. F. Hady, well-known engineer, died at his home in Meyersdale, after a long illness; Floyd Gilpin, car repairman, died at his home in Connellsville; C. A. Reed, brakeman, died of influenza at Connellsville; and engineer E. T. Bishop died suddenly at Fairmont. Our sympathies are with the relatives and friends of these deceased employes.

We were sorry to learn of the death of Pittsburgh Division conductor W. L. Allen, at a hospital in Uniontown, from pneumonia. The

deceased served with credit in the late war and was gassed in France, from the effects of which he had never fully recovered. He was well and favorably known throughout Connellsville and vicinity and his untimely death was sincerely mourned by all who knew him.

James J. Ryland, secretary to the superintendent of the Connellsville Division, resigned on January 31. "Jimmie" was in the service for over seven years and during that time acquired many friends on our division. His smiling countenance is missed by all.

"Jimmie" is in the coal business now and assures us that from now on there will be no shortage of coal as far as he is concerned.

We all wish him success.

J. E. Wallace, car distributor, has resigned and his position is being filled capably by J. F. McGrath.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor*,
Office of General Superintendent

The accompanying picture is of R. Petrone, foreman of Section 25, Sub-Division No. 3, with headquarters at Wildwood, Pa. Mr. Petrone was one of the winners of the prizes offered for the best section and is seen dressed in his uniform as worn when a member of Uncle Sam's army. We congratulate Mr. Petrone and hope he will keep up the good work.

T. J. Mullen, formerly employed in the office of the General Superintendent at Pittsburgh, has resigned from the service and taken a position with the Carnegie Steel Co.



R. Petrone,
Prize-winning Foreman of Section No. 25

E. C. Ringer, formerly chief clerk to trainmaster Carroll at Pittsburgh, has taken the position vacated by Mr. Mullen, and J. T. Muhlbauer has been appointed as Mr. Ringer's successor. We wish them all success in their new field.

This writing finds many of our employes off on account of sickness, but we trust all will soon recover and return to duty.

The accompanying sketch shows one of our popular men of the Car Department at Pittsburgh. He, in company with another hunter, spent some time recently in the wilds of Pennsylvania hunting for rabbits and birds. Upon their return both Mr. Peeples and Mr. Bonner told conflicting stories in regard to the quantity of game they got, but a bunch of friends that were invited in for a game supper were sadly disappointed because our stringent game laws prohibited the sale of rabbits.

Mr. Peeples received the surprise of his life as explained in the cartoon better than words can tell, although he had been studying the bear life by looking at stuffed bears on Smithfield Street. He claims the one he met did not give any advance notice to "throw 'em up" and his experience has taught him a lesson in regard to hunting for big game. He has returned to his duties as night car foreman at Pittsburgh.

John V. Patton, age seventy-five, a former resident of Pittsburgh, and former general manager of the Pittsburgh and Western Rail-

road, now part of the Baltimore and Ohio System, died recently at his home in Colorado Springs, Colo. He was born in the upper Allegheny Valley, and spent his early life there. He became a commercial telegraph operator in his youth and later was employed by the Allegheny Valley Railroad. During the Civil War he served as a government telegrapher and at the close of the war returned to railroad work. He served as engineer, freight and passenger conductor, and assistant superintendent while in the employ of the Allegheny Valley Railroad.

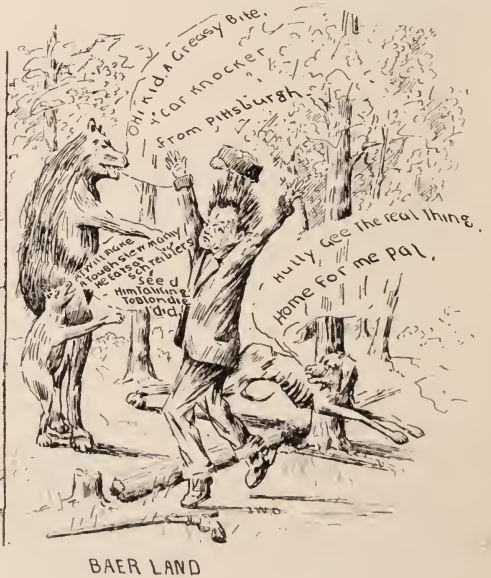
He later entered the employ of the Baltimore and Ohio and became general superintendent of the Pittsburgh Division. Under his direction much of the development on the old Pittsburgh and Western Railroad was accomplished. He retired from active railroad life about ten years ago and joined the members of his family who had moved to Colorado. Mr. Patton leaves his widow; one daughter, Mrs. Grace MacLean, and four sons, Joseph, Robert, Stuart and Frank Patton, all of Colorado.

Glenwood Shop

Correspondent, FRANK RUSH, *Shop Clerk*

H. F. Tatters, a well-known machinist, is out of the hospital after an operation. We hope to see Harry back on the job soon.

Our friend, Robert Whalen, air shop, has been off duty eight weeks suffering with rheumatism. We hope his recovery will be speedy and complete.



"A hunting they would go"



Baltimore and Ohio Apprentices at Glenwood, Pa.

The apprentice boys at Glenwood are in the accompanying group. On the extreme right is apprentice instructor F. J. Gey. He has some job on his hands with these youngsters.

J. W. Love, who was inspector in the backshop, and who was rendered helpless by paralysis about a year ago, is up and doing. He has made a few trips to the office and appears to be getting along very nicely.

William Dewalt, Stores Department, is out of the hospital after a bad attack of kidney trouble.

"Dan" Tiser is dead. "Dan" worked in the Car Department and was working on repairs to wood cars when the steel car plant was started. With the beginning of the operation in the steel car plant he volunteered his services for steel car construction and made good. His death was caused by pneumonia. We extend our sympathy to his family.

January 14 will always be a red-letter day in the lives of Harry Smith, machinist, and his wife, for on that day a seven pound baby girl was given them. Mr. Smith is a machinist in the tool room and is accounted as one of Glenwood's bright, happy and energetic employes.

Gerald T. McGinness, died on January 26, 1920. He was born November 8, 1893, at McKeesport. "Mac," as he was popularly known by us, entered the service as timekeeper in the Maintenance of Way Department at Fitz Henry, September 18, 1912. His promotions were many and he was finally appointed secretary to superintendent of shops, October 1, 1919. This position he held at the time of his death. "Mac" had a good word for everybody and the entire office feels his loss.

Recently we had the pleasure of talking with one of our happy family of veterans, Whitmer A. Dean, "Bill," as everybody calls him. He has the faculty of appearing bright even though the sky is overcast and there's no one at Glen-

wood who can't get the "high sign" from him in the shape of a cheerful "Good Morning" or "Hello." Mr. Dean began his career with the Company at Keyser, July 12, 1897, as caboose repairman. He became an efficient workman and as a result was transferred in 1908 to Cumberland as back shop foreman. In 1912 he came to Glenwood shops as foreman over the heavy repairs on freight cars. From there he was transferred to Tank Shop as foreman. His next advancement was in 1917, to take charge of the night force repairing cars on the light end repair track at Glenwood. Mr. Dean has been married a number of years and has quite a family. May both Mr. and Mrs. Dean and all the "little" Deans have health, wealth and happiness.

"Sam" Rock, a well known brakeman on our division, is quarantined for small-pox. Our sympathy is extended and also our wishes for his speedy recovery.

We take pleasure in introducing Ray Chamberlain, engineer, who, though in great danger of being scalded to death by steam after a seam in firebox had blown out, ran his train to a position where little delay was occasioned in changing engines. On January 7, just after leaving Hazelwood station on train No. 75 for Wheeling, a crack in the firebox which had been electrically welded let loose and the escaping steam enveloped Mr. Chamberlain in a moment's time. Nevertheless he ran his train to a siding through WJ Tower interlocking, although he was forced to extend his body out of the cab window in order to escape the hottest steam and to see the semaphores. He then reported to the operator at WJ Tower and returned to his engine. After engine had been changed it was found that Mr. Chamberlain was too badly "steamed" to resume his duties immediately and he was removed to the baggage car, where his clothes were changed, while Mr. Smallwood, road foreman, took train to Washington, Pa. From this point Mr. Chamberlain resumed his run. Mr. Chamberlain is elected for Railroad honors.

On January 12, electrician Frank J. Jacobs, while repairing a headlight on an engine which stood over inspection pit, slipped and fell from the running board and fractured his left wrist, also suffering minor bruises about the body. He was first sent to our medical examiner, and then to Mercy Hospital. He is improving now and we will be glad to see him back on the job.

A strange occurrence is brought to our attention in the report of wreckmaster R. W. Burchell, of a car which ran approximately two miles on half of a wheel. On an extra east on the night of January 7, a car was found at Scott Haven with a wheel broken in half. As the other half of the wheel was at Guffey, it is evident that the car ran from Guffey to Vista over the main track, and then through the siding, with a broken wheel. The half wheel had evidently caught on the brake beam and so saved a serious accident. It was later found that break in wheel was half old and half new defect, so the inference is that the car inspector was negligent in his duty. The car inspectors should be very careful in their inspection of the running gear, especially in cold weather such as we are now experiencing. This particular incident may have been the fault of the wheel press operator. He may not have pressed the wheel into the axle with sufficient pressure. This fact, alone, has been the cause of many serious accidents.

The accompanying picture is of the five and one-half year old son of "Dave" Sarcone, blacksmith at Glenwood. "Dave" has a record of thirteen years with the Company and is well known about the shops.



Frank A. Sarcone

Age five and one-half years. Son of "Dave" Sarcone, Blacksmith at Glenwood for thirteen years



Clarence E. Rider, Glenwood, Pa.

Clarence E. Rider, whom you will recognize on this page, is work report writer at Glenwood. He has been in the service for three years and was formerly extra chief caller. We are told that Mr. Rider is a "very promising and obliging young man," and he looks it.

A. J. O'Malley, machinist in the machine shop at Glenwood, was noticed passing the cigars around a few days ago. A new baby and the little one and the mother are doing well.

It is to be hoped that all employees here will help the correspondent obtain as much news as possible for publication in the MAGAZINE. Let us get Glenwood shops on the map.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*

MARY C. LEEDS, *Motive Power Clerk*

GEORGIA LOWE, *Assistant Cashier*

S. C. WHITE, *Chief Clerk to Trainmaster*

A. H. Freygang, division engineer and assistant superintendent of the Southwest District of our Lines, and formerly our assistant division engineer, has been made division engineer of the Monongah Division. He was located here about five years ago, and has a host of friends who welcome him back. Mr. Freygang came here from Chillicothe, Ohio, where he formerly had his headquarters.

Miss Agnes Goeke, stenographer in the Maintenance of Way Department, has returned to duty after an illness of two weeks.

Wheeling Division

Correspondent, A. N. GANTZER

Benwood Shop

Correspondent, ANGELA APPLIGATE

The entire Wheeling Division was shocked on the morning of January 31 when they learned of the sudden death of E. E. Holloway, dispatcher on the second trick at Wheeling, at his late home at Pleasanton. We extend our heartfelt sympathy to the widow and two children. Mr. Holloway was one of the oldest dispatchers on our division and his loss will be felt by all.

Our congenial chief dispatcher, J. E. Rickey, Sr., recently entered the Chief Dispatcher's office with a high grade cigar in his mouth and a smile that extended from ear to ear. It was the first time Rickey was ever known to be a few minutes late, and, of course, the office force stood up immediately and demanded to know why. After a few minutes hesitation, he announced in loud and audible tones, "there is a 'J. E. Jr.' at my house in Glendale." Three minutes recess was then declared to congratulate "Daddy" Rickey on the new arrival.

We extend to Mr. and Mrs. S. Thompson our heartfelt sympathy in the death of their son, Sidney Dempster, in Arizona. Mr. Dempster had been in bad health for sometime, although his death was unexpected by his many friends.

The large amount of diverted freight business which was handled through the Wheeling Terminal so successfully, certainly showed clearly how our divisional people work in harmony and get results. A large amount of this credit is due to our chief dispatcher, W. I. Cockrell, who, when business got back to normal, took a few days vacation. Walter claims that sitting by the fireside with a big corn-cob pipe

and an old pair of slippers on, resting in a big easy chair, beats figuring out tonnage and punching up the roundhouse for more power.

Mr. and Mrs. Chester Shields are rejoicing over the arrival of a daughter. Congratulations, "Ches."

DeWitt Morgan is the proud parent of a baby son. The mother was formerly Miss Rachael Dixon, whose father is an old engineer on this division.

O. L. Kinsey, former shop clerk at Benwood, has been made assistant chief clerk in Mr. Bowden's office, Wheeling. Mr. Kinsey's presence will be greatly missed in the Master Mechanic's office. J. H. Brown has been made Mr. Kinsey's successor, and is well known here (in fact he is one of us) having been a stenographer in the Stores Department in 1915. We welcome "Doc" back again and wish him the best of success in his new work.

It will be of interest to mention the fact that our old friend J. J. Burkley has been promoted to assistant master mechanic at Cumberland, and our esteemed friend J. P. Duffy has been selected to fill the position made vacant by Mr. Burkley's promotion.

The accompanying picture of the boiler gang shows from left to right, first row: F. N. Porterfield, J. Burge, O. E. Arthurs, D. M. McMasters, W. R. Richmond, H. E. Rider, H. A. Williams, J. A. Slonaker, J. Bushby, J. Finnegan. Second row: A. Mack, foreman J. F. Whalen, G. E. Dean, E. E. Goodwin, M. E. McGrew, William J. Gallagher.

Every now and then August Freter, the popular photographer and patent medicine peddler, drops in at Benwood shops to try his luck. He carries medicines in his camera case and generally does a good business. Some of the fel-



Boiler Gang at Benwood Shops



Part of Force at Benwood Car Shops

lows here have had August "snap" their faces so often that he says his camera knows them by name.

Not all the employes of the car shop are in the accompanying photograph. The attractive gentleman on the axles is assistant foreman A. J. Kettlewell, who never worked anywhere in his life except at Benwood Shop. Next to him the other stogie-smoker is "Bill" Copenhaver—he is really better looking than the photo indicates. The individual in the front row with the white shirt is C. W. Shields, from the office (not the Philippines). In the second row on your right, the man with the bow tie and with shipping tags projecting from his coat pocket, is Sergeant Charles B. Dailey, who went through the Argonne and some other h—l in France. Next to him with the toboggan hat—you'd think from his face he was the foreman, but he isn't—is the time card clerk, DeWitt Morgan. In the centre of the second row is Robinson Crusoe Hill, who has been shaved since August took the picture. The short fellow, fourth from the left in the back row, is "Bob" Bales. The little fellow peeping into the back row in the centre of the doorway is "Side-bearing Bill" Myers.

The funniest part of the picture is not seen at first glance. It came when the whistle blew and Kettlewell made August carry all the broken sills and planks (from which he made the background) back to the scrap pile where he got them.

Not Reported by the Correspondent

In the beginning, the downfall of man was accomplished by a woman with the aid of an apple.

Now a man is in a fair way of evening things up here with the use of another apple. It is reported that our fair MAGAZINE correspondent

is being tempted by a certain "cinder wheeler" of the shops, and that she is about to succumb to our modern Adam's wily strategy.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

A few days ago Leo J. Connelly, locomotive inspector extraordinary and popular Beau Brummel of Storrs Roundhouse met with a sad and trying experience. Recently he had an important engagement after finishing work, about eleven p. m. He, therefore, came to work "all dolled" up in his glad rags so that he would lose as little time as possible. In some unknown manner one of the boys got hold of his powder can and blended a little lamp black with the talcum in order to give it a higher polish. After washing up, Mr. Connelly went to the locker room to apply the "talcum" as a finishing touch and was on his way to meet his BEST FRIEND. He boarded an Eighth Street car and after getting comfortably seated looked around and noticed that every one was laughing at him. Of course, he knew not why. After reaching his BEST FRIEND'S home, she opened the door and it is reported that she fainted when she beheld her Leo. Modesty forbids our printing here the language used by Mr. Connelly. He has been in a bad humor ever since. "It's a long lane that has no turning," and, no doubt, scores will be evenged when Mr. Connelly catches the guilty parties.

"Whitie" Hiltibrand recently became a 'Daddy' for the eighth time. The latest arrival was a girl. "Whitie's" dream of a base ball nine is shattered.

H. I. Davis, machine operator at Storrs, has returned from a month's sojourn in Florida. "H. I." brought back several of the almost extinct species of mugaloots and hyperbozoas, which he caught himself—right on the Gulf.

John Doyle, chief clerk in the Freight office at Cumminsville, recently left the service to accept a position as traffic manager with a hay and grain concern in the city.

There should have been a holiday, but the Railroad operated all day on January 27. On that day Miss Meryl Shriver passed into oblivion, for she is now Mrs. Lawrence J. Hackett. "Larry" is a popular machinist at Storrs. Congratulations and best wishes for a long and happy married life.

D. Ziegler, yardmaster at Queen City Avenue Yards, has resumed work after an absence of six weeks due to sickness.

The Superintendent's force recently enjoyed an oyster-stew party in the Girls' Welfare Room. Many thanks to our pro tem. chef, C. M. Harden.

"Ed." Massman, the smiling first trick caller at Storrs, has been made a machinist apprentice. There still must be some great attraction about the M. M.'s office, as we notice he still seems to have a great deal of business there. John Georgi, messenger, has been appointed to fill "Ed.'s" place as caller clerk.

Night trainmaster W. J. Robinson recently was absent from Eighth Street, confined to

his home with "Flu." "Bill" is the only victim to this writing in the Transportation Department.

Lester Hamblin, clerk in the Division Engineer's office, is one of the most envied young men in the Cincinnati Terminals. Oh, those dimples! Lester has been most everywhere and is a good talker.

Conductor J. A. Gross took a big step by joining the married men's squad at the Hotel Seelbach, Louisville, Ky., on February 10. He and his bride will make their home on Price Hill.

They are telling a good one on Carl Smith, the efficient engine house clerk at Storrs. Recently Carl was working temporarily in the office of the Master Mechanic. One noon he went to lunch on Sixth Street and while there had the good fortune to win a large box of chocolates. Now the young ladies in the Master Mechanic's office, like all other young ladies, are extremely fond of candy, and Carl knew this. Upon his return to the office he did not wish to "come across," no doubt wishing to keep it for some "other young lady," and stated that the box contained a shirt he had just purchased. However, some of the shop men were "wise" and, coming into the office, insisted that he show them the shirt. Of course, there was nothing to do then but "open up" and the "young men" then, as well as the "young ladies," helped him speedily to dispose of the candy. Shame, Carl! Come clean the next time and don't "beat around the bush."



Employees of Blacksmith Shop, Ivorydale, Ohio



Engine 1423, Cincinnati Terminals, and Ash Pit Crew

The accompanying picture shows engine 1423 with the ash pit crew at Storrs. Reading left to right are: Denver Roberts, Samuel Powell, Drury Stokes, James Jackson, Henry Mitchell.

"Fred" Kirchner, formerly chief yard clerk at Storrs, has been made trace clerk in the Superintendent's office. Clifford Lindsey has been appointed to succeed "Fred."

A farewell party was tendered Miss Christine Smith, bride-elect of Mr. Carl Godfrey, during the past month in the Girls' Welfare Room. Miss Smith is to make her future home in Cleveland, Ohio.

A. Cain, conductor on the Hopple Street crew, is wearing a new spring hat, which he claims he found about three years ago.

Adolph Buehrle, boilermaker at Storrs, has just returned to duty after having undergone a serious and painful operation. He was welcomed back by all his fellow-workers, who hope soon to see him in his usual good health.

The "Gimme Fever" is more contagious than the "Flu." Among the latest victims to contract the disease is our painter, Charles Burke. On examination, "Doc" Auberger pronounced the case as chronic and practically incurable. "Joe" also suggests that the store-keeper furnish the office force with a safe deposit box for promiscuous Eight-Hour and All Day.

R. H. Myers, yard switchman in the Terminals, and wife recently left for a trip through

the West. During the war Mr. Myers served the country as a Marine, and since his return has not been in the best of health. Best wishes go with him for his speedy recovery.

Conductor William L. White and family recently returned from a visit in New York, where they took in some of the big shows.

Our car foreman at Storrs, J. M. Burke, enjoyed the recent ice-coated pavements immensely, more so than the time he took in the skating rink. He says he only fell once, but we know the truth.

New Castle Division

Correspondents

A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.

P. W. ADAMS, *Telegraph Operator*

O. C. BEDELL, *Telegraph Operator*

"Danny" Thomas, locomotive report clerk, Superintendent's office, is still confined to the Hospital and it will be some time before he will be able to resume duty.

The "Flu" in a mild form is again with us, and at one time eleven clerks were off duty in the division office alone. The work has suffered to some extent, but fortunately the sickness usually does not extend over two or three days and it has been possible to keep things moving

in good shape. In the shops and yards, and among the trainmen, conditions are more serious and at some points the number of men off sick has resulted in serious inconvenience in handling work.

We quote two letters exchanged between offices:

"Somewhere in the U. S. A."—"Please advise how this transfer business is handled, the kind of vehicle used, if auto, give number of engine, kind of machine, maker, type, etc., and number of machine."

"The vehicle used is an old horse and wagon. The horse is a very old horse. I have carefully examined the animal and there does not appear to be any number on him, but judging from his looks he will soon be numbered among the missing."

E. J. Correll has arrived at New Castle to assume his new duties as division engineer, relieving L. W. Strayer, who has been transferred to other duties. With Mr. Correll also comes the new engineering corps that will be assigned to this division to handle the engineering details formerly handled by the chief engineer.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark (Ohio) Shops

Ray Hines has been promoted from messenger to man hour clerk in the Motive Power Department.

Ursal K. Swain has resigned his position as shop order clerk in the Division Accountant's office, to accept one with the Licking Creamery Company at Newark.

Robert Baker has been appointed messenger in the Division Accountant's office.

Ira Rickmer has been promoted to position of fuel clerk, vice H. C. Alspach, promoted to tonnage clerk, vice O. J. Payne, promoted to position of report clerk.

Orie Reel, the "little fellow" in the C. T. Timekeeping Department, says he agrees with the fellow who said that getting up at six a. m. is like a pig's tail—"It's t'wirly."

Our old friend John S. ("Jack") Price, after another siege in the hospital and a round with old man "Flu," is again on the job on C. & N. desk, Division Accountant's office. You can't keep a good man down.

Frank Graham, formerly C. T. time clerk, Division Accountant's office, has resigned to accept a position with the Burke Golf Company, Newark, Ohio.

Miss Zanfrey Floyd, after a serious illness of about a month, is again on duty in the Trainmaster's office.

The accompanying photograph shows Miss Inez McKee, daughter of our agent and yardmaster, R. E. McKee, Sandusky, Ohio.

It is with pride that we relate the following concerning this young lady's experience in the World War:

At the beginning of the war Miss McKee was a trained nurse in Lakeside Hospital, Cleveland, Ohio, where she enlisted with the Lakeside Unit, which left Cleveland May 6, 1917, arrived at Liverpool May 20, and in France a few days later. The Lakeside Unit was the first American Hospital to go across, and their base hospital was located at Rouen, France. Later in the year 1917 a number of nurses were selected from the various American hospitals and sent to the front, Miss McKee being one of those chosen.

On December 28, 1917, Field Marshal Haig, British Commander in Chief, submitted a list of about twenty American nurses serving on the Western Front, deserving of special mention on account of taking care of the wounded under fire. One of them was Miss McKee, and at the close of the war, she was decorated by the Prince of Wales with the British Royal Red Cross.

During Miss McKee's stay on the Western Front, the sleeping quarters of the unit with which she was connected, were blown up by German air raiders, but she fortunately escaped injury on account of being on duty at the time of the raid. However, she lost most of her clothing and personal belongings.



Miss Inez McKee
Daughter of Agent and Yardmaster R. E. McKee,
Sandusky, Ohio

Since her return to the States, she has just recently become Mrs. C. S. Schoepfle, and now resides in Ann Arbor, Mich.

Newark Freight Station

Chester Dickerson, former yard clerk, has accepted a position with the Westinghouse, Church & Kerr Co., who are in charge of the construction of the new addition to the American Rolling Mill Co.

Harry Leonard, formerly with the Zanesville & Western Railway Co., has accepted a position as bill clerk in our Freight office.

A. C. Richards, chief clerk, had a narrow escape one evening recently about six o'clock when he decided to take a short cut home. He stared across the ice, but received a cold Turkish bath about twenty-five feet from shore. He now thinks the longest way round is the sweetest way home.

Orville Howser, Esq., demurrage clerk, invites you all to make a visit to his new mansion which will be completed sometime in the far distant future.

E. C. Doudna, freight agent, made trips to Cincinnati on January 9 and 15, to study the installation and operation of the new Vari-Check System at Smith Street Station. This system was also installed at Zanesville a few weeks ago and is proving a great success. We hope the time is not far distant when all stations on the line will be using this Vari-Check System.

Cleveland Division

Correspondents

- A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
- AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

Lorain Shop and Terminal Committee

PERMANENT MEMBERS

- M. A. GLEESON..... Master Mechanic, Chairman
- Miss M. GONNERMAN..... Stenographer, Secretary
- J. A. SUBJEK..... General Locomotive Foreman
- W. K. GONNERMAN..... General Car Foreman
- C. H. ROTHGERY..... Storekeeper
- Dr. J. H. MINOR..... Medical Examiner
- J. C. HAHN..... Terminal Trainmaster
- J. J. POWERS..... Trainmaster
- J. DRENNAN..... Supervisor
- Z. ROBINSON..... Carpenter Foreman

ROTATING MEMBERS

- L. SPADE..... Fireman
- L. WILDE..... Pipe Fitter
- G. B. PRICE..... Machinist
- J. KIKLOS..... Machinist Helper
- J. DECHANT..... Blacksmith
- G. SCHARICK..... Inspector
- J. LUCZA..... Riveter
- J. WORMAN..... Machine Operator
- G. BUSSLER..... Wood Car Repairman
- J. GULA..... Light Repairman
- N. A. HARPER..... General Foreman
- A. NORE..... Engineer
- J. F. EARLY..... Night Yardmaster
- F. DINKLE..... Boilermaker
- J. BASORE..... Chief Operator
- J. HESS..... Boilermaker
- J. DEGAN..... Brakeman
- F. DERNIER..... Hump Yardmaster
- A. W. RADESE..... Yard Dispatch Clerk

Cleveland Terminal and Shop Committee

PERMANENT MEMBERS

- A. H. GENSLEY..... Terminal Trainmaster, Chairman
- E. M. STEPHENSON..... Stenographer, Secretary
- E. W. WITCRAFT..... General Yardmaster
- J. A. HACK..... Assistant General Yardmaster



Roundhouse Force, first and second shifts at Massillon



George Rebholz ("Maggie"), Roundhouse Caller, and Edward C. Tiiliski, Fireman

ROTATING MEMBERS

E. J. MAHONEY.....	Assistant Car Foreman
R. B. MCGINLEY.....	Chief Clerk, Terminal Agent
C. I. REDFIELD.....	Yard Conductor
F. S. KUNDTZ.....	Yard Brakeman
D. NORWALD.....	Yard Engineer
M. KEATING.....	Yard Fireman
J. AMBROSE.....	Section Foreman
F. J. BOYER.....	Yard Clerk
F. DIETZELL.....	Machinist
P. BOGDON.....	Boilermaker
W. MERKLE.....	Car Inspector

Cleveland Freight House

Miss Demaline, chief correction clerk, has spent many of her noon hours with the Accounting Department since January 31, 1920, because of the fact that Mr. Fulton left the employ of the Company on that day.

Miss Bauer, our well known posting clerk, put one over on the office on Saturday, January 24, by running off and having the knot tied. She is now known as Mrs. Tilley. Good luck.

Lorain

On January 15, the clerks in the Master Mechanic's office, with their friends, enjoyed a sleigh ride to Elyria. The finest feature of the evening, of course, was the steak dinner served the party at the Elks' Club Dining Room, Elyria. With the exception of a few frozen feet, and much "gapping" at work the next day, no serious consequences were suffered from the cold weather.

Another diamond has been added to the list in the Master Mechanic's office. Miss Julia Meyer, M. C. B. clerk, is the proud owner. Good luck to her.

The many friends of Miss Marie Henderson, stenographer to the division storekeeper, will

be interested to know that the third finger of her left hand is emblazoned with a big "sparkler." Marie is also spending her noon hours embroidering. "Wonders will never cease."

Massillon

The photo on opposite page is of E. Polen, roundhouse foreman at Massillon, and his force. Mr. Polen is the happy-go-lucky looking fellow smoking a cigar and sitting on the injector.

Yardmaster A. H. Brown has been off sick for about three weeks. Hope to see you out pretty soon "Brownny."

Trainmaster J. Fitzgerald was confined to his home for about ten days with the "Flu." He is out on the job again, but is not feeling any of the best yet. Stick her out, "Jim," and you'll have the old "pep" back again soon.

Herman Kessel has taken a position at the Massillon Freight House, and is making a success of his work.

Miss Emma Gumppe has taken the position of stenographer at the Massillon Freight House, in place of Miss Martha Stahl. A willing worker and sure to make a success of it.

This picture is of John W. Crampton, brother of agent Crampton, who saw service across the pond. This was taken at Tours, France, where Mr. Crampton was connected with the Fourth Regiment, 15th Company, A. E. F.



John W. Crampton in his Air Togs

Garnett Brunker has taken a position at the Yard office, "grabbing numbers."

U. H. Wallace has been transferred from fireman to yard clerk at Massillon.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*

V. N. Dawson, formerly storekeeper at Lima, Ohio, has been made storekeeper at Lincoln Street Terminal, vice J. J. Gibbons, assigned to other duties.

C. H. McCrary, formerly in the Storekeeper's office at Garrett, has been transferred to Lincoln Street, where he is now holding the position of chief clerk to storekeeper, vice Joseph Marshani, transferred to Mt. Clare, Baltimore.

James McCurdy, handy man at Robey Street roundhouse, whose sense of smell has been trained by years of experience in the detection of hot boxes on our locomotives, was the first to detect the odor of smoke issuing from the carpenter shop at 3.05 a. m. on January 28. His quick action in giving the alarm to the Home Guard Fire Department possibly prevented the destruction of the entire shop. An alarm was sent to the City Fire Department, but owing to the efficiency of our Home Guards and the prompt operation of the fire-pump by our alert Power Plant engineer Brown, assisted at the nozzle by pipe fitter Weller, hostler Zimmerman and fire knocker Ruschinski, the fire was soon under control.

George Hesslau, formerly MAGAZINE correspondent, has expressed his willingness again to assume that responsibility. Mr. Hesslau was among the first to arrive in France with the

Rainbow Division and was several times cited for special merit. Upon his return to civil life, he and Miss Veronica Corrigan were married. His friends will be pleased to greet him as correspondent and give him their hearty support.

South Chicago

Correspondent, MRS. BERTHA PHELPS, *Wheelage Clerk*

At a meeting of the Veterans' Association, held at Garrett on the evening of January 21, the different departments at this station were represented by H. S. Lee, Frank Johnson and A. E. Pollard, all of whom reported a fine time.

Despite our efforts to evade the "Flu" it seems to have had a firmer hold on our employes this year than last. About thirty were absent at one time from the Mechanical Department, and three or four from the Agent's office. Car foreman R. A. Kleist and chief clerk Edward Murphy were among those who have been afflicted. Pneumonia developed in Mr. Kleist's case but we are glad to state that he has recovered and resumed his duties. Mr. Murphy is also on duty again.

Miss Clara Erickson, stenographer to storekeeper Kazmarek, is back at her desk after a severe illness.

Now that our Road has been returned to the management to which it rightfully belongs, we, as employes, must surely realize that our prosperity depends upon the prosperity of the Baltimore and Ohio and that this prosperity can only be acquired by our efficiency. We know that this will be of the highest standard.



Station and Force at Syracuse, Indiana, Agent Buckholz on the right

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Agent H. W. Buchholz recently sent us the accompanying attractive picture of our station at Syracuse, Indiana. This was built in 1915 and is representative of the progressive and energetic spirit which dominates the citizens of this town.

Syracuse is on the Chicago Division and boasts several large industries, the Sandusky Cement Works being the most important. It has a beautiful lake with the attractive Indian name of "Wawasee," the largest fresh water lake in the state, with eighteen miles of shore, five hotels and many beautiful summer homes.

Syracuse has a live commercial club which is always on the lookout for the upbuilding of the town.

Although we have never met agent Buchholz, his letter to us indicates that he is one of the live ones that is giving the town its reputation for doing things and we have no doubt that he makes the Baltimore and Ohio a vital factor in serving local needs.

In the picture are, from left to right: C. I. Beery, ticket agent; W. E. Rahmer, road supervisor; W. H. Ray, car inspector; George W. Waddell, telegraph operator; H. W. Buchholz, Agent.



Passenger Brakeman John Irwin and Grand-daughter Jennett Elizabeth Comer, age fifteen months

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

D. N. Carnes, steel car builder, is all smiles; the cause! a nine pound baby girl arrived at his home on January 6.

Another young engineer has made his initial bow to the railroad fraternity from the home of engineer and Mrs. S. B. ("Jack") Frost. Congratulations!

Engineer C. H. Rodehaver has been very ill with pneumonia for a number of weeks but we expect him back with us again soon.

Engineer George G. Wilson, who has been off duty for several weeks because of illness, is reported convalescing. We hope for his speedy recovery.

S. K. Yaple, road foreman of engines clerk, has resigned his position to go with the Dahl-Campbell Company. We wish him success in his new position. As he is to be located in Washington Court House, Ohio, which place has always held more or less attraction for him, we also wish him success along that line.

John Clark, clerk in yard office, succeeds Mr. Yaple as road foreman's clerk.

Miss Susie Masters, comptometer operator in Superintendent's office, has resigned, leaving for Columbus, Ohio. "Sue" has made quite a number of friends while among us, and she has our best wishes.

As one of the clerks in the Division Accountant's office passed the comptometer operator in that department, and playfully pinched her, she was heard to remark, "Stop it Miller, stop it!" The rest of the force are wondering who she meant or was thinking of, when she said "Miller?"

Another division engineer has made his appearance among us. We congratulate assistant division engineer S. H. Pullman, on arrival of this young official, who was left at his home on "Ground Hog Day," February 2. The young gentleman, who tips the scales at twelve pounds, has been given the name of "Tom."

Although obtaining news for the MAGAZINE from the Freight office is, from our experience in the past, almost like trying to find the proverbial "hen's teeth," we have, however, in a roundabout way, been informed that a certain young lady of that office is wearing a mighty fine looking solitaire. Congratulations, "Bert."

J. W. Purdy and William Carpenter, who formerly worked out of Cincinnati office, have been transferred to Division Engineer's office at Chillicothe.

Supervising agent O. C. Kibler, is off duty with the "Flu." We hope for his speedy recovery.

Prizes for Maintenance of Way Department have been awarded as follows: L. A. Pouch, supervisor, Leesburg, Ohio, for "Best Supervisor's District." J. E. Weaver, track foreman, Section No. 17, Greenfield, Ohio, for "Best

Main Line Section." George Bolen, track foreman, Section No. 34, Athens, Ohio, for "Most Improved Section." F. Weaver, track foreman, Section No. 43, Lynchburg, for "Best Branch Line." These men are to be congratulated.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*



Thomas A. Ackley

The accompanying is photograph, taken a number of years ago, of Thomas A. Ackley, engineer, who applied for pension, effective February 1. Mr. Ackley was born January 10, 1853, at Butler, Kentucky. He entered the service of the Ohio & Mississippi Railroad, Jeffersonville, as call boy in June, 1871, was transferred to position as fireman in June, 1872, and promoted to freight engineer, November, 1880, and passenger engineer in 1890, in which service he has been continuously since that date.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

Recently supervisor "Barney" O'Brien, a Frenchman(?), asked to be off five or six days and upon inquiry of the division engineer as to what the occasion was, he replied:

"Ireland was Irish when England wasn't much, Ireland will always be Irish but England may be Dutch,

The land of the Shamrock is the best land known, Where the plant that makes sauerkraut has never been grown."

Several of the girls on the Railroad are beginning to realize that they can't get a man's wages by holding a job, so they are throwing up the jobs and getting the man's wages by marrying a man. We don't refer to anybody in particular. If the shoe fits, wear it. Could mention a few names, but prefer not to.

A monologue is a conversation between "Sam" Newby and Thomas McCarthy.

A series of very interesting meetings are being held in the Division Accountant's office at Flora, for the purpose of making a complete study of all accounting. These meetings are not restricted to members of the Division Accountant's force, but are open to all employees interested.

Office Assistant General Freight Agent, St. Louis, Mo.

Correspondent, FRANCIS FIGOSKY

Mr. Hart returned from a hearing of the Interstate Commerce Commission held at Phoenix, Ariz., and was very much impressed with the weather conditions that prevailed during his trip.

It was with extreme pleasure that we welcomed back our former clerk, A. J. Cannan. "Tony" was recently released from the Navy. He made an A-1 sailor and we know he'll make an A-1 clerk.

Miss Fox expressed her opinion of Mr. Haack's picture in this manner: "I don't like the one with the hat—you look too much like my father."

Harry Michaels and his boy chum decided they would, from that day forth, save money. That same evening, when they were homeward bound, the boy said, "Oh, look, the ice cream parlor is still open; let's get there before it closes." Full speed ahead and with a few narrow escapes they reached the place in time to spend eighty cents or more. (My how their bank accounts will swell.)

We are anxiously awaiting the developments of a "love" correspondence course between a certain young lady in the office and two young men, one of Omaha and the other Oklahoma. (May Cupid's arrow be accurately directed.)

One of the young men in the office would like to know a good place to spend a "Honeymoon." Will anyone furnish the information? Better hurry, or he may be compelled to spend it in Belleville.

We are pleased to announce that Mr. Bollman has recovered his overcoat. We trust it won't be stolen again.

"If at first you don't succeed, try again." So she did, and through faithful practice, Miss Elsie can now skate.

Our efficient secretary to Mr. Hart has been kept rather busy during the past week on her income tax returns.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

Steel car foreman N. H. Tunks, Lima Shops, was presented with a beautiful set of silverware as a Christmas gift by the car men at that point in appreciation of his interest in their safety and welfare. Mr. Tunks has many of his safety ideas in practical operation at Lima Shops with the result that accidents have been materially reduced.

Assistant car foreman Lee Churchill, Lima Shops, has disgracefully and without notice deserted the bachelor ranks after (?) years of single blessedness. It took "L. P." close to three score years (our personal opinion, of course) to discover that married life is the only, only, and now Lee is trying to forget the white lights and everything so dear to bachelorhood. May he discover what a big mistake he made by waiting until one foot—oh, what's the use?—we all know the rest.

Car foreman Baker, Lima Shops, was presented with a handsome traveling bag as a Christmas remembrance from the car men. Of course, Mr. Baker's appreciation is beyond expression. He was profuse in his holiday greetings.

The Lima Car Department is well represented in the Industrial League of the City by one of the classiest bowling teams the shops have turned out for a number of years. N. Tunks, E. Swartout, E. Deweese, T. Elkins and R. Tunks have been piling up big scores every night. The latest dope is to the effect that this combination is claiming the championship of the Toledo Division. Any shop team wanting to dispute this title will communicate with Captain Thomas Elkins at Lima.

The many friends of "Herb" Miller, formerly construction foreman and now transfer table

operator at Lima, will be glad to know that despite his age he is on the job every day. It is rumored that "Herb" makes 'em all turn green with envy every noon hour when the card sharks gather around the table.

Miss Edith McCachren, daughter of Wesley McCachren, veteran shop painter, and Mr. Frank Crider of Akron, Ohio, were united in marriage January 15. We sincerely wish them many happy years together as well as prosperity and health in their new undertaking. Mr. McCachren is one of the oldest employes in point of service at Lima Shops, having been in the employ of the Company for thirty-eight years.

Clyde Townsend, assistant motive power accountant, has severed his connections with the Company, the vacancy being filled by the promotion of Jessie Lessor in the Division Accountant's office.

The accompanying photograph was taken sometime in 1915 and is of the Toledo Division timekeepers. These men are still in the service as timekeepers handling the time of road and yard engine and trainmen, with the exception of chief timekeeper John Sheeran, on the left of window in background, who is now located in the General Manager's office at Cincinnati. On the right of Mr. Sheeran is Arthur McNamara, who handles the time of road trainmen, while in the foreground to the right is George Mygatt, who handles the road engine. Garry Donahoo, on the left, handles the time of yard trainmen, and on the extreme left, in background, is Raymond Lemon, who handles the time of the D. & U. men. These men have been in the service of this Company on the Toledo Division for a number of years and have developed into as efficient and capable a team of timekeepers as can be found. Everyone on the division is proud of them.



Picture of Toledo Division Timekeepers taken in 1915

East Dayton

Correspondent, EDWARD M. MANNIX

East Dayton has made a good start for 1920. Despite the return of the "Flu" we have not had one fatality to date. Several of the men were off duty for a few days and a few are away at the present writing, but all are convalescing nicely.

To W. P. Stricklin, tank carpenter, was extended the sympathy of our employes upon the recent death of his father at Newark, Ohio, at the ripe old age of eighty.

The roundhouse clerks here received much praise from the Federal Inspectors, not only for their courteous treatment but for their methods of handling our records. Everything was right up to date, all information and records at our fingers' ends. It is wonderful what system will do, how smoothly it works and what results are accomplished when once it is perfected. It may be well said: "System is Money."

Ere this issue of the MAGAZINE is at hand the Railroads of the United States will probably have been returned to Corporate control.

"We Must Win the War" was a challenge which inspired all true Americans, and they gave their money, time, property, yea, their very blood, to achieve this end. We railroaders knew that one of the principal factors in this great strife would be the movement of our troops and materials of war. And our hearts were united to do this efficiently. Selfishness was never dreamed of. Loyalty and Obedience were implicitly observed.

To our Director General and his executive associates, we say: "Well done, good and faithful servants, you carried out your great task patriotically and well."

To those executives from whom we have been separated but to whose direction we now return, we say: "We pledge you to remain true and loyal Americans and to render you all the service that is in our power."

Another month glides by and no accidents have been reported except a few of minor nature. This speaks well for the "Be Careful Boys," always on the job to prevent accidents and injury. Good work, boys!

Despite the inclement weather, "Sunshine" is the order of the day here. Our men leave home in a happy mood, work happily, and return home in the same manner. They leave their labor with light hearts, knowing that they have rendered real service.

"It's pleasant to give a smile and let live,
As life flitters by like a song.
But the man that's worth while
Is the man that can smile,
When everything goes dead wrong."

Washington Information*(Continued from page 60)*

sies, sometimes of the simplest character, formerly resulted in negotiations extending over months or years," said Mr. Carter in his report, "resulting in strained relations between the officials and the employes, such controversies when not promptly disposed of by officials and employes are referred to Boards of Adjustment for final decision without any personal feeling in the matter."

Mr. Carter's report reviewed the comparatively small number of cases on all the railroads in the country in which difficulties have resulted in unauthorized strikes during 1919, and pictured the work of the Division of Labor in adjusting such controversies in cooperation with other branches of the Railroad Administration.

Continuance of many effective reforms in railroad operation inaugurated under the federal control of the lines was recommended in the annual report for 1919 of W. T. Tyler, Director of the Division of Operation, in his report to the Director General of Railroads. Mr. Tyler recommends that the railroads continue the work of establishing uniformity in rules governing car supply for the various important commodities handled; that the campaign which has been continued now for two years under varying circumstances for the more effective utilization of equipment by heavier loading be continued; that every effort be made to continue and extend the pooling of lake and tidewater coal, the railroads maintaining the necessary organizations at all times to handle traffic so pooled; that arrangements be made to set up, at least in skeletonized form, the organization necessary to control the movement of traffic to and via ports whenever traffic conditions warrant by the placing of embargoes and the issuance of permits.

In a statement issued on February 6 last, the Director General of Railroads called attention to the fact that weather conditions in many parts of the country were worse in December and January than they have been for several years previous, which seriously interfered with railroad operations.

"In spite of these adverse weather conditions," the statement said, "the railroads loaded more traffic in January and December just past than in the two preceding years. The total number of cars loaded in the four weeks ended January 24, 1920, which are the last figures available, was 3,322,928 cars, whereas during the same period in 1919, 2,829,444 cars were loaded and in the same period in 1918, 2,619,481 cars were loaded. In the four weeks ended December 27, 1919, a total of 3,100,972 cars were loaded, whereas in the same period in 1918, 3,004,179 cars were loaded and in the same period of 1917, 3,044,610 cars were loaded."

Walker D. Hines, Director General of Railroads, has addressed the following message to officers and employes of railroads:

the situation before the railroads are returned to private control.

The representatives of railway labor urged in their communication that the President create by agreement a special tribunal to deal with the wage problem.

"With a full realization of our responsibilities," the communication read, "we have decided to submit to our constituencies the advisability of the creation of a special joint commission composed of an equal number of representatives selected by the railroad companies and the railroad labor organizations signatory hereto by agreement on the basis of the following principles:

"1. Rates of pay for similar or analogous services in other industries.

"2. Relation of rates of pay to increased cost of living.

"3. A basic minimum living wage sufficient to maintain a railroad man's average family upon a standard of health and reasonable comfort.

"4. That differentials above this basic minimum living wage be established, giving, among other things, due regard to skill required, responsibility assumed, and hazard incurred; decision of this tribunal to be handed down within sixty days after agreement to establish it, and to be final and binding upon all railroads in the United States and employes whom we represent.



The Ringdoves

Lallie—Yes, I'm engaged to Bobby, and he has given me this ring—isn't it sweet?

Her Best Friend—Charming, dearest; but you'll find when you've worn it a few days it will leave a little black mark on your finger—it did on mine.—Blighty.

"In compliance with your request that we submit your message and its enclosure to the memberships, we have issued a call for the necessary representatives of the organizations to meet in Washington, D. C., February 23, when your letter of February 13 and enclosure, together with the above proposal, will be presented to them for consideration and determination.

"Pending this action on our part, we respectfully request that you take necessary steps to place this proposal before the executives of the railway companies, and secure their agreement thereto, so that when our representatives convene on February 23, we will be able to place before them a definite basis for final action."

In a letter which he addressed to A. E. Barker, Grand President of the United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers, under date of February 18, Walker D. Hines, Director General of Railroads, called attention to the fact that the carrying out of the strike order contemplated by the maintenance of way employes would result in a repudiation of their National Agreement and completely nullify the principle of collective bargaining on the part of the organization.

Yet We Think We Are Just Millions Know Dempsey, But Who Knows Sewing Machine Inventor

By Richard Spillane
In the "Philadelphia Public Ledger"

The time is out of joint; O cursed spite,
That ever I was born to set it right.

—Hamlet.

THE time is out of joint today more than in the age of the immortal bard. It will remain out of joint until men get a true sense of values and appreciation of the worth of men.

One of the greatest wastes today is in the glorification of human parasites.

Take, for instance, the case of the person known as "Jack" Dempsey. There hardly is a schoolboy in America who does not look upon him as a hero. There hardly is a business man in America who does not read about him. The nation, in a sense, pays homage to him. When his picture is flashed on the screen in motion-picture houses, the audience cheers.

Yet he never did an honest day's work if he could avoid it. He was a hobo, a bum, an associate of blacklegs and dissolute women until his talents as a bruiser brought profit to him. By defeating the elephantine Willard he became a world figure, a celebrity.

In the war he acted the part of the coward and the slacker. He got deferred classification on the ground of dependent relatives. No one apparently inquired about the status of these dependent relatives while he was hobnobbing about the land. He posed as a shipyard worker. The

photographs show him driving a rivet. They also show he wore patent leather shoes, spats and "work clothes" unsoiled by work. Yet the faked pictures of "Jack" Dempsey, shipbuilder, win applause.

That a prize fighter should do honest work seems from this applause to be a virtue.

Countless millions know "Jack" Dempsey, plug-ugly.

Who knows the inventor of the sewing machine? Yet the sewing machine has done more for human progress than all the pugilists that ever lived.

The youth of America know "Babe" Ruth, who has a niche in the Hall of Fame because he is the "Home-Run King" of baseball. They know "Alexander the Great," the pitcher, better than the Alexander the Great who conquered kingdoms. They know of John L. Sullivan and "Heinie the Zim," "Benny" Leonard and "Ty" Cobb, but who knows the modest genius of Kokomo, Ind., who invented the automobile, or the Wyoming sheep herder who took up the airbrake where Westinghouse laid it down and carried it to the supreme height it holds today?

Millions remember the name of "Bob" Fitzsimmons. Who remembers the inventor of cold storage? Yet, but for cold storage, England might have been starved into surrender through the operations of the submarines and the history of the world changed.

The record of base hits in the National League and American League is blazoned before the people spring, summer and fall. The newspaper that failed to furnish this important news would be scorned by the multitude.

But who clamors for information regarding the master workers in the steel mills, the cotton factories, the shoe manufactories, the thousand and one hives of industry where honest, earnest, worthy men are adding daily to the sum of human betterment?

Who cares for the best record on the farm in production of wheat or corn or cotton or wool?

And yet we call ourselves a civilized people and this an industrial era!

We reward the Dempseys, the Sullivans, the "Jack" Johnsons, the "Babe" Ruths, the "Christy" Mathewsons, the "Charlie" Chaplins and their kind lavishly and are stingy with plain workmen.

Yet we think we are just.

How's This for Rapid Climbing?

At twenty-one without a job, and with only \$35.00 in the world, and at forty-four a partner in the largest engineering and constructing firm in the United States is the record of George O. Muhlfeld, a member of the firm of Stone & Webster. The story of his success as told by *Forbes Magazine* in a recent issue reads like a romance. The real key to his success is told in the opening of the story. Young Muhlfeld, searching for a job, had tramped the streets of Detroit until his last cent had been spent and he was nearly desperate. Finally he button-holed the superintendent of a large municipal

building then being constructed, and offered to work for nothing if that were necessary to get a start. The superintendent allowed him to trail along carrying a rod and level and otherwise assisting him for a couple of weeks. Then he offered the young man a job as office boy at \$2.50 a week. This was eagerly accepted. To enable him to make ends meet, he received permission to bring in a cot and sleep in the office building, the cot to be folded up and stored away during the day so that nobody would know anything of the arrangement. By eating ten-cent meals, often consisting of barley soup and a hunk of bread, he actually lived on his \$2.50 salary.

It is only yesterday, it seems, since this young man began at the foot of the ladder, but today everyone with whom he associates declares that he works with the same enthusiasm, the same untiring interest and loyalty to himself and his fellowman as when he took his first job at \$2.50 a week.

PATENTS

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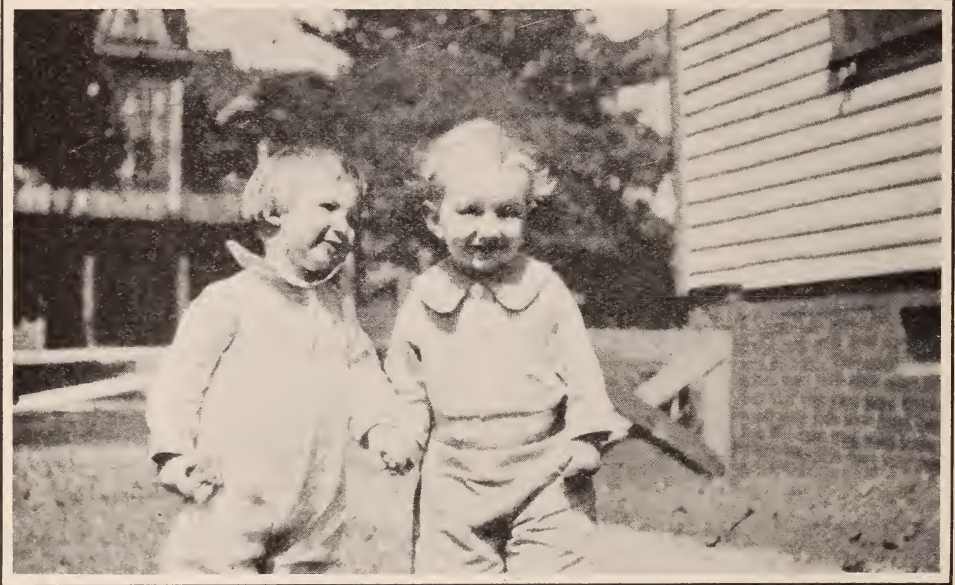
Romeo and Juliet

(Up-to-date)

DRAMATIS PERSONAE

Romeo..... Jack
Juliet..... Jill

ACT 1. SCENE 1



Juliet: "How cam'st thou hither, tell me, and wherefore?"
Romeo: ". . . I would I were thy bird."

ACT 1. SCENE 4



Juliet ". . . all my fortunes at thy feet I lay
and follow thee, my lord, throughout the world."
Romeo: "I am afeard all this is but a dream."

Ford and the Hornet

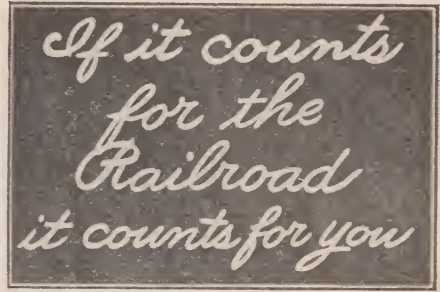
A big business man was telling Henry Ford this story about a coach driver of super-expertness with his whip: The driver was telling a passenger how he could flick a fly off his horse's ear with his whip—and, a fly alighting just then, he promptly did so. Next he spied a grasshopper beside the road, and he flicked it off with equal dexterity. The passenger was becoming intensely interested. A little further along the road he noticed an insect on a bush, and nudged the driver to get him.

"Not on your life," replied the master of the whip. "That fly I nailed had no friends and the grasshopper didn't have any either; but that there insect is a hornet and he is sitting on his nest *with an organization behind him*. I leave him alone."—*Forbes Magazine*.

Figuring Income Tax

(Illinois Division)

- First, take your home,
- Add wife's income,
- Divide by your eldest son's age,
- Add your telephone number,
- Subtract your auto license number,
- Add electric light bill,
- Divide by number of kilowatts,
- Multiply by your father's age,
- Add number of gold fillings in your teeth,
- Add your house number,
- Subtract wife's age (approximate),
- Divide by number of aunts you have,
- Add the number of uncles,
- Subtract number of daughters,
- Multiply by number of times
- You have gone up in an aeroplane,
- Subtract your best golf score,
- Add a pinch of salt,
- And then go out and
- Borrow the money to pay the tax.



Practical Bolshevism

William Wallace Whitelock, in Leslie's

- Is your city dwelling charming?
Hand it over!
- Have you got a place for farming?
Hand it over!
- Is your auto just the cheery
Thing you need to chase the dreary
Thoughts away when you are weary?
Hand it over!
- Are there clubs for rest and pleasure?
Hand them over!
- Are there banks for people's treasure?
Hand them over!
- Are there men throughout the nation,
Who deserve our admiration,
Firm in high determination?
Hand them over! !
- Is your money well invested?
Hand it over!
- Is your business tried and tested?
Hand it over!
- Are the telephones and traction
Giving perfect satisfaction,
Are the railroads all in action?
Hand them over! ! !
- Is your wife a matron stately
Who doth rule your home sedately,
Do you love your daughter greatly?
Hand THEM over! ! !

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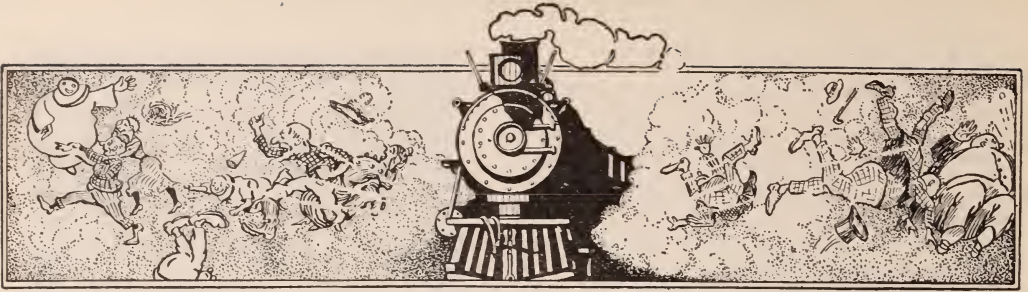
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EXHAUSTS

It Was His Deal

They were playing poker in a Western town. One of the players was a stranger, and was getting a nice trimming. Finally the sucker saw one of the players give himself three aces from the bottom of the pack.

The sucker turned to the man beside him and said: "Did you see that?"

"See what?" asked the man.

"Why that fellow dealt himself three aces from the bottom of the deck," said the sucker.

"Well, what about it?" asked the man. "It was his deal, wasn't it?"

+

Too Many Questions

The late ex-Governor Stone, of Mississippi, who rose by sheer ability from obscurity to the gubernatorial chair, used to tell this story:

"Once, when I was depot agent in the village of Iuka, Mississippi, two negroes came to my little office seeking information touching some item of freight. They asked an intolerable number of questions. I gave them what information I could and returned to my duties. They kept bombarding me with questions and finally I dismissed them rather curtly.

"As they walked away from the wicket window the older, a woolly-pated relic of antebellum days, shook his head and murmured to his companion: 'Yass, dat's de way it always is, de littler de station de bigger de agent.'"—*Saturday Evening Post*.

+

"Return the Flying Switches, Condemned"

Railroad men who served in the Transportation Corps, with the A. E. F., brought back many funny stories with them. We doubt if a better one has been told than the following on the ubiquitous and self-important second "loocy."

At one of the big military yards, the fast moving Americans had been surprising the natives with their successful flying switches. One day the inevitable happened, however, and a loaded box car went over into the ditch.

A second "loocy" heard the crash from the office and rushed up to the scene.

"What does this mean?" he thundered.

"A bad flying switch, sir," replied a knowing railroad laddie.

"H'm, we'll see about that," said the angered officer, and he strode rapidly back to the office.

The next morning the whole detachment was thrown into spasms of laughter by an order published over his signature, which read as follows:

"No more flying switches will be used and all those which have been issued will be returned condemned at once."

+

He Needed a Job

Here is a letter the editor of the *China Press*, English newspaper published in Shanghai, received when he advertised for reporters:

"Most Honoured Sir—Understanding that there are several hands wanted in your honor's department, I beg to offer you my hand. As to my adjustments, I appeared for the Matric Examinations at Oct., but failed, the reason for which I shall describe.

"To begin with my writing was illegible, this was due to climate reason, for I having come from a warm into a cold climate found my fingers stiff and very disobedient to my wishes. Further I had received a great shock to my mental system in the shape of death of my only fond brother.

"Besides, most honored sir, I beg to state that I am in very uncomfortable circumstances, being the sole means of support of fond brother's seven issues, consisting of three adults and four adultresses, the latter being the pain of my existence, owing to my having to support two of my own wives as well as their issues, of which by God's misfortune the feminine gender predominate.

"If by wonderful good fortune these few lines meet with your benign kindness and favorable turn of mind, I, the poor menial, shall ever pray for the long life and prosperity as well as your honour's posthumous olive branches."

+

A Problem

We are undecided whether to buy a winter suit and go without eating or get a square meal and go in for classic dancing.—*Dallas News*.

Caught on the Fly

Globe trotter Madison Lynch of the Wilmington, Del., joint Baltimore and Ohio and Philadelphia and Reading freight offices, related this recently—one of his experiences when connected with the Florida East Coast Railroad.

"In a little town close to the Everglades there was an acquaintance of mine, an undertaker, appropriately named Berryman. He was the possessor of an old type of hearse almost worn out, having oval windows and ornamental black urns at each of the corners—the kind which used to give us all the 'creeps' in years gone by even to look at. There came out of the Everglades one day a wealthy Seminole Indian named 'Alligator Joe,' because he was famous for subduing and taming alligators. His attire consisted of a stovepipe hat topping a brilliant suit of red underwear over which he wore a Prince Albert coat. He cast longing eyes upon the old hearse and wished to own it. Mr. Berryman absolutely refused to sell it to him, thinking that it would be a pity to unload an article upon 'Joe' which he could have no imaginable use for.

"'Alligator Joe' returned to his home in the Everglades discouraged but not defeated. Shortly after he came back, found Mr. Berryman and the coveted hearse and renewed his bargaining to such excellent effect that, with the very tempting offer of \$100 in cash, Mr. Berryman capitulated and 'Alligator Joe' proudly hitched to the old hearse a fine little team of ponies which he had brought with him and drove away to the fastnesses of his Everglades home.

"Many were the conjectures as to what possible use 'Joe' could find for his hearse. It was finally ascertained that he bought it to sleep in as a protection against mosquitoes."—CHARLES W. HAMILTON, Correspondent, Wilmington, Del.



Arithmetic

He came to teach ARITHMETIC,

He said that was his mission,

He kissed her once, he kissed her twice,

And said, "that is ADDITION."

And as they added smack to smack

With silent satisfaction,

She timidly gave him one back

And said, "Now that's SUBTRACTION."

So Bill kissed her and she kissed him,

Without an exclamation,

And then in unison they said,

"Now that's MULTIPLICATION."

Poor Pa arrived upon the scene,

And snorted with decision,

He kicked poor Bill four blocks away,

And said "That's LONG DIVISION."

—Contributed.



"I Can Succeed!"

"What other men have accomplished through I. C. S. help, I can. If the I. C. S. have raised the salaries of other men, they can raise mine. If their positions have been bettered, mine can be. To me, I. C. S. means 'I CAN SUCCEED.'"

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He Was

Bill—Jones, the Welshman, he's eloped with ma wife.

Jack—Wey, Aa thowt he was you werry best pal.

Bill—Aye, and so he is, but he dissent knaat yit!—*Newcastle Chronicle*.

+

The Scotch of Ito

A military journal relates an amusing story of a Highlander who, on being shown over a man-o'-war for the first time in his life, was keenly interested in all he saw. The marines seemed particularly to impress him, and going up to one, he pointed to the badge on the marine's cap and asked him what it was. The marine, anxious to score off the visitor, looked at him in surprise.

"Don't you know what it is?" he asked. "Why, that's a turnip, of course."

"Man," replied the Scot, impatiently, "I was no' axin' about yer heid."

+

Irish Sergeant—Keep yer head down there! Don't ye know that's the very place that Mike Rooney was shot through the fut!

+

Ensign—Why is it you have mastered signalling so well?

Gob—Before I joined the navy I was a brake-man on the Baltimore and Ohio.—*Gregg Writer*.

+



Lady (who has been shopping all day)—When is the next train for Richmond, please?

Ticket Seller—The 2.10, ma'am.

Lady—Make it 2.05, and I'll take it!

—*Passing Show (London)*.



Book Agent: Lady, this book explains fully how to cook, iron and wash dishes.

Lady: Then I don't need your book because I only wash my dishes.

+

She: John, if you don't spend more of your evenings at home with me, I'll write for mother.
He: Don't be so cruel Mary, I'll stay.

+

Beauties of English Spelling

From Carolyn Wells' "Whimsey Anthology"

As a farmer was going to PLOUGH,
He met a man driving a COUGH;
They had words which led to a ROUGH,
And the farmer was struck on his BROUGH.

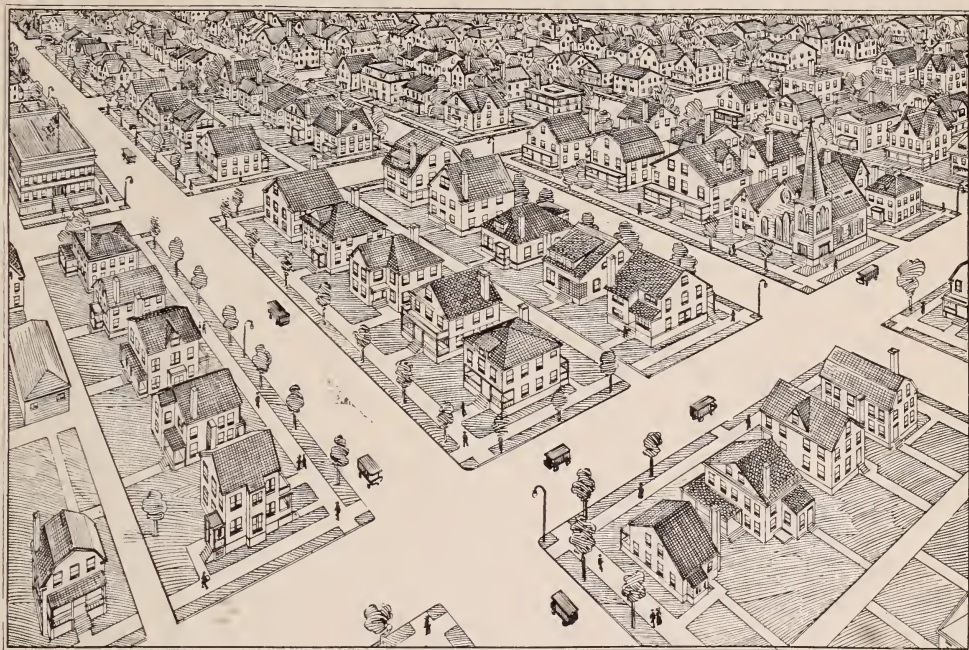
One day when the weather was ROUGH,
An old lady went for some SNOUGH,
Which she thoughtlessly placed in her MOUGH,
And it scattered all over her COUGH.

While a baker was kneading his DOUGH,
A weight fell down on his TOUGH.
When he suddenly exclaimed OUGH!
Because it had hurt him SOUGH.

There was a hole in the hedge to get THROUGH,

It was made by no one knew WHOUGH;
In getting through a boy lost his SHOUGH.
And was at quite a loss what to DOUGH.

A poor man had a bad COUGH,
To a doctor he straight went OUGH,
The doctor did nothing but SCOUGH,
And said it was fancy, his COUGH.



What Fifteen Thousand Men Did

¶ This picture looks like a big city, yet it is only what all of the houses owned by thrifty Baltimore and Ohio employes would look like if they were all brought together in one place.

¶ The owners of these houses determined that they would buy homes or build homes that they might have satisfactory places in which to live. That they would get homes which

would suit them and be satisfactory to their families.

¶ Many of these homes were built according to the plans outlined by these men and were located in the places in which they wished to live.

¶ These men did not act together, but each one applied separately for the necessary information regarding home-owning.

Why not follow their example and write to

**“Division S,”
Relief Department,
The Baltimore and Ohio Railroad,
Baltimore, Md.**

¶ Ask to be shown how you can own your own home. How you can buy a home or have one built after your own plans, at the place in which you wish to live.

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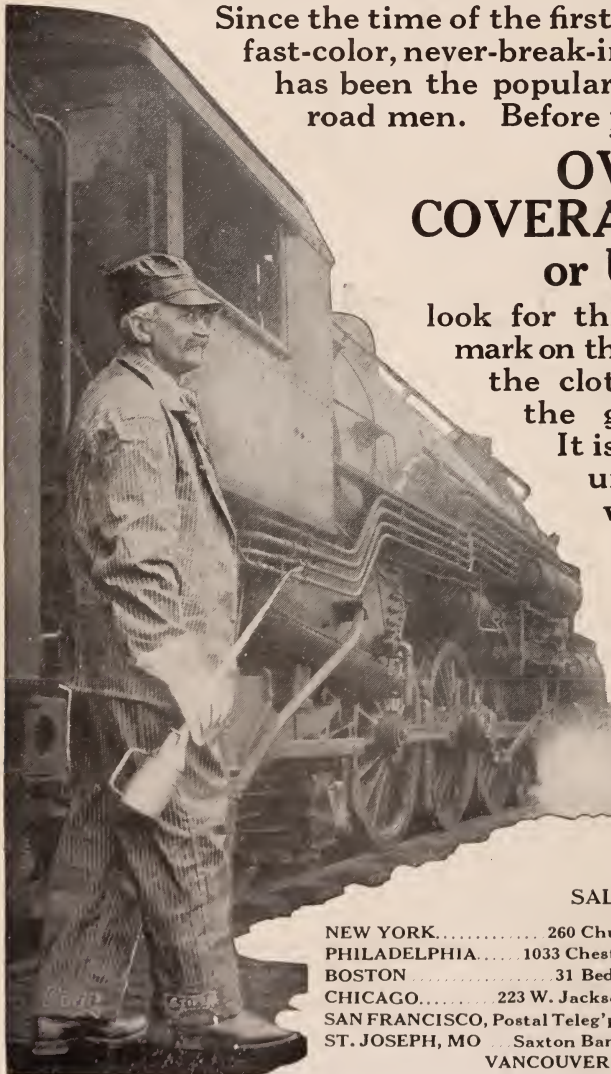
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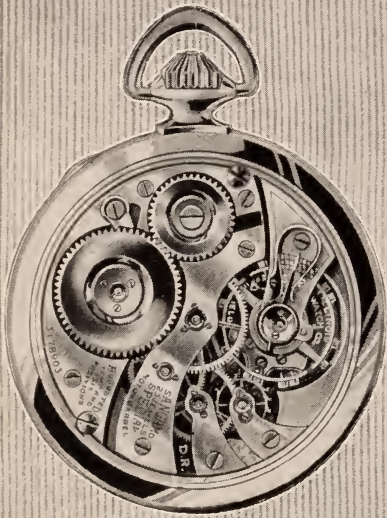
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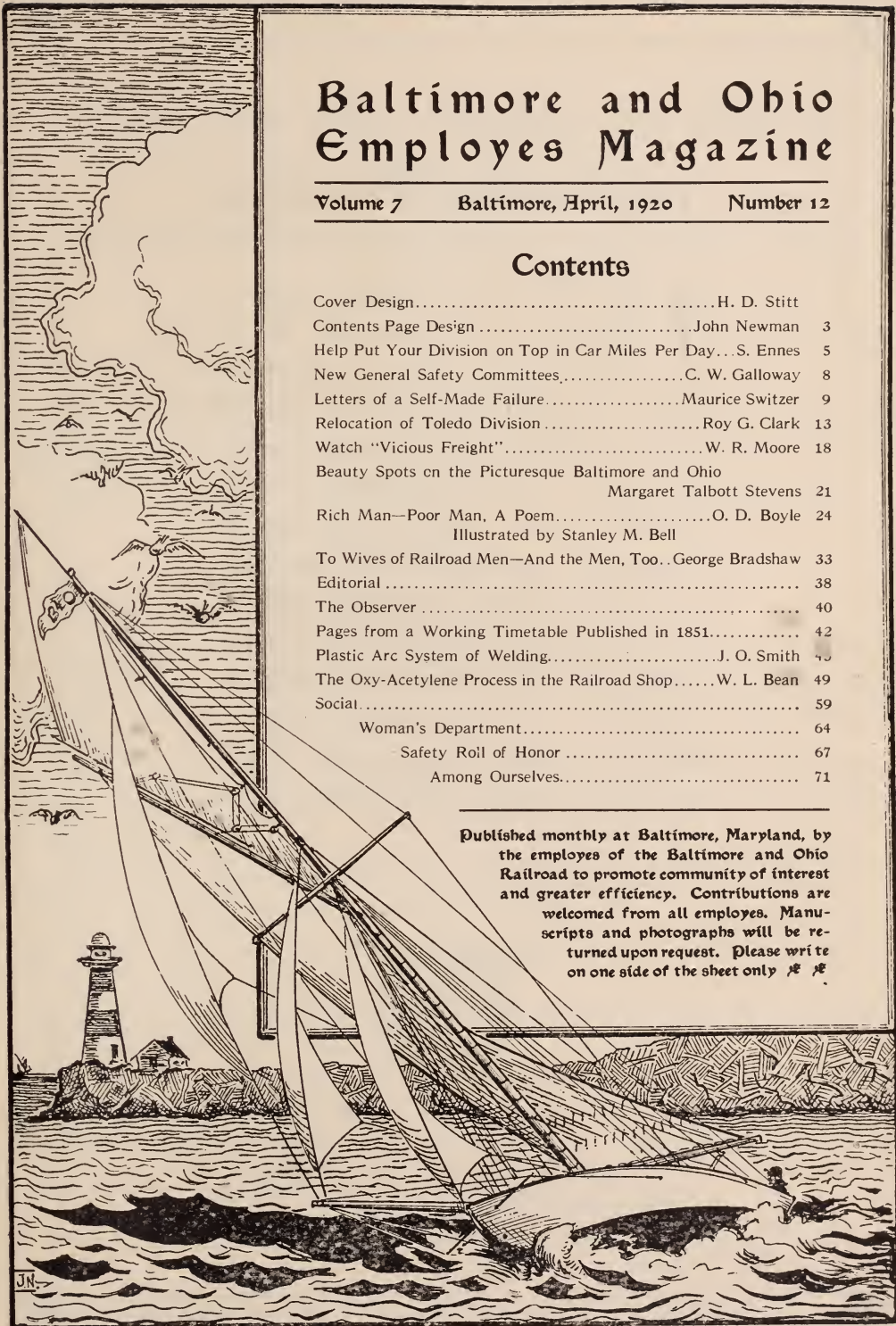
Baltimore and Ohio Employees Magazine

Volume 7 Baltimore, April, 1920 Number 12

Contents

Cover Design.....	H. D. Stitt	
Contents Page Design	John Newman	3
Help Put Your Division on Top in Car Miles Per Day.....	S. Ennes	5
New General Safety Committees.....	C. W. Galloway	8
Letters of a Self-Made Failure.....	Maurice Switzer	9
Relocation of Toledo Division	Roy G. Clark	13
Watch "Vicious Freight".....	W. R. Moore	18
Beauty Spots on the Picturesque Baltimore and Ohio	Margaret Talbott Stevens	21
Rich Man—Poor Man, A Poem.....	O. D. Boyle	24
Illustrated by Stanley M. Bell		
To Wives of Railroad Men—And the Men, Too.....	George Bradshaw	33
Editorial		38
The Observer		40
Pages from a Working Timetable Published in 1851.....		42
Plastic Arc System of Welding.....	J. O. Smith	43
The Oxy-Acetylene Process in the Railroad Shop.....	W. L. Bean	49
Social.....		59
Woman's Department.....		64
Safety Roll of Honor		67
Among Ourselves.....		71

Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only. ✂ ✂



THE AMERICAN'S CREED

"I BELIEVE in the United States of America as the government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union, one and inseparable; established upon those just principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes. I therefore believe it is my duty to my country to love it; to support its constitution; to obey its laws; to respect its flag; and to defend it against all enemies."



NOTE—This creed is an impressive arrangement of actual statements, in the original words, of Washington, Lincoln, Jefferson, Webster and other illustrious patriots, in defining their ideas of Americanism. Therefore it may be said to be the best thought of the greatest men in our Nation's history, on the subject which is uppermost in our minds today.

Help Put Your Division On Top in Car Miles Per Day

**General Manager Ennes, Eastern Lines, Offers Prizes
For Best Records**

March 23, 1920.

To Officers and Employes, Baltimore and Ohio Eastern Lines:

Will you help make a lot of business for our Railroad—a lot of work for additional Railroad employes, coal miners, steel workers, lumbermen, all classes of people and industries—help to continue the prosperity we are now enjoying? But I know you will—and that is why I want you to read this long letter:

On the Eastern Lines of the Baltimore and Ohio today we could load daily:

- 800 more cars of coal;
- 100 more cars of steel;
- 50 more cars of lumber;
- 100 more cars of miscellaneous freight.

And we could keep this up indefinitely.

If you doubt these figures, ask the nearest car distributor, the agent, the conductor, the man who is begging for cars—and they will tell you my figures are low.

Now, if we were handling that much additional business—if we were providing that much additional transportation—you all have a pretty clear understanding of what it would mean to everyone.

More work—more coal—more steel—more lumber—more wheat—more flour—cheaper fuel—cheaper rent—cheaper bread. But we haven't the cars—and the mines are idle—the lumber and steel piled on the ground—the elevators, full of grain—and the mills, full of flour.

Furthermore, on present performance, it will take ten thousand additional cars to supply the demand on our Eastern Lines alone, and ten thousand cars at present prices—\$3,000.00 per car—would cost thirty million dollars.

Some money, eh? And you can guess at our chance of getting thirty million dollars this year for cars. Maybe next year, but not this. In the meantime we have rent to pay and many things to buy.

Note that I said on present performance we need ten thousand cars. But with the better weather of Spring, there is no reason why we should not improve on present performance. And therein lies our salvation.

On our Eastern Lines we have had constantly during the past Winter a total of 50,000 freight cars which averaged 25 miles per car per day, and for all of that period we were short in our car supply about twenty per cent. That is, when offered loading for five cars, we were able to furnish only four and when offered loading for one hundred cars, we were able to furnish only eighty—and the coal remained in the mine and the lumber and steel on the ground.

But if we can increase the average miles made by each car every day from twenty-five to thirty miles, we will, by the faster handling, get so much more use of our cars and be able to load them so much oftener that we will actually eliminate the car shortage.

That is, by faster handling we actually increase the cars available for loading on the Eastern Lines to the extent that the shortage of ten thousand cars will be

eliminated, and the necessity or justification for an additional capital expenditure of thirty million dollars will be eliminated and every one of the benefits enumerated above made available.

Sounds too good to be true, doesn't it? Figure it out for yourself, or follow my figures:

Fifty thousand cars making thirty miles per day will make 1,500,000 miles. Cars needed to make 1,500,000 miles daily, averaging twenty-five miles per day—1,500,000 divided by twenty-five equals 60,000 cars.

"All right," I hear you say, "we will go along with you but how are we going to do it?"

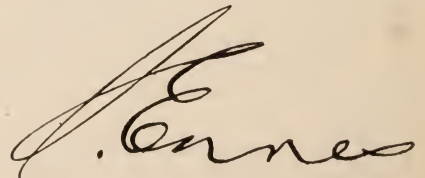
Well, it's a big job, but it has been done before on the Baltimore and Ohio and I not only believe, but I know it can be done again. However, it is going to take the unqualified support of every one from the call boy to the senior officer.

First, every one in the service in every department and in every capacity, must learn and appreciate that when a freight car is moving under load it is earning the money that pays our salaries. That when it is standing it is dissipating the money it and other cars earn when transporting freight. That this waste of equipment affects us all directly and personally. Finally, we must all understand that if we are ever to get anywhere with our efforts to improve car mileage, we must get this personal appreciation of how the MISUSE or FAILURE TO FULLY USE our cars affects the business from which we get our living and in that way affects our personal lives.

The young lady stenographer who sees the empty car standing idle, or sees more loads than the customer can handle daily, must personally realize that while that condition lasts the chances for the raise she had hoped for are poor. She must realize that her mother must wait another year for the promised coat. But, if Miss Stenographer has a spark of spunk in her, she will begin the day by writing the Superintendent, telling him what she saw, plus a few appropriate remarks. And thus she will help get more miles out of cars and help write a bigger figure on her pay check.

I have used the young lady in the General Office to illustrate the responsibility and duties of all employes, because she is so far removed from actual operation that her opportunity for seeing and effecting results are much less than the majority of employes have. All of you appreciate the far greater possibilities of the man on the track, in the shops, repair yards, team tracks, in stations, train yards, on engines, trains—passenger, freight and switch—everywhere. Even the chef in the dining car sees many an empty. And the flagman on the passenger train sees and could report hundreds of them. And when anyone—everyone, big and little, old and young, male and female, officer and apprentice—fails to do this they fail to lend the small help which costs them nothing and will mean so much to themselves, their fellows, all the people and all of the business of the country. They are false to themselves, their fellows and their folks at home. And they don't deserve a raise!

Along this line I am asking the district and division officers in all departments to start a real campaign to improve our car mileage. And to lend the drive the interest that goes with competition, prizes will be given to the three divisions making the best showing—probably \$100.00 for the division making the best showing, \$50.00 for the next, and \$25.00 for the third. The details of the competition will be worked out by general and division officers, and will appear in the next issue of the MAGAZINE.



Make It a Mile a Day More This Month

Which Division Will First Show Increase Over Its Previous Best Record?



THE following statement is one of the best indications of operating efficiency on the divisions. It was explained in the article in connection with this statement published in our March issue that on account of the greatly varied conditions on the different divisions, no fair comparison could be made between the performances for the same month. On the other hand the relative operating efficiency on the basis of average miles per car per day can be followed very definitely in this statement by comparing each division's standing in the per cent. increase or decrease column with its previous standing, as the months go by.

The changes in the division standing on this month's statement as compared with last, are many. What we are anxious to see now is which division will be the first to have its per cent. figure in the increase column instead of the decrease. Which one will have this honor?

Statement of Actual Average Miles Per Car Per Day (Excluding Bad Order Cars)

DIVISION	DEC. 1919	JAN. 1920	FEB. 1920	HIGHEST WEEKLY RECORD PERFORM- ANCE SINCE JANUARY 1, 1912	PER CENT. INCREASE OR DECREASE FEBRUARY, 1920, OVER BEST PREVIOUS RECORD		DIVISIONAL STANDING
					INC.	DEC.	
Philadelphia.....	39.2	38.8	34.5	74.0	.....	53.4	18
Baltimore.....	11.5	14.2	12.3	16.6	.....	25.9	10
Shenandoah.....	12.8	16.9	13.1	21.2	.....	38.2	14
Cumberland (East).....	56.0	59.9	63.2	.....	.....	.....	.....
Cumberland (West).....	37.7	52.1	47.8	.....	.....	.....	.....
Total.....	47.9	56.9	57.2	80.2	.....	28.7	13
MARYLAND DISTRICT.....	27.4	32.9	29.4	.....	.....	.....	.....
Connellsville.....	20.5	24.4	26.5	33.3	.....	20.4	9
Pittsburgh.....	23.0	22.3	19.8	34.5	.....	42.6	16
PENNSYLVANIA DISTRICT.....	21.7	23.3	22.6	.....	.....	.....	.....
Monongah.....	10.2	13.2	13.8	13.9	.....	.7	2
Wheeling.....	16.0	13.3	15.3	29.9	.....	48.8	17
Ohio River.....	24.3	32.2	37.9	41.2	.....	8.0	4
Charleston.....	11.0	13.9	14.5	15.6	.....	7.1	3
WEST VIRGINIA DISTRICT.....	13.1	14.6	16.0	.....	.....	.....	.....
BALTIMORE & OHIO EASTERN LINES..	20.9	24.9	23.9	.....	.....	.....	.....
Chicago.....	38.3	34.4	37.6	43.4	.....	13.4	6
Newark.....	24.7	27.9	30.2	35.6	.....	15.2	7
New Castle.....	34.5	30.0	30.0	41.1	.....	27.0	11
Cleveland.....	20.8	19.8	17.9	30.0	.....	40.3	15
NORTHWEST DISTRICT.....	31.3	28.8	29.8	.....	.....	.....	.....
Ohio.....	56.9	62.5	65.2	72.7	.....	10.3	5
Indiana.....	25.5	26.6	30.0	30.0	.....	.....	1
Illinois.....	25.7	21.9	25.5	30.4	.....	16.1	8
Toledo.....	20.2	16.6	19.3	26.5	.....	27.2	12
SOUTHWEST DISTRICT.....	26.4	24.6	26.9	.....	.....	.....	.....
BALTIMORE & OHIO WESTERN LINES..	29.1	27.0	28.6	.....	.....	.....	.....
BALTIMORE & OHIO SYSTEM.....	24.4	25.8	26.1	.....	.....	.....	.....

Office of Vice-President, Operation and Maintenance

BALTIMORE, March 15, 1920

TO ALL OFFICERS AND EMPLOYEES:

It has been demonstrated that much can be accomplished in accident prevention among employes on the Baltimore and Ohio lines. The gratifying record which has been made should serve as an incentive to officers and employes to continue the same determined and concerted effort to eliminate accidents of every character as far as possible.

The conservation of life, limb and health of our employes is the thing of prime importance. Our officers and employes have shown by their enthusiastic efforts for the success of the Safety work that they are inspired with the satisfying conviction that they are making a contribution for the benefit of humanity.

It is desired that every officer devote as much of his time as may be necessary to insure the Safety Committees and others directly connected with this work giving it the attention required.

There will be two General Safety Committees—one on the Eastern Lines and one on the Western Lines—for both of which I shall have the privilege of acting as Chairman. The personnel of these committees will be as follows:

Vice-President, Chairman.

Eastern Lines

General Manager, Vice-Chairman.
Assistants to Vice-President.
Assistant to General Manager.
General Manager, New York.
General Solicitor.
General Claim Agent.
Chief Engineer of Construction.
Signal Engineer.
General Superintendent Transportation.
Superintendent Car Service.
Chief Engineer of Maintenance.
Chief of Motive Power and Equipment.
General Superintendent Motive Power.
Superintendent Motive Power.
Superintendent Car Department.
Real Estate Agent.

Purchasing Agent.
Fuel Agent.
General Storekeeper.
Superintendent Telegraph.
Superintendent Floating Equipment, N. Y.
Engineer Maintenance of Way.
General Superintendents.
District Superintendents Motive Power.
General Master Mechanic.
Electrical Engineer.
Superintendent Insurance.
General Superintendent of Police.
Superintendent Timber Preservation.
Superintendent of Station Service.
Superintendent Safety and Welfare Dept.

Western Lines

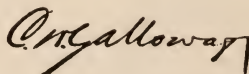
General Manager, Vice-Chairman.
Assistants to General Manager.
General Solicitor.
Assistant General Solicitor.
General Claim Agent.
Engineer Maintenance of Way.
Assistant Engineer of Signals.

Superintendent Maintenance of Equipment.
General Master Mechanics.
Superintendent of Police.
Superintendent Safety and Welfare Dept.
Assistant Engineer of Bridges.
General Superintendents.
Superintendent of Transportation.

These committees will meet quarterly and give general supervision to the Safety work, and furnish such assistance as they may be asked to perform.

The personnel of Division, Shop and other Safety Committees will remain the same as at present, and the business conducted in accordance with the present practice.

The importance of all members of the committees attending the meetings cannot be too strongly emphasized, and I take this opportunity of urging upon all their most earnest attention in this direction, confident in the belief that nothing will be left undone towards accomplishing greater results in this work.



Vice-President.

Letters of a Self-Made Failure

By Maurice Switzer

This is the last installment of a continued story that has been running by special arrangement with The Leslie-Judge Company in THE BALTIMORE AND OHIO EMPLOYEES MAGAZINE.—EDITOR.

OLDBURG, January 10, 1914.

DEAR BOB:

Emily and I have decided to leave here next Wednesday, probably on the afternoon train. In the meantime pick out some hotel near your rooms and reserve for us comfortable quarters. You needn't put on the soft pedal so far as expense is concerned, as this is our first pleasure jaunt in a number of years.

Every other time I traveled for recreation I was worried to death over the expense and felt as though I should have been paying my bills with the railroad fare. It's awful to have a sensitive nature.

In a way this trip takes on the color of a honeymoon, and I'm half inclined to have you engage the bridal suite; but that thought, I presume, is a flash of the old spendthrift in me.

It's remarkable how easy it is to be fairly happy, once we learn to put the bridle on desire. When I think of the fret and worry of the old days, the struggle to pay for things I didn't need and seldom enjoyed after I had them, I get to wondering how anybody so big a fool as I was could ever have reformed at all. It isn't the things we really need that worry us, it's the things we'd like to have.

There isn't a bauble in Tiffany's nor a hat in Paris that any woman would want if she lived in a country where everybody was blind. Conceit is at the bottom of every extravagance; deprived of the pleasure of display and there'd be mighty little pleasure in great possessions.

Many people you and I know go to Europe every year and get seasick both ways. They haven't the mental capacity to appreciate half of what they see and get no real enjoyment from the trip. None of them would make the journey if there were nobody to listen to their annual travelogues when they got home.

Personally, I believe I've forgotten how to spend money; I've gotten out of the habit. Still I suppose I will learn to work up a little enthusiasm with your able assistance.

It's curious how little I want now that I am in a position to afford a few luxuries. I suppose it's the old story of Eve and the apple. Ever since the first lady found that something she couldn't have was the only thing she wanted, a similar yearning has been in the nature of all her progeny.

Whenever I get a yearning for something I can't afford, I make it a rule to think of some fellow who has that thing and then question myself as to whether the owner of the coveted possession is perfectly happy.

A little reflection usually satisfies me that he isn't any more contented than I am. I get to looking at my fellow freaks in Nature's Side Show, and I find that those who have everything in the way of worldly possessions still desire something, so in the end I conclude that dissatisfaction is a common human ailment, and I might as well be happy with what I have, as to be unhappy with what I can't afford.

Of course, I don't expect you to feel that way. You have to live at least forty

years before you can put yourself in that mental attitude; but if you can't do it at forty, you're slated for the bug-house or the poorhouse.

I fully appreciate the fact that should desire cease, progress would end; but desire must be tempered with moderation.

The desire for cheap amusement is responsible for the development of the

But immoderate desire has produced the joy rider and the speed bug; it has given us the taxi habit and the taxi bandit, not to mention the taximeter, which as a liar has the gas meter screaming for help. Immoderate desire has put the mortgage on the farm and the life insurance policy, made pedestrianism unsafe, and our public parks and highways places of terror even for the acro-



I was worried to death over the expense and felt as though I should have been paying my bills with the railroad fare

motion picture. Its educational features are practically incalculable, but when that feature becomes subordinated to puerile, putrid melodrama that appeals only to the hysterical masses, then progression ends and retrogression begins.

The desire for speed and motion has produced the highly efficient motor-car, created what is perhaps the greatest of all modern industries, given employment to millions of men and money and developed special mechanical ingenuity to an enormously high degree. It has given us good roads and good road houses, annihilated distance and brought isolated communities into neighborly personal touch.

bat; it has infested residential sections with odoriferous garages having all-night licenses to rend our slumbering hours with weird and distressing noises, and it has placed thousands of death-dealing engines in the hands of reckless idiots.

Oh, yes, we are going faster, but which way? I don't know. All I do profess to know is that every time a fellow indulges in immoderation, the little Imp of Compensation lies in wait for him with a sandbag—and gets him!

I don't mean that all extravagances deserve discouragement. Not so many years ago the bathtub was a luxury to be found only in the houses of the

wealthy. Today every decent tenement provides that luxury, and while the "extravagance" may add a little to the rent, who will deny that it's worth the price?

A clean race is a strong race, and the prevalence of the bathtub is one of the surest signs of American progress and development.

There are some things which do not make us happy, yet without them we would be unhappy; there are others which we imagine would make us happy, when their possession only satisfies a temporary craving.

We are all children seeking amusement; the only difference between five and seventy is in the nature of the toys.

I can't express the pleasure with which I look forward to seeing you. I want to grasp your hand, pat you on the back and tell you personally what a brick you are.

Any fellow of twenty-six with sporting blood who can live in the hotbed of extravagance, put a curb on desire and save his coin, has the stuff in him of which heroes are made.

I give no credit to those of hereditary frugality who, endowed with providential foresight, remain untainted because they lack the natural appetites that afflict a regular fellow. To some extent I envy that kind of a man, but his virtue is no fit subject for a panegyric. Such a nature, like genius, is a gift. I do, though, take off my hat to the lad who can cultivate a healthy self-restraint in spite of strong inclinations to the contrary.

I think it was Rousseau who said in a general way that he did not despise himself for his vices, but rather respected himself for having strength enough to overcome them.

That thought has been a great help to me on many an occasion.

It is generous of you to say that it was my advice that kept you in the right path and opened your eyes to the truth, but I don't deserve as much credit as you do. Anybody can give good advice, but it takes both a wise and a strong man to follow it. The only advice that most people like is the kind they want to hear; it's a question in mind whether I

would have heeded good advice had conditions been reversed.

But if you really feel that I have been instrumental in setting you in the right road, if you "stay put" and go on developing, as I think you will, then all the mistakes I made in the past are nothing, for the compensation of your success will be full payment with interest compounded.

I worked for fifteen years and made a good deal of money, as money was then considered, and didn't save a cent. You have set aside a thousand dollars in a year, and believe at the age of twenty-six, after very little bitter experience, that a bank-roll is the only road to independence. You found out in one year what it took me fifteen to discover. That's going some, and I don't want to dim the glory of your conquest—for it is a conquest—the victory of man over himself.

As to *the Girl*—well, since I have your assurance that she is not on the visiting list of the Hon. J. Wellington Whimple, I guess she's all right. I've got more confidence in your judgment now than I used to have, and she's not going to want for a cordial reception from your rube brother and sister.

Any fellow who on your salary can keep company with a girl for a year and still save a thousand dollars, must have picked out the right sort of a girl, or he has evolved such a wonderful system of economics that matrimony needn't worry him.

I'll wire you the time of our arrival. Meet us at the station but omit the music; I hate display.

Affectionately yours,

JIM.

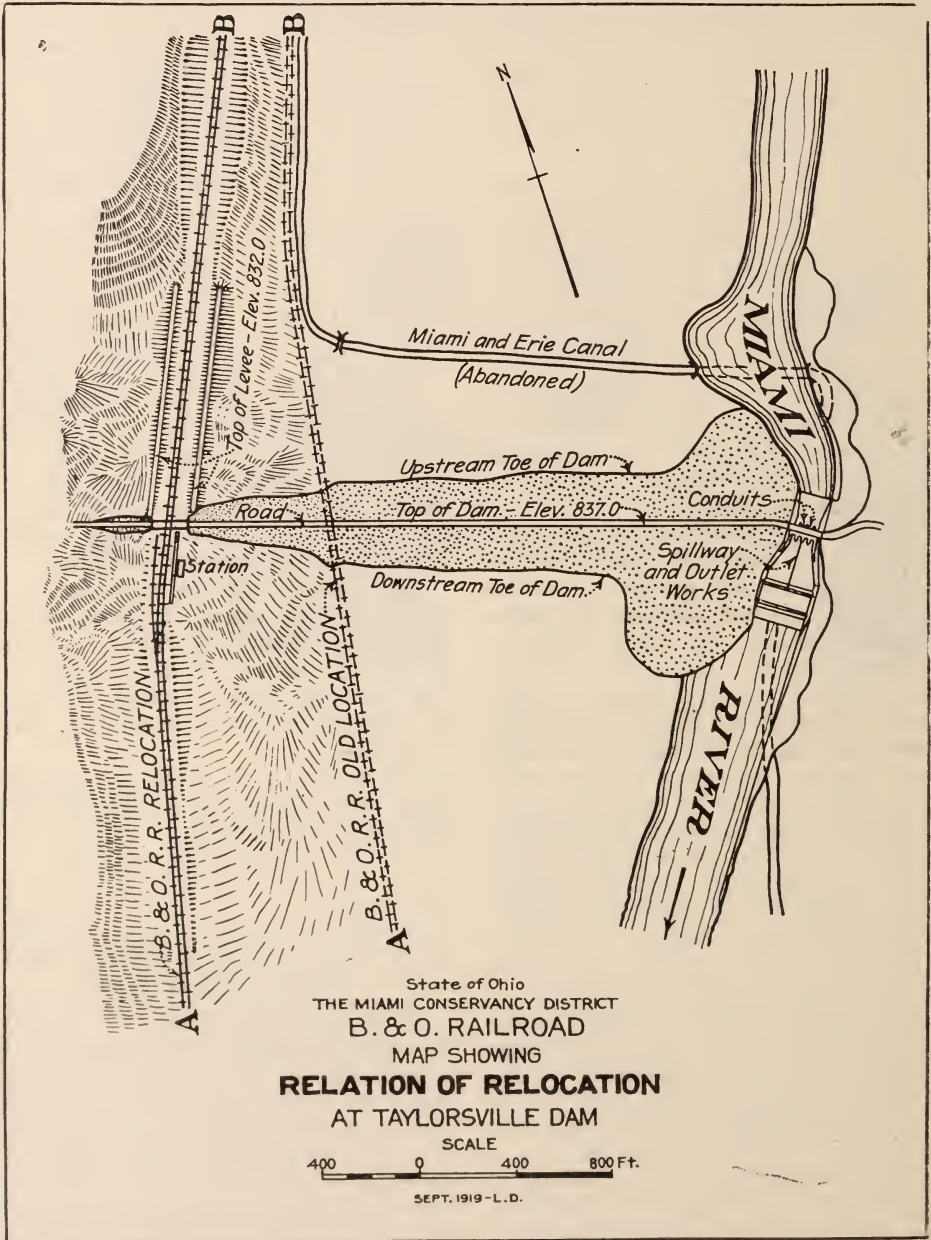
Railroads Worth More Than Book Values Show

"The property investment accounts of the railroads have been under the close supervision of the Interstate Commerce Commission only since 1907, yet within the short intervening period of twelve years the records show that more than six billion dollars of cash expenditure has been made on the properties of Class One railroads, over one-third of the seventeen

and a half billion dollars total property book value of these roads, exclusive of inter-company securities (as of the period 1915-16-17).

"I am speaking of the property value, not security values or issues. No well informed person will contest the statement that in the aggregate the properties

and equipment devoted to the public use of Class One railroads (89 per cent. of the total mileage) are worth more in the aggregate than the seventeen and a half billion dollars, as shown by the books of the railroads."—S. Davies Warfield in an address before the Academy of Political Science.



Relocation of Toledo Division

Flood Prevention Work of Miami Conservancy District Necessitates Extensive Changes

By Roy G. Clark

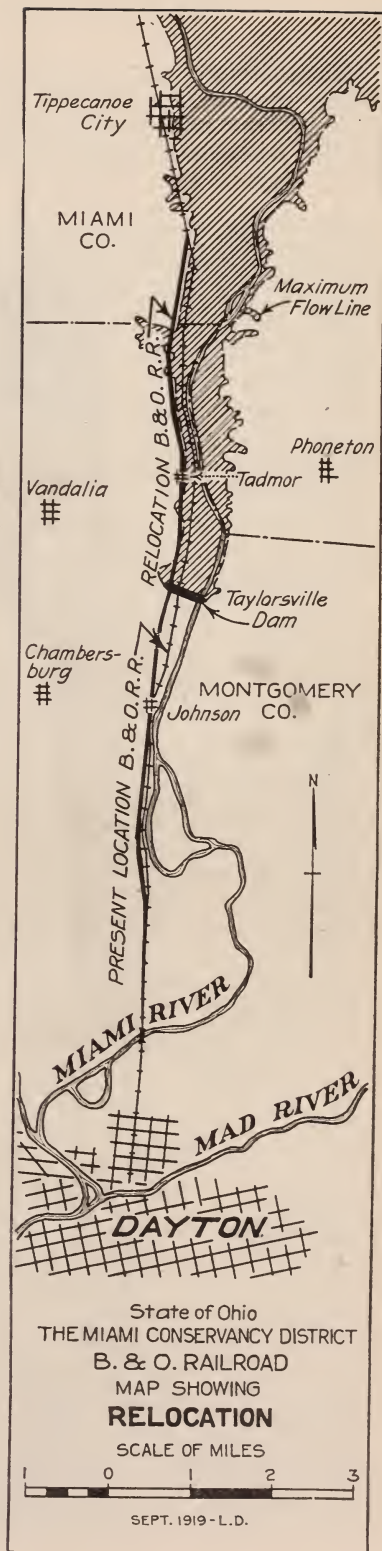
Engineering Department, Cincinnati, Ohio

FROM March 16 to March 25, 1913, the Central Middle States, and particularly the river valleys leading to the Ohio and Mississippi basins, were subjected to a tremendous rainfall, due to very unusual meteorological conditions in the Great Lakes region. This is now commonly known as the 1913 flood.

The loss of life and damage to property in the Miami River valley, particularly Dayton and Hamilton, Ohio, was so great that it constituted a national calamity, and the resources of the entire nation were placed at the disposal of the distressed inhabitants, whose sufferings were intense.

Immediately following the subsidence of the flood waters, the inhabitants of the Miami valley employed engineers to make surveys and studies with the view of constructing a flood control system that would effectively prevent a repetition of the disaster. The State of Ohio passed legislation creating the Miami Conservancy District, comprising the territory in the Miami valley fed by the tributary streams emptying into the Miami River and thence, via the Ohio, into the Mississippi.

After an exhaustive study a series of retarding dams and basins were decided upon as being the most practical and economical solution of the problem. The comprehensive scheme comprises the construction of such dams and basins in the Mad, Stillwater, Miami, and other tributary river valleys. These basins are designed to hold back the great floods and, by means of discharge spillways, control the flow of water, thus affording as much protection to the inhabitants of the valley as human ingenuity can create.



Construction of one of these retarding basins—the Taylorsville dam—has made necessary the relocation of the Toledo Division tracks and right of way between North Dayton and Tippecanoe City, a

distance of ten miles. The old main line is located close to the Miami River with an elevation relatively small above the normal level, thus placing it within the limits of the flood reservoir. The old



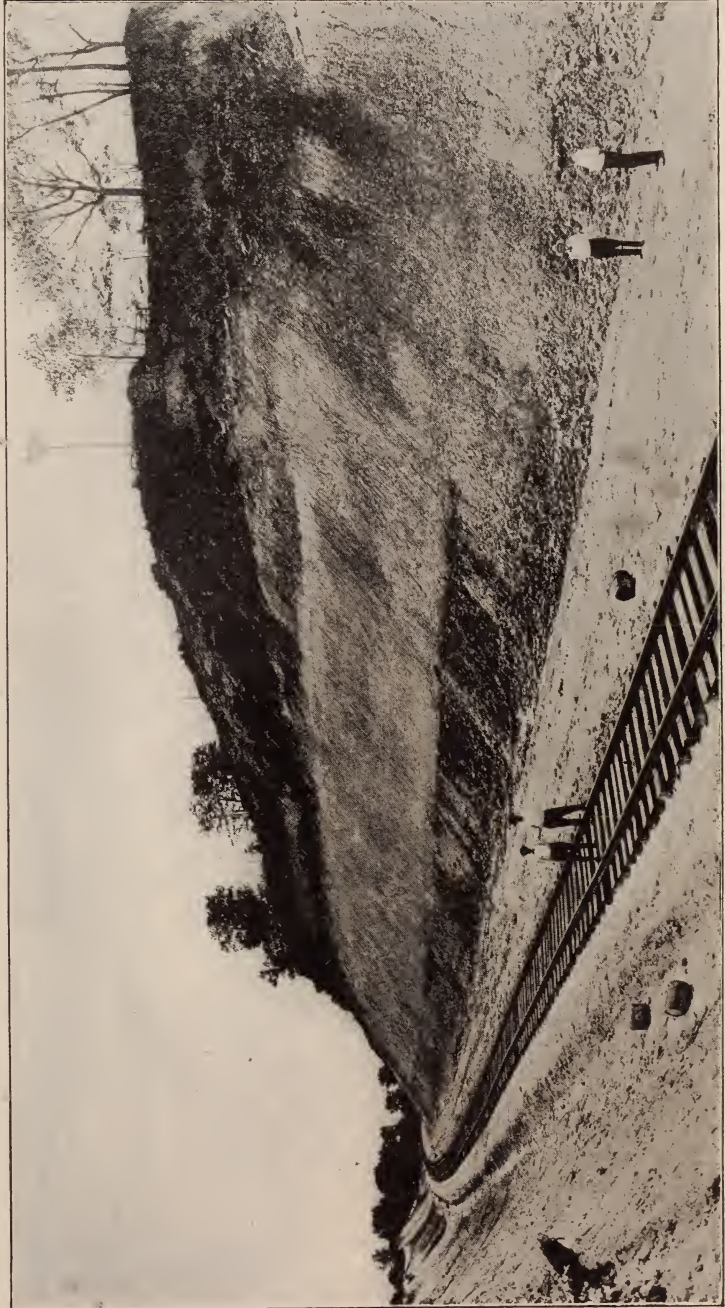
National Highway Bridge at Taylorsville

At Taylorsville a ninety-two foot reinforced concrete arch for crossing of the relocated National Highway has been constructed, connecting with the top of the dam, upon which the National Highway will run. This structure is a combination of the open spandrel and suspended floor types, and is two-ribbed and three-hinged.

line does not reach an elevation above the flood level until well within the limits of Tippecanoe City. The Miami valley is quite narrow, with steep sides, and in order to place the new line outside the limits of the flood basin, it was necessary to construct it on the hillsides to the west, with an elevation approximately twenty-five feet above the old roadbed.

In constructing the new line it became necessary to attain the elevation of the Taylorsville dam without creating an impractical gradient, and to do this the foot of the approach is carried back to a point about one mile north of Dayton, or about six and one-half miles from the dam. This will give a ruling gradient of 0.2 per cent. compensated for curvature. The necessary elevation is reached at the Taylorsville dam and continues the same until the new line intersects the old near Tippecanoe City. Construction of this approach necessitates the raising of bridge No. 3 over the Miami River at

North Dayton about seven feet, together with Leo Street yard and the North Dayton connection. The construction of the relocated line at a higher elevation on the hillsides results in a



Cut North of Taylorsville Dam

series of short cuts and fills, as the profile indicates.

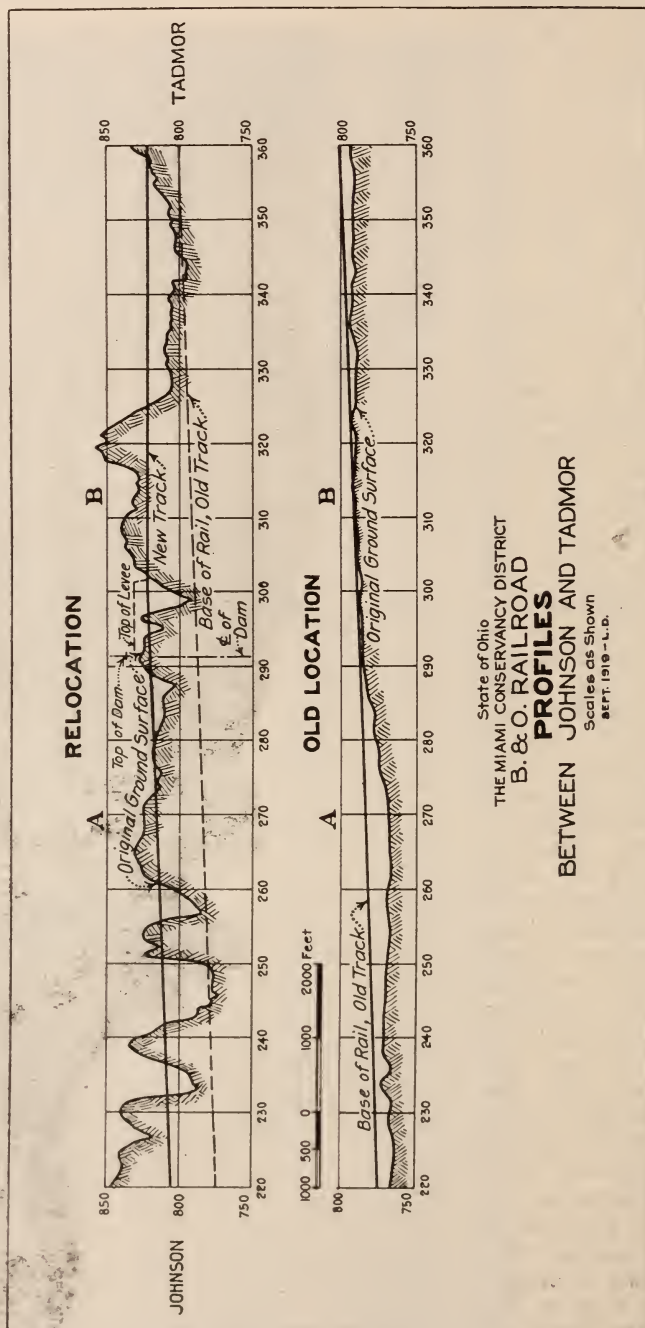
The relocation involves the excavation of 850,000 cubic yards of material, distributed, with the exception of one large cut of 135,000 cubic yards and one rock cut of 80,000 cubic yards, among a great many rather small cuts. Work has been handled by various methods, among them being excavating grader and team; 70-C Bucyrus shovels with narrow gauge cars; and revolving Erie shovels with teams.

At Taylorsville a ninety-two foot reinforced concrete arch for crossing of the relocated National Highway has been constructed, connecting with the top of the dam, upon which the National Highway will run. This structure is a combination of the open spandrel and suspended floor types and is two-ribbed and three-hinged.

As has been mentioned, the ground line is very irregular, making necessary many openings for waterways, which are provided for by concrete pipes and culverts. There are four arches for highway and waterway undercrossings, varying in span from twelve to thirty feet, the largest of which is for Poplar Creek, with a span of thirty feet.

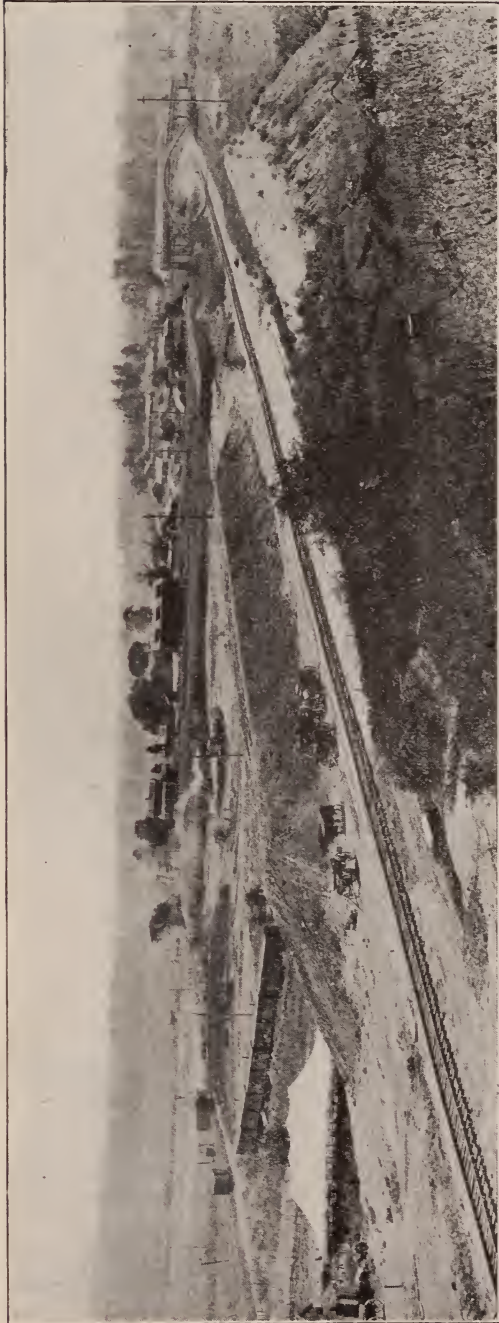
In accordance with agreement with the Miami Conservancy District, the Baltimore and Ohio is furnished a like railroad line on the relocated grade, in lieu of its old line, which will be turned over to the dis-

trict thirty days after operation of the relocated line has commenced. The Baltimore and Ohio will pay the district for any betterment in the new line over the old, which consists principally of decreased



Profile of Relocated Line Between Johnson and Tadmor

gradient and curvature, together with heavier track. Sub-grade for second main track has been completed at the expense of the Railroad, but the second main will not be built at the present time.



View of Relocated Line Looking North Toward Taylorsville Dam

In lieu of the second main, present passing siding, extending from Johnson to Tadmor, a distance of six miles, will be duplicated on the new line at the expense of the Conservancy District. The new line is approximately twenty-seven feet longer than the old, and the Conservancy District will make an allowance to the Railroad of an amount to cover additional transportation expenses on this added length. The fact that a newly constructed line involves increased maintenance cost is also recognized and the Conservancy District will make allowance to the Railroad for such costs during the first six years of operation.

The estimated cost of the entire Toledo Division relocation is \$1,360,000, of which the Baltimore and Ohio will pay \$150,000, covering betterments in the new line over the old. The new second track, when completed, will cost approximately \$290,000. It is expected that operation over the new line will begin about June 1, 1920.

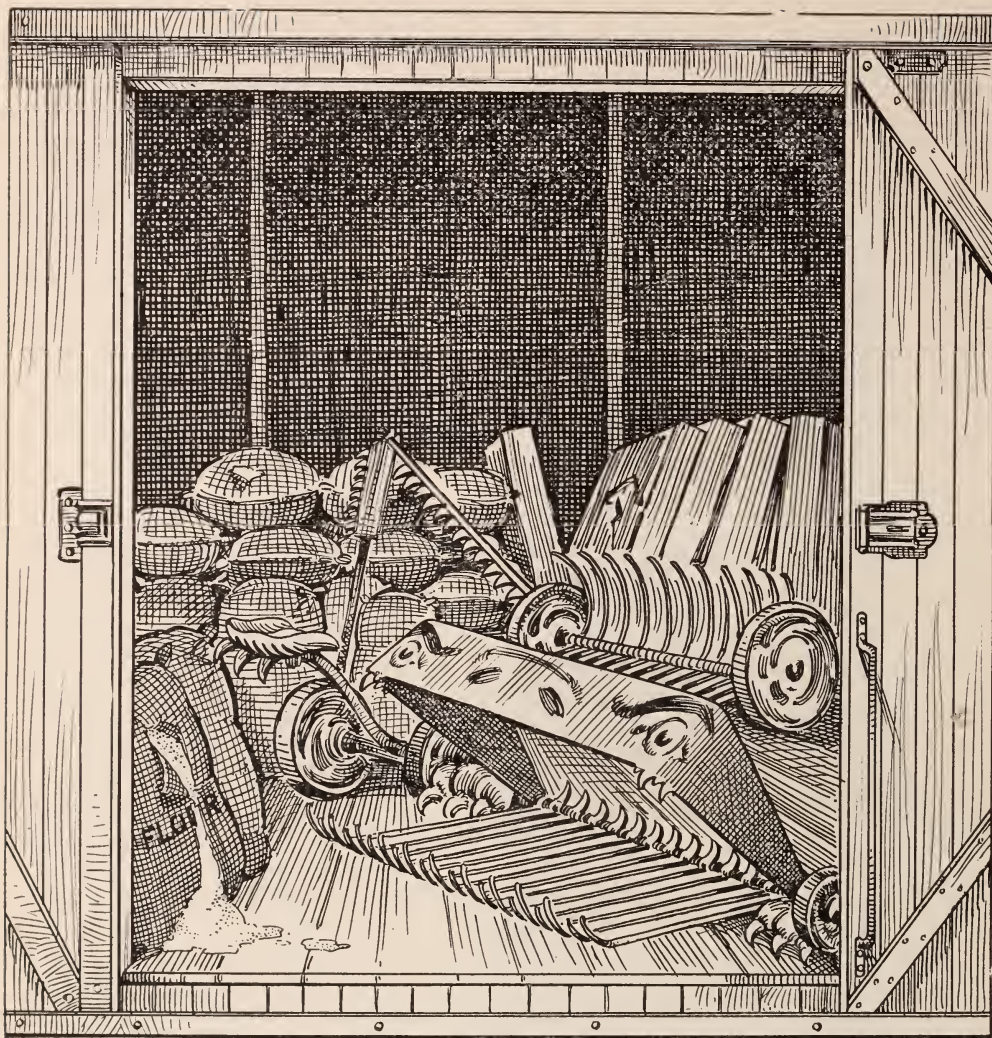
The entire conservancy project is under the direction of Arthur E. Morgan, chief engineer of the Miami Conservancy District. The interests of the Baltimore and Ohio are under the direction of H. A. Lane, chief engineer, with A. H. Griffith, district engineer and P. A. Callahan, assistant engineer, in immediate charge.

Are You Fully Protected?

IN THE past three years building costs have nearly doubled. Have you increased your fire insurance to the amount it would cost you to replace your property in case of loss by fire?

You should be protected!

If you are a borrower from the Savings Feature of the Relief Department, and wish to have your insurance adjusted to meet present conditions, write to W. J. Dudley, Superintendent, Relief Department, Baltimore, Md.



Watch "Vicious Freight"

By W. R. Moore

Agent, Chillicothe, Ohio

I HAVE formed a term of my own, "Vicious Freight," to describe certain kinds of commodities. We protect ourselves from vicious animals by confining them. It is just the opposite with "Vicious Freight." Instead of confining it so that it can do no damage, we make all other freight look out for it. Barb wire, harrows, grain cradles, rakes and grain drills are "Vicious Freight." And you will agree that a roll of barb wire is liable to damage freight in any part of a car no matter how it may be loaded.

We take barb wire at fourth class and accept it without any protection to other freight. We take a grain cradle at four times first class. It takes up more room than "respectable freight" to the amount of ten times this class; and not only the knife, but

all the fingers are sticking out, feeling around and looking for something of high class that they can jab into and destroy. Barb wire is always on the alert to cut, tear or bruise high class freight.

This is also true of the other commodities I have mentioned and it seems to me that the only way the transportation company should accept this "Vicious Freight" would be to have it muzzled in such manner that it could not damage its traveling companions. Grain cradles should not be accepted set up. It is easy to put them together and the best way to ship them would be in bundles. A rake should either have its teeth extracted or have them imbedded in a solid slab of wood.

The time has come when we should confine "Vicious Freight" so that it would be impossible for it to damage its traveling companions. It is my experience that "Vicious Freight" causes more damage than any other thing, except, perhaps, nails in car floors and sides. Putting "Vicious Freight" in a car of high class freight is like "putting a bull in a china shop."

RELIEF DEPARTMENT—ADVISORY COMMITTEE

Conducting Transportation Department

W. S. Berkmyer.....	Conductor.....	Canton, Ohio.
J. H. Coulbourn.....	Passenger Brakeman.....	Philadelphia, 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.
William D. Lenderking.....	Plumber.....	Baltimore, Md.
Henry Loveridge.....	General Foreman.....	East Chicago, Ind.
H. W. Oldenburg.....	Car Inspector.....	Cincinnati, Ohio

Maintenance of Way Department

Ira E. Baker.....	Section Foreman.....	Kanawha Station, W. Va.
J. J. Price.....	Account Clerk.....	Newark, Ohio
J. W. Richmond.....	Water Station Foreman.....	Garrett, Ind.
J. F. Thome.....	Section Foreman.....	Aviston, Ill.

STATEMENT OF PENSION FEATURE

The following employes were honorably retired during the month of February, 1920, with pensions:

Name	Last Occupation	Department	Division	Years of Service
Ackley, Thomas A.....	Engineer.....	Cond'g Transportat'n	Indiana.....	47
Alsdorff, Wylie C.....	Agent.....	Cond'g Transportat'n	Newark.....	39
Cundiff, John M.....	Crossing Watchman.....	Cond'g Transportat'n	Illinois.....	35
Heller, Cyrus R.....	Delivery Clerk.....	Cond'g Transportat'n	Baltimore.....	31
Holmes, William T.....	Tinner.....	Motive Power.....	Baltimore.....	49
Truman, Frank.....	Baggageman.....	Cond'g Transportat'n	New Castle.....	32
Hughes, Frank.....	Engineer.....	Cond'g Transportat'n	Pittsburgh.....	50
Konradi, Henry.....	Car Repairer.....	Motive Power.....	Baltimore.....	28
Lester, Thomas.....	Foreman.....	Motive Power.....	Ohio.....	48
Midkiff, Solomon.....	Crossing Watchman.....	Cond'g Transportat'n	Ohio River.....	26
Robertson, George.....	Car Inspector.....	Motive Power.....	Pittsburgh.....	28

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

During the calendar year 1919, \$331,920.15 was paid out through the Pension Feature to those retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, are \$3,949,968.95.

The following employes, after serving the Company faithfully for a number of years, have died.

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Cunningham, Peter.....	Brakeman.....	C. T.....	Ohio River.....	February 11, 1920	51
Dougherty, Ellen.....	Car Cleaner.....	M. P.....	Pittsburgh.....	February 16, 1920	19
Hawley, Joseph.....	Gateman.....	C. T.....	B. & O. C. T.....	February 7, 1920	17
Hooper, Thomas B.....	Shop Carpenter.....	M. P.....	Baltimore.....	February 18, 1920	38
Killen, John J.....	Wreckman.....	M. P.....	Baltimore.....	February 10, 1920	30
Lackey, William W.....	Foreman.....	C. T.....	Philadelphia.....	February 17, 1920	24
Little, George K.....	Conductor.....	C. T.....	Wheeling.....	February 13, 1920	39
McElroy, William.....	Pumper.....	C. T.....	Ohio.....	February 4, 1920	38
Morrow, William R.....	Machinist.....	M. P.....	Baltimore.....	February 17, 1920	30
Riggs, Joel H.....	Pumper.....	C. T.....	Ohio.....	February 20, 1920	45
Moore, James T.....	Pumper.....	M. W.....	Baltimore.....	February 22, 1920	33
Wholey, George H.....	Machinist.....	M. P.....	Baltimore.....	February 15, 1920	46
Wright, Warren.....	Machinist.....	M. P.....	Newark.....	February 20, 1920	42

Observations of a Traveler in the Average Smoker

(As Seen by Pittsburgh Division Correspondent)

Number of persons in car (capacity).....	60
Number of persons smoking	59
Number of persons not smoking (asleep).....	1
Brands of tobacco used.....	60
Persons fully supplied with smokes.....	All
Persons short of matches (estimated).....	60
Number of inexhaustible everburning pipes.....	5
Number of persons asking for matches.....	60
Number apparently overjoyed to supply same.....	None
Number of times smokes went out (estimated)....	600
Smokers remaining in car to end of trip.....	60

Met His Match

Struck by the notice, "Iron Sinks," in a shop window, a wag went inside and said that he was perfectly aware of the fact that "iron sank."

Alive to the occasion the smart shopkeeper retaliated:

"Yes, and time flies, but wine vaults, sulphur springs, jam rolls, grass slopes, music stands, Niagara Falls, moonlight walks, sheep run, Kent hops and holiday trips, scandal spreads, standard weights, India rubber tires, the organ stops, the world goes round, trade returns, and——"

But the visitor had bolted. After collecting his thoughts he returned and showing his head at the doorway, shouted: "Yes, I agree with all of that perfectly—and marble busts."

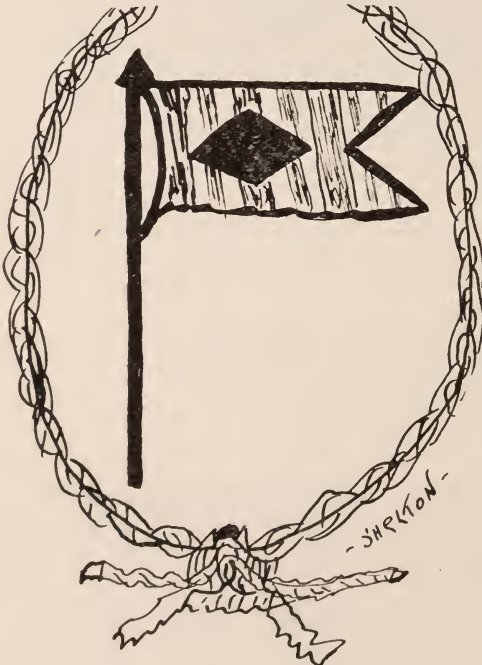
—Irish World.

What Railroads Do These Pictures Represent?

By W. E. Shelton
Operator, Cleveland, Ohio

Puzzle No. 5 in the March issue of the Magazine was the T. St. L. & W. Railroad (Clover Leaf Route); No. 6 was the Southern Pacific Railroad (Sunset Route).

The answers to the puzzles shown below will appear with the new ones in the following issue. Don't send your answers to the Editor—just guess 'em for fun. And if you have any good suggestions you can send them along to the author.



No. 7



No. 8



No. 9

Beauty Spots on the Picturesque Baltimore and Ohio

Pass Privilege Means Education and Enjoyment to Employees
Who Wish to Learn

By Margaret Talbott Stevens

File Clerk, Transportation Department

*Listen to the waters singing as o'er mossy rocks they fall,
While the mountains in the distance answer echoes as they call;
And the treetops nod their branches, harkening with still delight
To the river purling softly through the solemnness of night;
When the earth is soundly sleeping and the darkness reigns supreme,
Can't you hear the ripples whispering from the little mountain stream?*



AS A CHILD I often heard of the beautiful Shenandoah Valley, where the towering mountains lose their shadows in the ripples of its swiftly-flowing stream; of the lovely flowers that hide themselves on the picturesque banks, and of the famous mills and dilapidated stone houses, centuries old, that give to the scenery the very touch of Old World beauty that fills us with an irresistible desire to go farther and farther, until we imagine ourselves in the far off country of the Arabian Nights, where giants appear, a witch's hut grows before our eyes, and fairies dance on the rocks. All these things I had dreamed of, but never had it been my privilege to realize the wonder of it all until, a little while ago, I gazed upon the majesty of the Valley itself.

Have you ever taken the trip to quaint little Harpers Ferry, and walked the crooked streets of the old town? Have you followed the road beyond the paper mill to where the mountains, covered with wild pinks, rise on the right, and the laughing Shenandoah runs along on the left? Then, to you I am telling an

old story. But to those who have never gone beyond the spot that marks the memory of John Brown; let me recommend this trip to Fairyland, well within a week-end's ride from most of our division centers on the Eastern lines.

Of course, you have been to Cumberland, too, and I hope you did not read the newspaper all the way and miss the wonderful things that nature has provided for our eyes to feast upon. Let us see.

As soon as we have fairly left Washington, we notice an odd-looking houseboat floating down the stream nearby. This is the Chesapeake and Ohio Canal, of which we have heard so much. There is a man driving a pair of mules along the bank, while on the boat itself we see the wife, an older son, and several small children. They are taking a load of coal down to Washington. And here are the locks, where we would like to have the train stop long enough for us to see the boat go through.

Now the land begins to rise, and we feel very much like we did when our big brothers used to pull us up hill on

their sleds, for we can even see the engine as it wends its way around the curve ahead of us. Here is a half-grown boy with his never-to-be-forgotten yellow dog. A glimpse of pink and white above our heads tells us that the mountain laurel is in full bloom, while those squares on the hillsides that look like Granny's patchwork quilt, are the acres and acres of peach orchards for which this part of the country is famous.

Now we are getting to Cumberland, an interesting place, where the streets are built tier on tier, rising above each other and looking for all the world like the steps that the giant climbed when he wore his seven-league boots. A few squares from the station we find ourselves at the foot of a small mountain that lies in the city's "back yard." In less than fifteen minutes we have reached the top, spread our lunch on an inviting rock, and with appetites sharpened by the mountain air, we feast on our home-made goodies. The view is attractive from this point, overlooking red brick

houses with gray smoke curling here and there over the blue roofs.

Now close your eyes, and, as the darcy says, "Don't you feel transported?" To live in such a beautiful country as this, where Nature seems to speak to us at ever turn in the lane, this is like living next to Heaven itself. Mountains, mountains everywhere! We may climb them or look upon them, wonderful in their stateliness, their beautiful contours, their gorgeous colorings.

To be able to enjoy such trips to lovely little places like Harpers Ferry and Cumberland, both in the same day if we desire, is a luxury that may well be appreciated by our employes. To be sure, we are not far from home, yet we see those things which we would probably never enjoy were we engaged in other pursuits, for the "open sesame" to such a delightful education, boundless in extent and profitable to the greatest degree, is the railroad pass.

Doesn't the advantage offered by free transportation merit a bit more than the



This beautiful old colonial home, where Washington lived when a young surveyor, can be seen from our Shenandoah Valley trains



Where the Baltimore and Ohio crosses the North Fork, Shenandoah Valley

murmured "thanks?" I heartily believe that our fellow workers are truly grateful for this privilege, but there are some ways in which we can further express our appreciation.

Suppose we have a friend who contemplates taking a vacation, but who has not definitely decided where to go; how would it do for us to suggest a few of the attractive places on the Baltimore and Ohio or connecting lines? Or, when we know of an excursion to points on our line, how easy for you and me to help in the way of advertising! You know, a few pleasing words from one who has "been there" frequently publishes a fact to a greater advantage than a dozen bulletins in the daily papers. Let us endeavor to pay in politeness for that which is granted us in the same manner; let us help to serve cheerfully those who are serving us; above all, let us remember this—a slogan which will appeal to the common sense and loyalty of every one of us:

"Courtesy costs nothing, and when it is dispensed, it makes friends of the

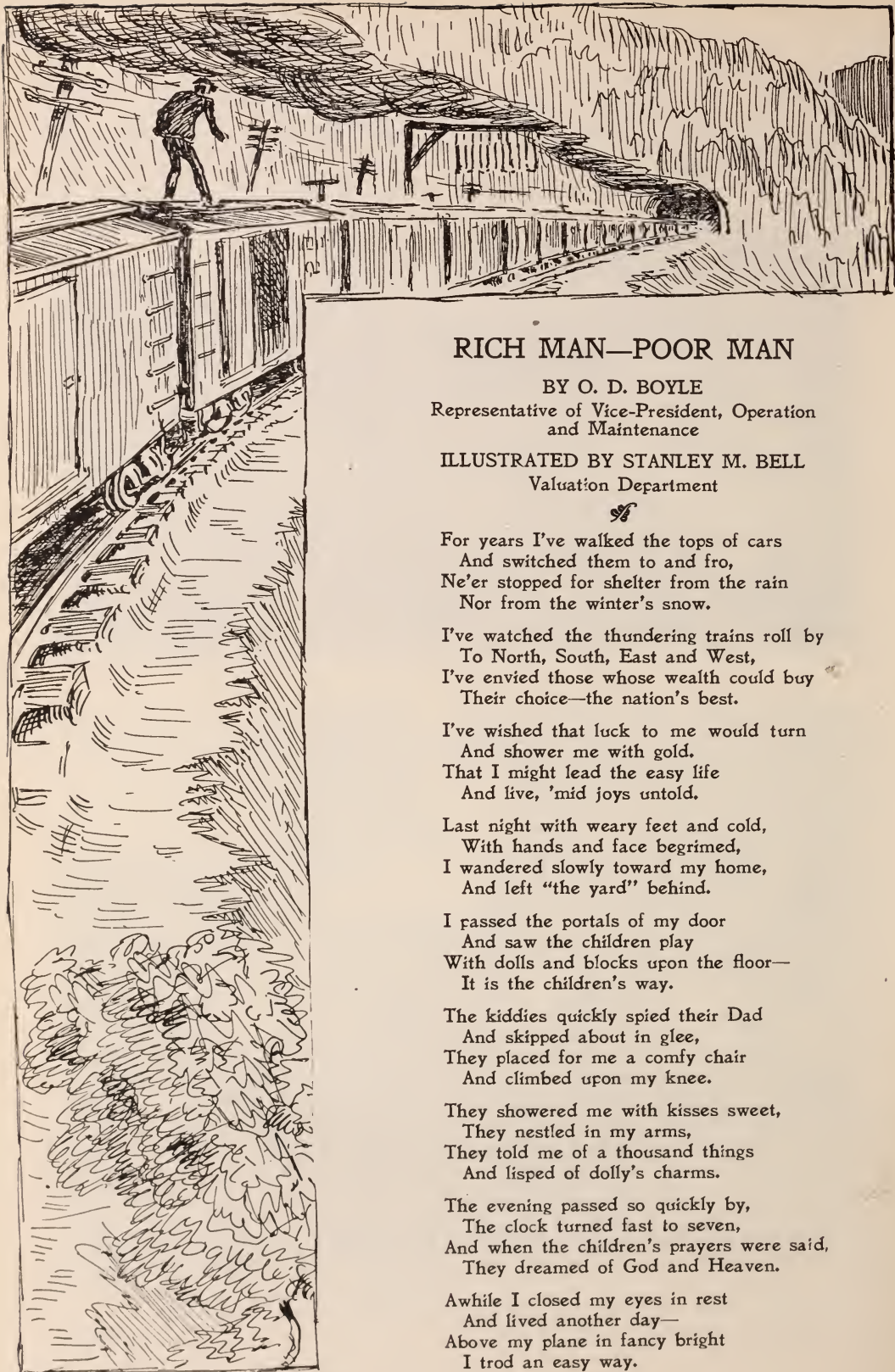
public and adds to the self-respect of the employe."

Shall we see what we can do?

Thinking

If you think you are beaten, you are,
 If you think you dare not, you don't.
 If you'd like to win, but you think you
 can't,
 It's almost a cinch you won't.
 If you think you'll lose, you're lost,
 For out of the world we find
 Success begins with a fellow's will,
 It's all in the state of mind.
 If you think you're outclassed, you are;
 You've got to think high to rise,
 You've got to be sure of yourself before
 You can ever win a prize.
 Life's battles don't always go
 To the stronger or faster man;
 But soon or late the man who wins,
 Is the one who thinks he can.

—Anonymous.



RICH MAN—POOR MAN

BY O. D. BOYLE

Representative of Vice-President, Operation
and Maintenance

ILLUSTRATED BY STANLEY M. BELL
Valuation Department



For years I've walked the tops of cars
And switched them to and fro,
Ne'er stopped for shelter from the rain
Nor from the winter's snow.

I've watched the thundering trains roll by
To North, South, East and West,
I've envied those whose wealth could buy
Their choice—the nation's best.

I've wished that luck to me would turn
And shower me with gold.
That I might lead the easy life
And live, 'mid joys untold.

Last night with weary feet and cold,
With hands and face begrimed,
I wandered slowly toward my home,
And left "the yard" behind.

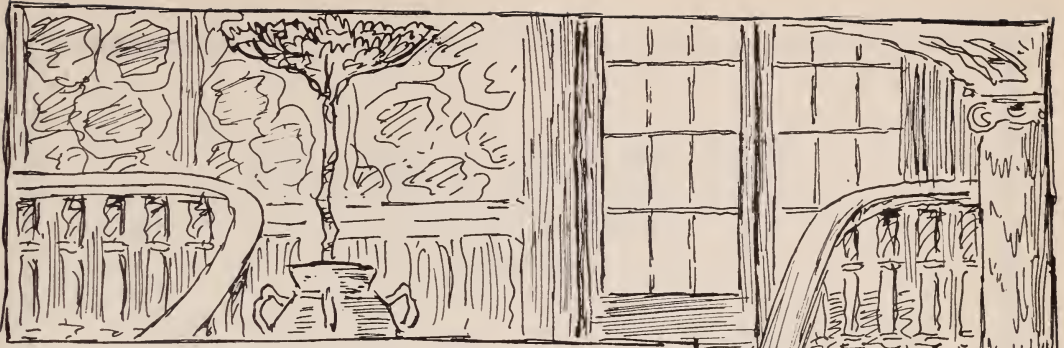
I passed the portals of my door
And saw the children play
With dolls and blocks upon the floor—
It is the children's way.

The kiddies quickly spied their Dad
And skipped about in glee,
They placed for me a comfy chair
And climbed upon my knee.

They showered me with kisses sweet,
They nestled in my arms,
They told me of a thousand things
And lisped of dolly's charms.

The evening passed so quickly by,
The clock turned fast to seven,
And when the children's prayers were said,
They dreamed of God and Heaven.

Awhile I closed my eyes in rest
And lived another day—
Above my plane in fancy bright
I trod an easy way.



Dame Fortune called, as long I'd wished,
She beckoned me to come
To taste of wealth and luxury,
To leave my lowly home.

She led me to a palace grand
With servants by the score,
And stairways set in marble white,
Rich tapestries galore.

With wealth to spend, with power and state,
All things at my command,
All luxuries of heart's desire,
Splendor on every hand.

My little ones—I thought of them
Upon their snowy beds,
My hand reached down to smooth their curls,
To pat their silky heads.

Alas! My search was all in vain,
The children were not there!
I sought for them from room to room
In anguish and despair.

"Dame Fortune," I cried out aloud,
"Where can my children be?
They are not here to romp and play
And climb upon my knee."

"Your children?" mockingly she cried,
"You left them far behind,
To seek for gold and luxury,
The rainbow's end to find."

Then I awoke and rubbed my eyes—
From sleeping in my chair—
My wealth was gone, my palace, too,
But—so was my despair.

For on their pillows safely lay
Those dear angelic faces,
Whose smiles and curls are more to me
Than gold in other places.

Tomorrow, when I ride the cars
And switch them to and fro,
I'll have my riches in my heart
To take home when I go.

While on the thundering trains there ride
To North, South, East and West,
The childless rich who vainly seek
To find my gift, the best.



How to Lose a Big Job

By Herbert Kaufman

In "Hello"

YOU are about to lose your job. The methods you have adopted to retain it will appoint a successor. First-class men refuse to work under you. You rebuff ambitious efforts and conceal their merit from your superiors; there is no prospect of big cash where there is no hope of proper credit.

When a clever plan is submitted to your judgment, you discount its value—you are afraid to admit unusual ideas, so they have stopped rapping at your door.

Because you won't recommend what you can't originate, valuable opportunities are regularly lost to your house. Your attitude is a dead give-away.

Confidence is an earnest of competence. If you were more assured you would seize every advantageous occasion to prove your strength.

When the title holder "knocks" the challenger, it is manifest that he **QUESTIONS HIS ABILITY TO KNOCK THE ASPIRANT OUT.**

Most sneers mask fears. An evident tendency to flout potential rivals suggests that you doubt your own staying power.

The "higher-ups" sense that you are overplaying the lone hand. The regularity with which you seek praise for each little successful move rouses the suspicion that you may perhaps be sneaking it. An executive can't fortify his position by eliminating shrewd and alert assistants.

Grandstand plays imperil the firm's success—create discontent—destroy teamwork.

We don't want people among us who sacrifice the score to insure individual hits, but we must have men at responsible posts eager to deliver a sacrifice hit whenever the best interests of the concern may thereby be advanced.

The General who doesn't recognize intrepidity soon commands a listless army.

The profit and loss account becomes a detective the moment it is defective—the balance sheet is bound to betray you. Get abler men on your staff; keep the gate open—whoever is capable of supplanting you from within will force his way through, anyhow.

Put your mind on your work and you won't have to worry. Pick the sharpest possible brains to execute subordinate details or you will be discarded as a dulling administrator.

Be warned, even if you are an ace, yours is a losing pack without other high cards. When you start to be jealous it is time to be zealous.

Better Screen Railroading

By Charles Frederick Carter

WHATEVER may be the fate of the railroads in real life, better days have dawned for the railroads on the screen. Not so many months ago railroad men, their heirs and assigns, who went to the movies would squirm in their seats and long to lynch the operator of the projection machine, not because they really had anything against him, but only because the scenario writer and director were not within reach.

For when the average scenario scribbler, who wouldn't know the difference

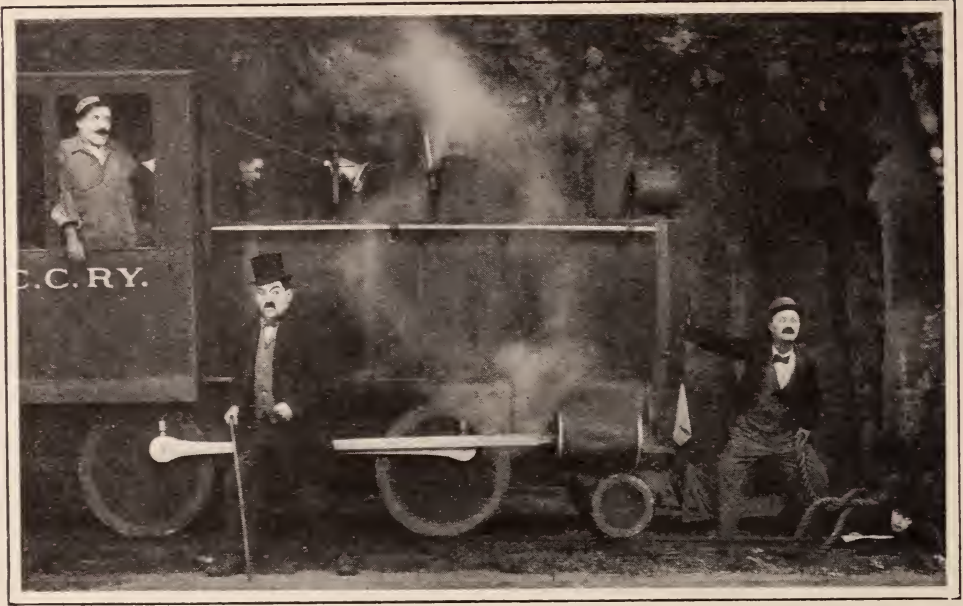
between a tail light and a tie plate if he were to meet them in the street, turned himself loose on a railroad plot, you could bank on seeing on the screen things you never would learn in a correspondence school course in railroading, Horatio. And the embellishments added to the script by the director, who knows less about railroads than the scenario writer would dare to know, would wring tears of anguish even from Clifford Thorne.

F'rinstance, a railroad picture perpetrated a few short months ago, showed



Real Railroading in the Movies

In order to show a conductor giving 'em the sign to go to the next man's town, the Director of "Miss Marbury and Others," a Paramount picture, went right down to the station, planted Miss Dorothy Dalton, the star, on the steps and caught a real conductor in the act of giving the high-ball. Now when railroad men go to see the picture their higher feelings will not be outraged by seeing an actor who wouldn't know the difference between a retaining valve and a fallow pot caricaturing this sacred rite.



Here's a Real Stunt

The hero, who can keep an eye on northbound and southbound traffic at the same time without turning his head, is here seen rescuing the downtrodden heroine, who has been tied to the track in "East Lynne with Variations," a Paramount-Mack Sennett Comedy, by the vill-yun to be ground into wienerwursts by the onrushing Limited. When the Limited gets too close the hero pushes the durned thing back with one hand while he unties the cable with the other. But say! Wouldn't he be a handy person to have in a busy yard, though?

all action on railroad equipment or premises. At one time the villain wanted to get at somebody in a sleeper; so what does the low-lived pup do but sneak out of a window and swing himself along the *outside*—not the roof, but the *side* of the train, which was running sixty-seven miles an hour, or may be a shade better. Flies are pretty good at walking on the sides of cars, but no fly could or would try to walk on the side of a coach running at that speed. But the villain tripped lightly from window sill to window sill with his hands, holding his feet up so as not to mar the nice shoe shine in which he had invested ten cents before going aboard.

Arriving at the proper window Hon. Villain holds on to the sill with one hand while the train lurches around curves on one wheel, and takes low joints with a hop, skip and jump, while with his other hand he pries open the window sash, the fastenings of which appear to have been placed outside where meddlesome passengers could not get at them, and crawls in. After committing a few assaults with

intent to kill he returns to his own seat in the first day coach back of the smoker in safety because the spectacle of a man entering a moving train through a window was sure not to attract attention. Otherwise, why did he not play Safety First and use the aisle?

In another screen masterpiece, which preceded the kaiser into oblivion by a few jumps, the hero is a race horse which travels in a private car, as a fast stepper should. The point of particular interest to yardmen who spend their lives making up passenger trains without ever thinking of making an original combination was that this horse car was moored abaft the tail lights. You could see the tail lights and you could see the horse car, so there could be no doubt about the arrangement. Yes, and it was an American train, at that—except the horse car, which was English.

Well, the villain, who is sore on that horse, travels on the same train to facilitate the accomplishment of his devilish purpose. You can see him in a day coach, for he travels in plain sight of the audi-

ence, fidgetting as if he had on a new suit of camel's hair underwear. Finally, he can stand it no longer; so up he gets and going out into the vestibule he swings himself outside while the train is running faster than I'd like to admit and climbs to the hurricane deck—the camera man follows him right up so you don't miss a move—and sprints along to the last car but one, the grand finale of that train being the English horse car, you remember.

Mr. Villain climbs down the rear end of the car, opens the vestibule door, which is fastened on the outside as usual in the movies, and pulls the pin on the horse car. Oh, yes; pulls the pin. You see the rear end of that last Pullman was not equipped according to the rules of the Interstate Commerce Commission in such cases made and provided, while the English horse car was not furnished with the customary English draft gear, but with the good ol' linkenpin.

Marvels follow the pin pulling. Al-

though the villain did not bother to turn any angle cocks, and there was no subtitle explaining that the airbrake was not working, nothing happened when the train parted. The train just irised out, while the horse car trundled along until its momentum ran down and then stopped.

Johnny, a human friend of the hero horse, was right on the spot, for he had followed the train in an automobile. Every few feet they cut back to that automobile to relieve your anxiety, with a silent assurance that Johnny would be on hand. Johnny produces a stock gangway for unloading on the ground, which, as you know, is an unwieldy contraption of two-inch lumber weighing several hundred pounds and single handed and alone runs that gangway up to the car door and leads the horse out three-fifths of a second before a following train bumps the car down the bumps.

If all railroad motion pictures were like this we might, indeed, despair of civilization; but they are not. The



Railroad Stuff in Paramount and Artcraft Pictures

Billie Burke and her brand new husband are seen starting on their wedding journey in "The Make-Believe Wife." Billie is keeping a sharp eye on the male person with the box in his hands, prepared to duck into the vestibule in case it should prove to contain rice.



"Where'n Thunder's That Ticket?"

Bryant Washburn, star in "Venus in the East," a Paramount picture, seems to be having a bad quarter of an hour.

Famous Players-Lasky Corporation, the most important concern in the motion picture industry, which is turning out Paramount and Arcraft productions at the rate of one for every day in the year, including Sundays and holidays, never kicks a man when he is down, that is, this huge organization treats even railroads with decent respect. No human flies crawl along the outside of moving trains in Paramount and Arcraft pictures—not on your life they don't.

All railroading in these two brands of motion pictures is safe and sane. In fact, no railroading is permitted unless it naturally belongs to the story and is introduced in a natural way. For example, if the hero needs an alibi he boards a real train in the usual way while the director cuts back to the scene of the crime so quick you know the hero simply could not have been around. Or perhaps you see a wedding party boarding a train as natural as life, including a frugal supply of rice, but no old shoes. At present prices people wear 'em until there isn't

enough of 'em left even to throw at a bridal couple. Besides, they'll probably be throwing crockery at each other before the honeymoon is over, so why worry?

Again, you will see a forlorn person alight on the lonely platform at Dismalburg and while the train fades out he will look around at the prospect so life-like you can almost hear him wonder why he ever lived to have to endure this. Or you may get a flash of the interior of a sleeper, or parlor car or diner in which the people behave just like human beings; and that is all.

The moral is obvious: Examine the brand on the picture before investing at the box office. Furthermore, this great organization having so amply demonstrated that technical subjects like railroading can be handled on the screen without *schrecklichkeit*, why should not the Peace Conference frame a proviso that no author should be permitted to write a scenario until he had been given the third degree to make sure that he knew enough to come in when it rains?

The Menace of the Mouth

A Health Chat by the Life Extension Institute

THE propaganda for pure food, the legislation, the agitation, are most commendable, and deserve the hearty support of all health workers. But, important as such a movement is, it cannot exceed in importance the movement for oral hygiene, or pure mouths.

If the cleanest grain is ground and mixed in an unclean mill, is it then "pure food?" Even pure foods, if mingled in the wrong proportions and eaten to excess may work quite as much harm as impure foods. Similarly, pure food that is taken into an impure mouth at once loses its character. It becomes contaminated with virulent disease germs, and from a welcome and helpful guest is turned into a carrier of infection.

There is a mistaken idea that disease germs are always killed in the gastric juice. Unfortunately this is not true. What profit to us is a pure food label if with every crunch of the jaws that grind the food (these crunches represent a daily pressure of 5,000 pounds) there is forced into the circulation through the tooth sockets these germs of disease that are often carried to distant points in the body where they light up trouble of the most serious kind?

Human life may be described as a continual struggle with germ life. The whole human body, if healthy, is in a most marvelously and delicately adjusted condition to resist the attacks of these hereditary enemies of mankind. The complex organization of the former war machines of Europe are of kindergarten type compared to the defensive machinery of the human body. As in the European war, if some part of the body is attacked, instantaneous messages are carried to headquarters and there is immediately a marshalling of cells, also of complex

substances in the blood (anti-bodies), the battle line is strengthened and the trenches filled with defenders. As in all wars, whether the defense is successful or not depends on the number, equipment and spirit of the defenders.

The modern mouth seems to be degenerate. Its natural defenses are poor. They require to be constantly supported by allies in the shape of tooth-brushes and dental cleansers.

In a state of nature, the human mouth should not need such support. It should be self-cleansing and immune to bacteria. But although an enterprising scientist claims to find in a neglected mouth 1,140,000,000 bacteria, the forces to meet such a battle line are usually insufficient, ill-trained and undisciplined. Hence we have dental caries, or decay, and pyorrhoea dentalis, or infected gums, and pyorrhoea alveolaris, or infection of the root sockets and a loosening and falling out of the teeth.

Oral hygiene means more than merely brushing the teeth. In infancy mother's



Just what I was looking for

milk is the best aid to sound teeth and a healthy mouth. Later whole cereals, pure milk, fresh vegetables and fresh fruit are necessary to normal growth and full bodily resistance. In early life the jaws should be carefully examined by both dentist and doctor in order to determine whether or not proper development is taking place. If upper and lower teeth fail to fit well together (malocclusion), extra strain is placed upon certain teeth and the sockets are liable to injury and infection.

Failure to give the gums and teeth proper exercise and stimulation is often due to hasty swallowing of soft food, insufficient chewing, and neglect to chew every day some hard, crusty, resistant food. We cannot expect to go back to the diet of our primitive ancestors, hence we must always be dependent on artificial means of cleaning the teeth and stimulating the gums and tooth sockets. This can be attained by vigorous brushing with a stiff brush. The bristles should be short and of different lengths, so that the innermost crevices of the teeth may be reached. If the gums are sensitive, a moderately stiff brush can be used until the gums can bear the more vigorous treatment. Bear in mind that we say gums, not teeth. The most important results can be obtained by vigorously brushing the gums with a rotary motion, thereby stimulating the circulation and increasing their resistance, and cleansing from the teeth at the gum margins the accumulations of tartar which are at first soft and easily removed by a stiff brush. These measures are far more important than the use of mouth washes and tooth powders, which only pass over a portion of the surface of the teeth.

For an alkaline mouth wash there is nothing better than lime water, made from coarse unslaked lime.

But there is now good evidence that before teeth are badly damaged or eroded, food acids are more cleansing than alkaline washes. These acids are found in

grape juice, orange juice, lemon juice, apples and vinegar. An apple, eaten in the evening, will mechanically and chemically cleanse the teeth, and if followed by proper brushing will protect them from the action of bacteria during the night, which is the time when the most damage is done.

The advice of the dentist should be sought as to the condition of the teeth before using either acid or alkaline washes exclusively, but there is no question that the food acids quickly remove the mucin films that are the first stage in dental decay.

In view of the alleged almost universal prevalence of pyorrhoea dentalis, and its possible causation by parasites, it seems reasonable to use a weak solution of fluid extract of ipecac, 2 drops in a half a glass of water, as a mouth wash before retiring, which will act as a preventive and perhaps as a cure in the earliest stages of this trouble. Too much reliance should not be placed upon ordinary mouth washes, pastes and tooth powder. Powder should be used occasionally and not daily. Thorough brushing with a rotary movement should be adequate, if done on all surfaces of the teeth and gums, the occasional use of powder protecting against accumulation of tartar. The use of powder daily will surely thin the enamel.

Do not forget the tongue. Tooth powder can be safely used on the tongue, which accumulates tartar and bacteria, especially near the root. Food acids are especially serviceable in cleansing the tongue. Brush it as you would the teeth. A weak solution of vinegar is serviceable. To facilitate brushing the tongue, seize it by the tip with fingers enveloped in gauze or a clean towel and pull it well forward.

If you suffer from any so-called rheumatic affection or other obscure chronic disease, have all the possible disease foci of the body carefully examined, especially the mouth. Disease does not arise spontaneously; there is always a reason

Keep 'em going. It takes just as long to unload a car of company material a week or two after it arrives as it takes to unload it on the day on which it is received.

To Wives of Railroad Men— And the Men, Too

By George Bradshaw

Supervisor of Safety, Pere Marquette, Grand Trunk and Associated Lines

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FOR a long time I have been thinking about making a little SAFETY talk to the wives of railroad men, but have been putting it off because I didn't know exactly what to say or how to say it,—two mighty good reasons for saying nothing. But something happened in our railroad family a short while ago that you ought to know about. The report has just come into the office and after reading it, I said, "I'm going to tell the railroad women about that and maybe if I once get started, I can write that SAFETY talk."

Here's the true story—the name, date, place and full particulars are on my desk: An employe in one of our yards was struck by a car and died shortly afterwards. Apparently there was no reason why he should have been struck by the car; he knew that an engine was switching cars about there and had he used his eyes or ears could easily have protected himself. In fact, he could just as well have done his work without getting near enough to the track to be struck, but to all appearances he gave no thought to his danger. And the true reason for his abstraction and inattention which cost his life was revealed by him to his friends as they were taking him home. He said: "I've been having trouble at home and my mind was on that."

Now, this case is unusual only in that the facts happened to be revealed. The homes of railroad men are likely no worse and no better than the homes of any other class of good citizens. But a railroad man's home troubles may lead to more serious consequences than those of other men. An engineer may run by a danger signal or overlook a train order or a meeting point and cause a serious wreck, or

a conductor, brakeman or other employe may neglect some precaution in connection with his duties and be injured or killed—because of family troubles. Poor meals, lack of sleep, social affairs, debts, bad investments and gambling have put trains together or into the ditch and made cripples, widows and orphans. These causes are no less real because they do not appear on the surface.

It's mighty hard to reach and remove such troubles. The officers of the roads are powerless, but you wives can do a great deal. You are in every sense partners with your husbands in the railroad business. Perhaps you have not given this matter much thought; but it is worthy of your most serious consideration. Just as many a physician, lawyer or merchant owes his success largely to his wife, so should, and does, many a railroad man attribute his good record over a long period of years to the silent, but no less powerful, influence of his home partner.

The wife of every railroad man who would do her part to make her husband's job safer and her own protection more secure ought to give most careful consideration to the following principles of home management.

1—Meals

Napoleon said that an army fights on its stomach. In other words, the real arsenal is the kitchen. That statement is so literally true that if the United States and her Allies had fallen down in the organization of the commissary departments and had given their soldiers insufficient food at critical times during the Great War, "Bill" Hohenzollern, instead of being tucked away in Holland, would be over here collecting our income taxes.



"I had trouble at home and my mind was on that"

A railroad is about as good as the stomachs of the men who work for it and there are five very necessary SAFETY devices that should be on every train in addition to those specified by the Safety Appliance Law, and those are five good cooks in the homes of the crew.

Give careful attention to the food you select. Every wife ought to take a practical course in food chemistry. If a railroad gave no more attention to the kind and quality of coal selected for its locomotives and the firemen no more thought to the way they prepared and fed that fuel than the average man gives to the kind, quantity and quality of stuff he takes into his stomach, every train on the road would be tied up about half of the time.

Nearly all diseases originate in the stomach or intestines as a result of improper diet, and most diseases, and troubles that lead to diseases, can be cured or removed by adopting a commonsense diet.

Immense sums are spent in this country every year learning the best methods of feeding chickens, hogs and cattle, and some day some wise man or woman is going to rise up and say, "Why not give a little thought to the feeding of human beings?"

If you and your families are feeling all right when you read this, you won't pay the least attention to it; but if you are not hitting on all cylinders and hear some knocks and squeaks that don't sound natural and note that the power is

a little shy, don't take the old machine to the garage right away. First look to the fuel you are using. Get Eugene Christian's works on diet—most every public library has them or you can buy them for a small sum—and you will learn some mighty interesting facts about that old model you have been driving for many years.

2—Sleep

Proper rest is just as important as correct diet—perhaps more so. Two of the worst passenger train collisions in the history of railroads have occurred within the past year or so as the result of engineers, while lapsing into sleep for a few moments, running by danger signals.

See that your husbands have a comfortable place to sleep and if they must sleep in the day time, keep the place free from disturbing noises so far as possible, and don't cut their rest short by having a lot of chores, errands and housework for them to do. If they work days, and are supposed to sleep nights, try to make the house so attractive that they will want to stay at home with you and not spend half the night at some club. The domesticated, provide-me-with-a-home-and-you'll-know-where-to-find-me kind of wife is built according to the best SAFETY specifications for a railroad man. That kind of a wife never put a train in a ditch or got them together. But the pink tea, theatre party, midnight supper, sleep-till-noon, marcel-waved, hand-painted doll—she's mighty fine to look at when



The boiler was never made that would steam well on poor fuel and the man has yet to be born who can do good work without proper food.



Many a "signal failure" (?) could be traced to the friendly game that ended about one or two a. m.

she stands on the house track all slicked and polished up. But her tonnage rating is low, her fuel capacity too high, her brakes too loose and her trucks are not adapted to the curves and bumps. You can't get over the road with her in either freight or passenger service and she never was any good on a milk run. If you must go in for swell society, leave your husbands at home. You'll make better progress without them, anyway, because the average railroad man is no social bird of lovely plumage. He's built along strictly utilitarian lines and when you put him into a dress suit and place him on dress parade, you never know when he is going to spill the beans.

3—Debts

Many a man has been driven to the very brink of the cliff and then pushed over by an extravagant wife. Unpaid bills, installment collectors, borrowed money—no man can do his best work or be a really safe man when laboring under such handicaps unless he's a man who doesn't care and doesn't worry about such things; and a man of that kind is no good to begin with.

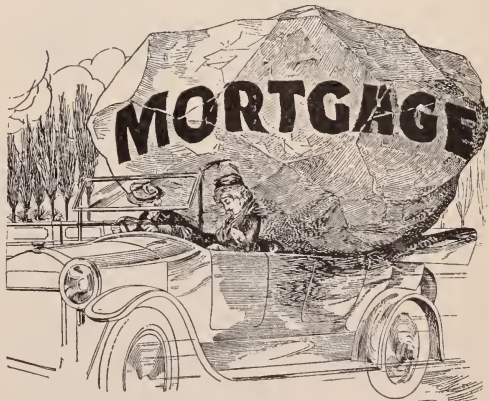
There ought to be above the door of every home in this land the motto, "PAY CASH OR GO WITHOUT," and in a great many cases it's best to go without and save the cash. "Jim" Hill said if you want to know whether a man is going to be a success or not, it is mighty easy to find out. "If he can save money,

he will succeed; if he cannot save, success is not in him."

There is ordinarily one justification for going voluntarily into debt, and that is to buy a home at a reasonable price and on reasonable terms. With salaried persons especially, buying on time is largely a careless, free and easy method of doing business—a bad habit. If you pay your grocery bills at the end of the month, don't you think you could manage to get at least one month ahead and then pay cash, buy where you please and insist upon the best terms? That's good business, good consolation and good example for the children—and it's good safe practice for a railroad man, because it keeps his mind free from worry.

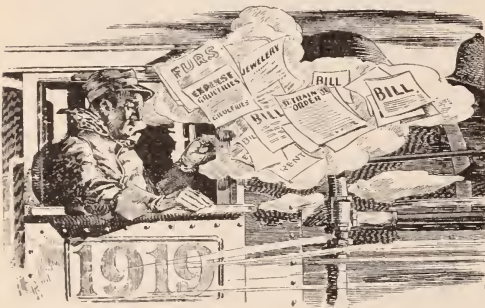
The installment craze is a facing point switch where many a family train has been derailed. Rather than let the installment habit—the craze—get a grip on you, better cook in the fireplace or over an open fire—many of your grandmothers did it and good cooks they were, too—and eat from wooden plates with knives and forks from a ten cent store on a soap box table, in a house with bare floors and with the walls adorned only with the faded pictures of your old-time fathers, mothers and grand parents, who gave you the wonderful opportunities you now enjoy by plain living, clean lives, saving a little money and making their word as good as a Government bond.

The installment method of buying is a



There ought to be more happiness pushing a wheelbarrow than riding in a motor car with a mortgage.

detour from the better and safer road called "Cash Drive." The firms doing business on the detour road have their tempting window displays, brilliant signs and seductive advertisements staring you in the face at every turn all for the purpose of making you believe that the detour is not a detour, but the regular highway. Don't you believe it. That



Mighty unsafe company for a 31 train order.

road is a detour. It may be the better road for you at certain times; but remember, it's a detour. Careful and experienced tourists are shy of it; they won't take it unless compelled to and they get back on Cash Drive as soon as possible.

It's all largely a matter of habit. Instead of allowing ourselves to *drift* into the *installment buying* habit, let's *force* ourselves into the *installment saving* habit. When you once get started, there's a lot more joy in saving than in spending and the man who saves a reasonable part of his income is a better man, a better employe, a better neighbor and a better citizen than the one who lives up to the limit of his means.

Right here is where you can subject your own self to the acid test. Can you save? Are you able to console yourself with the philosophy of going without when you want something you can't afford. A young fellow and his girl were passing a candy store when she said, "Oh, isn't that a lovely picture on that box of candy?" "Yes," he replied, "let's just stand here and look at it." Can you go without halting right by the show window with its luring diamonds, furs or other things your neighbors have and you want, but know you cannot

afford, at \$1.00 down and \$1.00 a week for the rest of your natural life, and head straight for the savings bank in the next block? Can you do that every pay day till the bank cashier in his cage comes to have more attraction for you than the finest show window in the city? If you can, you have stood the acid test.

Now, of all times, is the time to save. Our Government offers us the opportunity to pay *our own debts* and at the same time save the very money we pay them with. We can eat our cake and have it, too. And what I have just said about installment buying has no relation whatever to buying Government bonds on payments. That's not *installment buying* at all. It's *installment saving*. You can never go broke buying on the installment plan from Uncle Sam.

4—Trespassing

There is one form of slaughter that has become exceedingly popular in this country, and that is trespassing on railroads—walking on right-of-way or riding on trains, cars or engines other than as a passenger or employe. The United States and Canada enjoy a monopoly in this form of costly diversion. In Europe a person who attempts it is arrested.

But we in the United States go on year in and year out killing between four and five thousand persons and injuring about as many more in a practice that is wholly unnecessary and without the least excuse or justification. In the last fifteen years, more persons have been killed in this way than were killed, missing and died from wounds in the American army in the Great War. And only a small percentage of the persons killed and injured in this way are tramps or hoboes. Most of them are useful citizens using the tracks as a convenient place to walk in going to and from their places of work or business, or children playing in railroad yards or about cars.

In some states, there are laws against trespassing on railroads, but they are seldom enforced. The railroads are powerless to stop the practice. Only an enlightened and aroused public sentiment can prove effective. That takes time, but the best place to make a beginning

is in the homes and the schools. Teach your children the danger of walking along tracks, playing in railroad yards or flipping cars. How can they know it is dangerous unless they are told? A report has just come into the office of a twelve-year-old boy falling from a coal car and having both legs cut off. How would you feel if that were your boy?

The fact is we are all more or less chance takers. There's nothing so cheap in this country as human life. In New York and Chicago alone about 1600 people are killed on the streets in a year, and when you come to Detroit you find only two kinds of people—the quick and the dead.

5—Home Life

The home is the foundation of all our institutions and the center of the universe. Water can't rise higher than its source and a man usually is no better than his home and the home is just about what the wife and mother makes it. You can look at a man's desk, tool chest or clothes locker and make a pretty shrewd guess as to the kind of home he was brought up in. If that home was neat, clean, orderly and run on a business basis, he will most likely infuse those qualities into all the affairs of life.

Many a war has been averted between civilized nations by just a little diplomacy, and what a blessing it would be if some genius could frame up a family league that would hold. In a little while we wouldn't need any League of Nations, because we would all get out of practice in the gentle art of raising hell. Tact and diplomacy accomplish wonders and they are so much cheaper than warfare. They say an elephant is the easiest animal on earth to drive if you go along by his side and don't put a halter on him. It's the same way with a man. Easy to manage if you keep his mind off the fact that he's in captivity.

They say marriage is a give and take proposition. Give him the last word if he insists on it and take everything else he's got. And the sooner you come to that last word and the less frequently you have occasion to come to it, the less need you'll have to put shock absorbers on the family flivver. Washington Irving

says that "the tongue is the only edged tool that grows sharper with constant use." This statement, however, may not be true, because Irving lived and died a bachelor and what can an unmarried man be expected to know about the sharpness of a tongue. But it will be recalled that a certain Mrs. Rip Van Winkle always insisted on having the first and the last word and did most of the talking in between. That method of home management put Mr. Van Winkle so behind in his sleep that finally he ran away, got drunk and slept so sound that the call boy couldn't wake him for twenty years. Of course, she knew Rip best, but it always seemed to me that it would have been a lot better if Mrs. Van Winkle had eased up a little and kept Rip at home at work. It would have been better business policy, don't you think?

Woman has gained her industrial, and largely her political, rights just as she should, but her one greatest and most holy influence will always remain in the home. No man ever boasted that his mother was a shrewd dealer in the market



A happy home is a mighty good safety device on a railroad.

or that she made a great political speech or was nominated for office. But her tender words; her gentle ministrations; her anxiety for his welfare; her sacrifices; and her inspiring example—the memory of these has kept many a man in the straight and narrow path when all the laws and courts in the world could not have restrained him.

The home is at once woman's domain and her shrine.



Baltimore and Ohio Employees Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

Suggestions Are Always In Order

IN the office of President Willard, so displayed that you cannot but see it as you open the door, there is a sign about six inches wide by three deep. On it these words are clearly printed:

SUGGESTIONS ARE
ALWAYS IN ORDER

This sign has been in Mr. Willard's Baltimore office for ten years. In fact, for over thirty years a sign of this kind has been in his office, wherever located. Furthermore, it means just what it says.

Few things would be productive of better results for our Railroad than if every employe who directs the work of others, in no matter what capacity, from chief clerk to executive, should adopt as his policy the policy of our chief executive in this respect.

Think it over! Think what it means to have a dozen, or a hundred or ten thousand minds stimulated to active interest and originaive thinking on the problems that face you and your department. Think, on the other hand, what a damper it is to the employe, anxious to do something beyond his daily stint, to have his suggestion pigeon-holed and buried without due consideration.

Some departments and divisions used to have "suggestion boxes," in which employes could find an outlet for their

constructive and original thought on railroad problems. These are a step in the right direction,—perhaps they should be generally adopted. But what we need above everything else is a mental receptivity to what the rank and file are thinking about, all along the line.

Think it over!

Side-Tracked

By H. Irving Martin
Relief Department

THE superintendent's clerk who ordered, in the name of his boss, all cars on side tracks to be moved occasionally to prevent the wheels from becoming flattened, was led astray by his lack of exact knowledge of railroading. Yet, underlying this humorous incident, there is a large grain of absolute truth. The clerk knew that rest is rust, and that rust is next door to the scrap heap.

There are many human freights standing on sidings. Side-tracked because they are mentally in the sere and yellow leaf. Men with brains standing still, stagnant and frozen. Brains which have not been stirred or spurred into activity by a new idea within the memory of man.

Sad to say, a few of these men drift into railroading and reach a stage where they believe that their knowledge of railroad method is complete. They don't realize it, but they are "standing on a siding."

THE EMPLOYEES MAGAZINE records the locating of many new industries along the Baltimore and Ohio tracks. Our record in one year was "two a day" for the entire year. Behind this achievement were brains in motion, not resting on a siding. Men were here who developed a policy that made two new workshops a day a living fact. Now while these industries contribute to the gross revenue of the railroad, all of the railway cogs must pull together, frictionless, to conserve and retain this gross revenue so that it may shine in the income account and balance sheet as *net* revenue.

It is a fact, easily demonstrable, that while gross revenue climbs to a point hitherto unreachd, net revenue hides on

a siding and finally becomes invisible or non-existent. Why?

Freight claims multiply. Somebody who should check, bill, load or handle freight properly, lets his wits slip into a siding.

Someone who should handle equipment carefully permits it to get more than its share of bumps, and some more of that net revenue slips by the switch into the siding.

Some supervisor of men unwisely stifles all suggestions from the rank and file, and the congestion on the siding gets larger.

Some agent neglects to salvage unclaimed or damaged freight, or forgets to send it in for sale, and operating expense gets another boost, while the agent waybills himself into *his* siding.

An employe fails to grasp an educational opportunity, his siding yawns and gathers him in.

Some one of the forty-eight and one arbiters of railroad destiny sticks the pruning-knife into railway revenue, or erects a barrier to railroad terminal development, and switches a whole section of a railroad into a geographical blind alley.

Business men, bankers, publicists, journalists, legislators, railway employes, are wanted who will realize that railroads are the arteries of the nation and that this nation, to be fed, clothed and kept warm, must be permitted to keep these arteries open, elastic and unclogged.

"Joe" Jefferson, America's greatest Rip Van Winkle, portrayed to millions the man who slept in a Catskill siding for twenty years.

Surely we have learned the lesson. Rip Van Winkle was a dead one. If we are to have railroads, don't think of them as sidings but let us wake up and realize that they should be real highways for trade; free, untrammelled and unhampered by unwise restrictions.

Come off the siding, and keep off!

The Question Box

BEGINNING with the May issue the Question Box department, which appeared in a number of issues several years ago, will be started again.

Questions on every branch of railroading will be answered by experts. In the Mechanical Department, for instance, we are glad to be able to announce that C. A. Gill, superintendent motive power, Eastern Lines, and Henry Gardner, corporate mechanical engineer, will be in charge. Other of our officials, equally competent in their respective branches of railroading, will cooperate to make the department a real source of interest and profit. Send in your questions!

Receiving Correct Time by Wire Daily

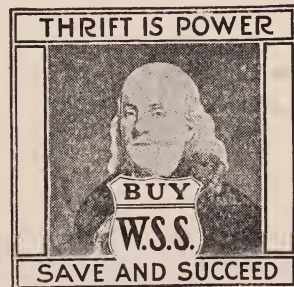
By W. C. Donnelly

Supervisor Time Service

TO THOSE not familiar with the manner in which time is transmitted over our telegraph wires, the following information will be interesting:

The time is sent from the United States observatory time service at Washington, D. C., every day, beginning 11.57 a. m., Eastern time, 10.57 a. m., Central time. At this time the instrument beats twenty-eight seconds, then skips two seconds, resuming again at thirty seconds, then beats to fifty-five seconds, remains silent for five seconds, beginning again at sixty seconds, which is 11.58 Eastern time, 10.58 Central time. This operation is repeated until 11.59 and fifty seconds. The instrument is then open for ten seconds, closing at exactly 12.00 o'clock Eastern time, 11 o'clock Central time.

Cut this out and post in a prominent place in your office for quick reference.



THE OBSERVER



Has This Ever Happened To You?

In the living room of my home are pictures of Napoleon and Lincoln, a small marble cameo of the great Italian poet, Dante, and an inexpensive plaster bust of King Albert of Belgium. Five or six months ago, when my little girl, now just eighteen months old, began to express her recognition of me with repeated exclamations of "Da-da" and to toddle around the living room, she developed a sight-seeing habit all her own. Starting with one or another of the above illustrious figures of history, she would point to it and to each one in turn and exclaim "Da-da." A pretty large order for the father, don't you think?

What More Important Than This?

The February 12th edition of the *New York Tribune* said:

"There have been 993 resignations of school teachers in New York since school opened last September, most of them because teachers could not live on their pay or could get from fifty per cent. to two hundred per cent. more on the outside."

New York's public schools are now depleted by over 2,000 vacancies in their teaching staff. Over 50,000 children are being denied the right of education there. The same conditions exist practically all over the country and all because an unenlightened and slothful public opinion is permitting this appalling condition to exist. The very foundation of the life of our Nation is now and always has been our public school system. Without its growth keeping fully apace with the demands of our increasing population, the United States cannot continue its healthy growth.

There is just one thing for everyone of us to do and that is to bring every bit of influence we possess to remedy this situation. If redeeming the teaching complement in our public schools means a sharp increase in the tax rate, do not fight against it, but work for it. Your money could not be better expended. We can do without new streets, new parks and other new municipal facilities, but we cannot get along without our public schools.

Don't miss the import of this vital question. Let your municipal authorities know how you feel about it. Tell them that you will be willing to pay an increase in your tax rate if that is necessary in order that your children and other men's children get a good education.

Discipline

We are far enough away from the first of the year to check up on those New Year's resolutions. How many have we kept, how many have we broken? It is all a question of discipline—schooling ourselves to avoid the path of least resistance.

Shortly after Pershing got overseas and had familiarized himself with conditions in the Allied Armies, he decided that the one quality he needed above all others in the men who were to be sent to him was *discipline*. And he wrote a strong appeal on this subject which was widely circulated by the War Department. Practically every man in khaki heard it. It was insisted upon rigorously and was one of the *few big things* that made our quick success in the war possible.

The English armies had an interesting experience in discipline. The buttons on the blouses (coats) of their soldiers, you will remember, were brass and brightly polished. There is only one exception made to this rule in the whole English army—the King's Guards, the finest soldiers of the British Empire, are allowed to leave their blouse buttons unpolished because it is known that their morale is so high that this special privilege will not lead to the overlooking of other essential details of discipline. This mark of untidiness is, therefore, strange as it may seem, the mark of their surpassing excellence.

When trench warfare started and the hostile lines became very close, complaint was heard in the British army that the polished buttons offered a fine target for enemy bullets. This sounded reasonable and the order was given that the polishing of buttons should cease. Not for long, however, did this order stand. For it was soon found that the ordinary soldier, relieved of the duty of polishing his buttons, soon forgot to keep his shoes clean, his hair cut, his face shaved and those other requisites of individual cleanliness in tip top shape. It reminds one of the old doggerel: "For want of the nail the shoe was lost, for want of the shoe the horse was lost, for want of the horse the rider was lost, for want of the rider the kingdom was lost." Great Britain could not afford to lose her kingdom, so the order went out that the buttons must be polished. And they were.

Make up your mind to it now that if you cannot discipline yourself in those essentials which common sense says you should, you have a heavy handicap on the road to success.

At a Railroad Station

Even to the casual observer, the teeming life of a busy railroad station is fascinating. My particular point of view is beautiful, stately Mount Royal. Amateur humorists have called this fair spot in the centre of Baltimore by uncomplimentary names, because it lacks the bustle of our far less attractive Camden at the other end of the tunnel. But to me and, I fancy, to others who spend their working hours here, Mount Royal has a charm all its own. It is set off from the noise and dirt of the city by fair green lawns and pleasant vistas. As I write now, its snow-covered terraces are alive with children. "Overtime" doesn't bother them and they'll be here with their sleds until dark, making the best of this glorious February storm. Then Mount Royal houses a section of the Railroad family small enough to enable us to get acquainted. I have many friends here and we're all interested in each other's work. Pardon this diversion—it was not of our own people that I wanted to speak but of others who use this place as the setting for important chapters in their books of life.

In common with other stations in large cities Mount Royal has its many wedding parties—joyous occasions to all except our porters, who have to clean up the aftermath of confetti, rice and other trash which has speeded the newly-weds hilariously on their way. And life on its darker side is seen in those smaller groups of bereaved ones who are taking care of the remains of a dear departed relative or friend.

Between these extremes the station reveals many other pictures worthy of more than a passing glance. The foreigner, newly arrived on our shores, often accompanied by his careworn wife and what seems under the circumstances to be too many children—these elicit the sympathy and help of all station attendants who would see them safely on their way. Those interesting groups of happy college girls whose wardrobe trunks have half filled the baggage room and who are noisily and joyously on their way home for a vacation—what a stir they make! Family parties awaiting the arrival of a loved one who has for a long time been separated from them—how pleasant it makes one feel to see the unfeigned joy in their faces. And perhaps you yourself have seen that girl—attractive in her disappointment; she is just out of her teens, a little overdressed, a little too much made up, glancing furtively and expectantly from under the brim of a veiled hat, nervously waiting, waiting, waiting for him who never comes.

Then we have the regulars. Four of them are men, three known by sight to everyone who works in the station. These make it their daily rendezvous for reading the papers, passing the time of the day and discussing current events with any chance listener. The other is a stout and hearty fellow, well over fifty, who daily meets his inamòrata of about the same age. They sit or stand in a secluded corner and always seem so apprehensive of the passerby who discovers them.

If I had the talent to be a novelist of realism, I would hie me to a busy station and there sit and watch and converse and let my imagination run afield. Or if one would serve humanity, how busy he could keep trying to straighten out the perplexities, cares and worries of those who daily bring them over the station threshold into the comforting oblivion of the railroad world.

Pages from a Working Timetable Published in 1851

We doubt if there are any employes now living, either retired or in active service, who used the working timetable which follows. It is the first one used in the United States, years before the installation of telegraphy. It governed the operation of the Baltimore and Ohio when it was but a single track road and reached from Baltimore to Cumberland and is remarkable as much for the similarity of the rules of those early times and today as it is interesting for the queer old regulations that modern conditions have made obsolete. The original copy, which was kindly made available by John Ed. Spurrer, is probably the only one in existence. Other short installments will follow until the complete timetable has been made a part of the MAGAZINE record.—ED.

Rules for the Running of Trains

Baltimore and Ohio and Washington Branch Railroads

FIRST.—Every *Train* and *Engine*, before starting, must be known to the conductor and engineman to be in good order for running, so far as a close inspection can ascertain.

Every engineman of a tonnage train, must inspect the *train* as well as his engine, before starting, and if he thinks any car at all unsafe to be run, he will leave it off from the train, unless *overruled* by the Supervisor of trains, a first class Agent or an officer still higher than they in rank. This rule may not be construed so as to lessen the responsibility of the Tonnage Conductor, for the condition of his train.

It is *essentially requisite*, in the engine, that the chimney and ash-pan do not scatter fire on or near the track, but that they be in perfectly good order.

SECOND.—Every *Passenger*, *Tonnage* and *Coal Train*, or *Train* of whatever kind, must be furnished with a bell-cord, passing over the tops of the cars, and connecting the last car with the bell on the engine or tender, for the notification of the engineman in any emergency; and this cord must remain so attached from the beginning of each trip, to *within a half mile of its termination*.

Passenger Trains, will in all cases, land and take in their passengers at the way station platforms, before taking water or wood at the same stations.

Whenever an extra Car, with stock, carriages, or other loading is sent behind a Passenger Train, a man must always ride thereon, with the bell cord at his hand.

THIRD.—Every train and engine, when running, must be provided with a red flag for day

light, and a lantern at night—to be used as a more distinct signal, in giving notice of danger or caution to any other train that may require it—and a brakeman or conductor of any train must occupy, (whenever the same is in motion,) the rear end of the train, with such a flag or lantern *at his hand*, that no time may be lost in giving a signal, (in case of the stoppage or delay of the train,) to any other train that may approach.

FOURTH.—In this and other cases requiring notice to a train on the road, the person who gives the notice must proceed till he meets the train, or reaches a point from whence his signal can be clearly seen by the engineman of it, when the latter is yet full three-fourths of a mile from the point of danger. He must also keep on or near the track, as an engineman when running is supposed to keep his eye chiefly on the track.

FIFTH.—A lantern must always be placed (and remain) at night on the rear of every train running on the road—this lantern to be *red*, when one of such a color can be procured.

Every engine running at night must also show a good bright light in *front*, and if without a train, in the rear also.

SIXTH.—All road parties making local repairs, must place a large red flag at sufficient distance each way from them, on the track, to be seen by an engineman when he is at least three-quarters of a mile from the point of danger. This is to be done whether the party expect a train or not.

SEVENTH.—Although the provision and use of flags as above is made obligatory on all, the *absence* of a flag, in any caution given to an engineman, will not justify his proceeding—but he must stop *as soon as possible*, and learn the meaning of any earnest signal made on the road. *There must be no taking for granted that so and so is the case.*

EIGHTH.—Conductors and brakemen of Tonnage Trains, excepting empty coal cars, must ride on the tops of their cars, that they may see better, and be able to use as many brakes as the time allowed them in any emergency may admit of.

NINTH.—Tonnage Trains following each other must be kept *one mile or more apart*,—and no train may leave a station within 5 minutes of another, whether Passenger or Tonnage, unless it be for a short distance to a *halting place*, to enable another train to obtain needed accommodation at the station; or some like object.

In order to facilitate the observance of this order, road repairers on the line, and station agents will carefully time the several trains, and signify to each by word or by distinct motions, the time elapsed since the passage of the train forward of it.

In making such signal to or from passing trains, it is not safe to use the fingers to indicate numbers—but each train to follow or each minute that has elapsed since the passage of the last train should be indicated by a distinct and separate motion of the *arm*.

Enginemen who run Tonnage Trains are required to stop and inquire, unless such signal of *time* is given by road hands or station agents whom they may see along the track.

Enginemen running at night in the wake of other trains, will take care to stop and inquire often enough to make entirely sure of the distance at which they are from the trains for-

ward of them—and if they err at all, must do so on the *safe side*.

In taking sidings when other trains are to be met, care must be taken to *pull in* at the switch *first reached*, that the danger of collision may be avoided,—and when this is not practicable, notice must be given in accordance with Rule 4.

TENTH.—All bridges must be passed at a reduced speed, not exceeding one-half the usual rate of the train.

ELEVENTH.—The rule of long standing, and of universal adoption, that no train may leave a station before the time prescribed for it in the time-table, is to be literally observed, without any exception of train, time, place or circumstances—and in running from station to station, the speed must be such as to use up as

nearly as may be, the time allowed in the time-table.

TWELFTH.—The whistle must be sounded on approaching all stations, switches, and road crossings—and the speed must be so reduced as to put the train in the perfect control of the steam and brakes. This must apply with peculiar force to the level crossings of the Washington turnpike, and of the Frederick turnpike, near Plane No. 4.

In passing the Upper and Lower Point of Rocks, and Miller's Narrows, Passenger Trains must be reduced to ten miles per hour, and Tonnage Trains to six miles per hour,—also between Sandy Hook and the Bridge at Harper's Ferry; where trains or engines,

Cumberland Passenger Trains bound Eastward.

LEAVE	MILES	CUMBERLAND Passenger Train.	
Cumberland, . . .	8 00	A. M.	
Patterson's Creek, "	8 20	"	
Green Spring R. arr. "	8 33	"	T
" " leave, "	8 35	"	
Little Cacapon, . . .	21 8 53	"	
No. 12 W. Sta. arr. "	28 9 07	"	
" " leave, "	9 10	"	
Rockwell's Run, arr. "	39 9 40	"	
" " leave, "	9 42	"	C
Bruce's Depot, . . .	46 9 57	"	
Sir John's Run, arr. "	50 10 05	"	
" " leave, "	10 10	"	T
Hancock . . .	55 10 22	"	
Cherry Run, . . .	65 10 42	"	
North Mountain, . . .	71 10 55	"	
Martinsburg, arrive, "	78 11 10	"	
" " leave, "	11 15	"	
Kerneysville, . . .	86 11 35	"	
Duffields, . . .	91 11 46	"	
Harper's Ferry, arr. "	97 12 00	"	P
" " leave, "	12 20	P. M.	
Sandy Hook, arrive "	98 12 25	"	
" " leave, "	12 25	"	
Berlin, . . .	103 12 40	"	
Point of Rocks, arr. "	109 12 55	"	
" " leave, "	12 55	"	
Buckeystown, . . .	116 1 10	"	T
Monocacy, . . .	120 1 25	"	
Ijamsville . . .	125 1 37	"	
Monrovia, . . .	129 1 47	"	
Plane No. 4, arrive, "	133 1 59	"	
" " leave, "	2 00	"	
Mount Airy, . . .	135 2 12	"	
Plane No. 1, arrive, "	138 2 25	"	
" " leave, "	2 25	"	
Gaither's Siding, . . .	146 2 50	"	S
Sykesville, . . .	147 2 58	"	
Marriottsville, . . .	151 3 10	"	
Woodstock, . . .	154 3 20	"	
Elysville, . . .	158 3 32	"	
Ellicott's Mills, . . .	164 3 50	"	F
Relay House, . . .	170 4 10	"	CS
Mount Clare, . . .	177 4 30	"	
Pratt Street, . . .	178 4 40	"	

*MEET or PASS OTHER TRAINS. The letters show which. It will be observed, that except where it is otherwise stated, the TIME is that at which the Train may LEAVE the several stations—no obstruction existing to the contrary. See No 16 of Rules for the running of Trains.
The Ellicott's Mills Train leaves Pratt Street at 6 P. M., and Ellicott's Mills at 7½ A. M., running as a SECOND CLASS Train.

running otherwise than by the time-tables, must not exceed six miles per hour, *whistling only when going West. Take particular notice of this.*

THIRTEENTH.—Great care is needed at the crossing of the "Main Stem" by the "Washington Branch." "Main Stem" trains *only* whistle there—but the trains on both roads will run *very slowly*, the Washington Branch from Baltimore coming to a dead halt before reaching the crossing, unless the switchman stationed at the Viaduct signifies by a *known* signal, that the way is clear. Those from Washington will reduce their speed to that of a walk, till the way is seen to be quite clear to make the crossing.

FOURTEENTH.—Enginemen, Conductors, and all persons in employ of the company, are admonished that *positive carefulness* is expected of them at all times—and no man ought to remain in the service, unless he is ready to comply with this requisition, to its fullest extent. *In all case of doubt take the side of safety.* The General Superintendent would here call attention to the necessity of entire sobriety and temperance, to the proper carrying out of this injunction of *unceasing carefulness.* (No man who uses intoxicating drinks at all can thus rely upon himself, or be relied upon, and it is intended to deny employment, as far as is possible, to all who use them,—it is hoped therefore, that those who desire to remain in the service will avail themselves of this notice, and abstain entirely from a habit which is full of evil to themselves as well as their employers, and is not acknowledged to do one *any good.*)

FIFTEENTH.—The clock at the Pratt Street office, in Baltimore, shall be taken to be the standard of time—and each Passenger Train Conductor will regulate his watch by that clock.

In order to afford like facility to the Enginemen and to the Conductors of Tonnage Trains, each Passenger Train Conductor of the Main Stem Trains, will inspect the clocks at Mount Clare, Harper's Ferry, and Cumberland, and notify the agent at each place, on *every westward trip*, of their error, if any; and on the return to Baltimore, the Conductor will report to the Master of Transportation, the state of each clock as he found it, by entering it, with the date and his name, on a list to be furnished for the purpose, in the Pratt Street ticket office.

The Conductors of Passenger Trains on the Washington Branch will make a like report at Washington and Pratt Street—and the Conductors of the Frederick Trains, will do the same as to the clocks at Frederick and Monocacy.

The several agents at the stations above mentioned, must regulate their clocks accordingly.

All Enginemen and Conductors, must wear good watches, approved by the Master of Transportation, and correct them daily by the facilities thus afforded them.

SIXTEENTH.—*Rules for the Government of Trains, as to meeting each other, and their relative right to the track.*

When two tracks are in use, a train will keep to the right.

Where the same track must be used by all the Trains severally, they will be classed, as to priority of right, as follows:

FIRST.—Baltimore and Cumberland Passenger Trains, and Washington Passenger Trains.

SECOND.—Frederick Accommodation, Elliott's Mills, Tonnage, Coal and Stock Trains.

Between trains of the same class, as above, going in opposite directions, the following rules must be followed.

A train arriving duly, at the regular meeting place, shall wait one hour beyond its own time of leaving, in case of the non-arrival of the train expected to be met, and may then proceed carefully, provided it *keep* one hour behind its "book" time, and approach each station and siding *very* carefully.

A train delayed so that it cannot, at the regular speed, reach a meeting place *within* one hour after the time when a train of its own class, which it is to meet, should by the "book" time *leave* the said place of meeting, must lie off at such siding as *can be safely* reached *within* one hour after the "book" time of the other.

This being done, should the train *thus avoided* be itself late, the train lying off may again proceed after the other is *two* hours late by "book" time.

Provided always, that every train thus proceeding in uncertainty as to the position of another of its own class, and two hours after the book time of *itself*, if it *has passed* the meeting place, or of the other if it has not—shall have a man constantly one mile ahead of it with a flag or lantern, until all danger is certainly over.

Trains of the *second* class must keep out of the way of those of the *first* class, not expecting the latter to wait beyond their own "book time."

The number of Trains running in company, must always be announced on a list carried by the leading Train.

Plastic Arc System of Welding

By J. O. Smith

In "Railway Review"

An explanation of the four principal systems of electric arc welding with statement of advantages attributable to the constant potential method. The importance of proper selection of the metals with which the welds are made is also stated.

ELECTRICITY as a means of the joining of metals, in repairing cracks or breaks, salvaging defective castings and for metal cutting purposes, all included under the general head of electric welding, although comparatively simple in theory, has been slower in development in this particular field than in any other service in which it has been applied. This slow growth is probably due to two causes—the scarcity of skilled operators and reliable apparatus suitable for performing the actual operation.

During the last two years, however, arc welding has made great strides, and undoubtedly a great stepping stone by means of which it has attained greater prominence and the confidence of the engineering world in general, was through the successful welding of the damaged parts of the interned German ships at the outbreak of the war in the spring of 1917. The work that

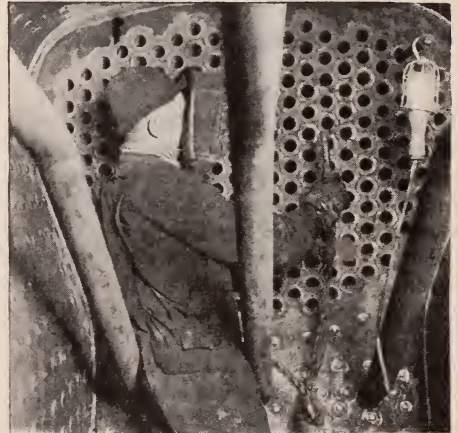


Figure 2—Welding flues in back tube sheet

was done on the engines of the damaged German ships demonstrated to the engineering world in general that electrical welding could be depended upon to make permanent repairs, no matter how large or bulky the part or the character of the metal to be welded.

There are four general fundamental types of arc welding outfits in general use, at the present time, these being; first, the constant potential method with fixed resistances; second, the variable potential method, rising and falling inversely as the current rises and falls; third, the constant current method, employing direct current; and fourth, the alternating current type with reactive control.

The constant potential system is the oldest of the direct current systems working on a generator voltage between 35 and 40 volts, and using 18 to 22 volts at the arc for actual welding. A distant advantage of low voltage at the arc



Figure 1—Welding leaky locomotive boiler seam



Figure 3—Building up worn pedestal jaw

is that it becomes impossible for the operator to draw out a long arc between the electrode and the work. The deposition of clean, sound metal, resulting in a good weld, is largely a question of the operator's skill in maintaining a short and even arc, which eliminates oxidation of the molten metal by the air and ensures the metals being deposited in the correct place. The voltage across the arc increases as the arc lengthens and if the voltage is too low to maintain anything but a correct length of arc, it follows that the operator has a sure indication that he must shorten the distance between his electrode and the work. With a low-voltage supply the external appearance of a weld

is a certain guide to its value and it can be safely reckoned to be free internally from any dangerous slag or oxide inclusions.

The variable potential system, the current and voltage balance one another to a certain extent, the current varying principally with the length of the arc and maintaining its greatest stability when the arc is of considerable length. The long arc, however, is not generally advocated because of diffusion at the surface of the original metal and because of the tendency of the original metal to become porous and also to oxidize.

The constant current system is used primarily for single arc outfits, although arcs in series can be used.

Owing to the alterations of the current, it is practically impossible to draw a long arc in the alternating current system, and further, owing to the arc being much more sensitive to variations in its length than in direct current systems, a higher voltage is necessary to steady it. Coated electrodes are used with the alternating system.

In the Wilson Plastic-Arc system, which comes, of course, in the constant potential class, the power lost in the line and in the automatic current regulation is of low value compared to the energy actually required for welding, and there is, consequently, a great saving over other systems employing higher voltage. The low voltage used also insures better penetration of the original metal by the concentrated arc than is true when a longer, diffused arc of the higher voltage systems is used.



Figure 4—Welding seams in large oil tank



Figure 5—Deposit of metal in Figure 4

The comprehensive repairs necessary in the case of the damaged engines and other parts of the interned German ships definitely determined that any welding system to be considered available for such heavy work in cast iron or cast steel, must deliver and maintain a critical degree of heat at the weld in order to insure proper fusing of the original and the added metal.

This condition is successfully accomplished in the "Plastic Arc" system by means of a standard flat compound 35-volt generator to feed a special constant-current controller. A carbon pile and a solenoid operating the arc are in series with it so that the current through the arc is controlled by the automatic variation of the resistance of the carbon pile in response to the pull of the solenoid. The pull of the solenoid is balanced in turn by a spring connecting with a lever and the current adjustment is made by changing the leverage. The pilot motor, which is controlled by a switch in the welding-tool handle, regulates the leverage so that the operator can change the current at the arc, if necessary, without leaving his work or extinguishing the arc, which is a desirable feature in electric welding repair work.

In the early days of arc welding attention was directed solely to developing the machines employed in the operation and very little to the welding metal used, or how it should be used to attain the best results. In consequence a large percentage of the change in characteristics of the welding metal from the effect of the heat in the arc.



Figure 6—Building up worn fit on return crank

This particular phase of welding was made the subject of special study by laboratory engineers of the Wilson Welder & Metals Co., with the idea of developing a welding metal that would hold its proper characteristics through the intense heat of the arc. It was determined after long experiment that no one welding metal could be developed that would insure lasting holding qualities in welds on a variety of metals. The result was that a number of special welding metals were developed and these were experimented with, analyzed and further developed until the special welding



Figure 7—Electric weld in engine frame



Figure 8—Repair to driving-wheel spokes

metals, known as Plastic-Arc certified welding metals, were finally developed.

These special welding metals, of which there are eight grades, are in the form of welding electrodes. In order to insure proper tensile strength and ductility it is necessary that the welding metal possess the following qualities:

First, that the wire flow evenly with good penetration; and second, that the metal added will compare favorably in its composition with the parent metal.

In welding with a soft ordinary iron electrode on a metal part which contains about 20 per cent. carbon and 45 per cent. manganese, the deposited metal is practically pure iron and does not penetrate the weld. The parent metal is plastic about $\frac{3}{16}$ inch below the surface and the electrode is added while it too is in a plastic state. When a sufficient amount of this incorrect welding metal has been deposited at a certain point, the operator moves the arc along and the metal quickly hardens, leaving a sharp line between the parent and the added metal. The result is a weld without holding qualities or the tensile strength of the parent metal, and failure is bound to occur the first time undue stress is imposed on the welded part.

In order to insure tensile strength as great or greater than that of the parent metal it is absolutely necessary that the welding metal be of such composition as to retain the characteristics of the parent metal after the welding metal has been passed through the intense heat of the arc. In welding parent metal of about 18 per cent. carbon and 45 per cent. manganese, by the Wilson system, No. 6 welding wire is used. This contains 22 per cent. carbon and 75 per cent. manganese, with a small amount of copper. Part of the manganese and some of the carbon and practically all of the copper are burned away in the arc, leaving the added metal with about 12 per cent. carbon, 50 per cent. manganese and no copper, which is approximately the same as the parent metal.

Trachoma

Trachoma is a chronic, infectious disease of the eyelids, often causing partial or complete blindness.

TO PREVENT TRACHOMA :

- Do not use same towels others use.
- Keep your fingers away from your eyes.
- Have sore eyes treated; don't delay.

Don't discontinue treatment, even though the results seem disappointing

The Oxy-Acetylene Process in the Railroad Shop

By W. L. Bean

A dissertation on certain of the principles involved in the oxy-acetylene process as well as on some of the methods essential to its successful application. Read by the author, who is mechanical assistant, N. Y., N. H. & H. R. R., New Haven, Conn., at the January meeting of the New England Railroad Club, as given in the "Railway Review."



THE production of calcium carbide, from which acetylene is generated, did not become commercially successful until 1895, being dependent on large quantities of cheap electrical power. Oxy-acetylene welding did not begin to attain any prominence until about 1908; its development being retarded by the high cost of pure oxygen. Therefore, in ten years it has grown from a little used, at first considerably ridiculed, so called autogenous welding process, to the tremendous utility of the present day. The use of the process in railroad work alone has grown since 1912, fully twenty-five times in volume.

Methods of handling and applying oxy-acetylene in railroad work should, however, be scrutinized and properly supervised, if the results are to match up with the rapidly mounting expenditures necessary daily, and monthly, and yearly, to carry on the work. The process depends on two gases, acetylene and oxygen, a few facts with respect to each being as follows:

Acetylene.—Acetylene, which, as is known by all, is generated by chemical reaction between water and calcium carbide, is a gas of remarkable qualities. Briefly, its most outstanding characteristic, and the one which puts it head and shoulders above all other commercial gases, is its high carbon content, which is 92.2 per cent. of its total weight, and which gives such a high flame temperature, especially when burned with pure oxygen. Furthermore, the endothermic nature of acetylene further increases the flame temperature. It is this characteristic which prevents the common gases, such as ordinary illuminating gas, natural gas, benzine, gasoline, kerosene, pintsch and blau gases, etc., from competing with acetylene for welding any metals, but

those with low fusing temperatures, and from cutting steel or iron with greatest economy.

Comparative temperatures attained by burning acetylene and other gases in air, are shown in the tabulation:

(1) Alcohol.....	3092 deg. F.
(2) Marsh gas.....	3362 deg. F.
(3) Hydrogen.....	3542 deg. F.
(4) Coal gas.....	3542 deg. F.
(5) Water gas.....	3632 deg. F.
(6) Acetylene.....	4652 deg. F.

Naturally, when the flames are supported by oxygen instead of air, the temperatures attained are much higher, for instance:

Coal gas burned in oxygen..	3960 deg. F.
Hydrogen burned in oxygen.	4388 deg. F.
Acetylene burned in oxygen.	6300 deg. F.

From which we note also that acetylene burned in air gives a higher flame temperature than either coal gas or hydrogen burned in oxygen. This shows that a welder has an extremely hot flame to handle—a temperature that is a good deal higher than the fusing point of the metal that he is welding, and consequently success depends on the skill of the operator in being able to fuse metals without burning them.

The Flame.—The oxy-acetylene welding flame is composed of two portions, a small inner so-called cone, which attains a temperature of approximately 6300 deg. F. is produced by the combustion of oxygen supplied to the blow-pipe, uniting with the carbon from the acetylene. The products of this initial combustion are free hydrogen and carbon monoxide. The temperature supplied by the cone is too great to permit combustion of these two gases until they have cooled off. Therefore, they pass

out from the cone until they meet the atmosphere, where they cool and unite with atmospheric oxygen, to form water vapor and carbon dioxide, respectively. The burning of the hydrogen to create water vapor is at about 3600 degrees F. and they go to form CO_2 at about 2300 degrees F.

This is of particular importance in welding alloys or metals like copper, which oxidize pretty rapidly, and it is one feature that stands out in favor of the oxy-acetylene flame as compared with the electric process, because the electric process has of course the advantage of a great deal less heat involved, which reduces contraction stresses, but at the same time the metal in the electric weld is not protected from the atmospheric oxygen as it is in this case. The outer, cooler, enveloping flame acts as a shroud, which keeps the atmospheric oxygen from uniting with the metal being welded, thereby performing a valuable work. The products of the combustion, which forms the cone, viz.: H and CO, have strong affinities for oxygen, thereby assisting in preventing any excess of oxygen from uniting with the metals.

Examination of hundreds of test specimens and likewise hundreds of observations of welding operations shows that the great majority of blowpipe operators underheat the body metal; that is the piece being welded; and, on the contrary, they overheat the wire or filler metal. An operator who plays the small cone directly on the filler wire is burning it. He cannot do otherwise. Such a workman invariably runs the burnt metal upon the underheated surface of the piece he is trying to weld, and gets an adhesion, but not a weld. He has as a result, a combination of two weak elements; viz.: burned metal attached by surface adhesion to the body metal.

This point cannot be too strongly emphasized, as it is the cause of more inferior welds than any other one thing. The skilled operator works the end of his filler wire in a puddle of the metal, agitating the molten metal and thereby distributing the heat. Also, he constantly moves his welding cone so as not to overheat the molten metal and so as to permit moving the wire through the latter without the wire encountering the welding jet. The welding cone should approximate, in its movements, a half circular arc. The welding wire should be melted by heat from the puddle metal plus radiated heat from the cone, but never by being enveloped by the latter.

Oxygen.—As stated in the beginning, the development of the oxy-acetylene process was retarded by the high price of oxygen. In 1910, oxygen was commonly sold at from four to six cents per cubic foot and was still largely produced by the potassium chlorate process. The big possibilities commercially, however, stimulated production and a cheaper chemical process using bleach powder and some other reagents, had a short life, the cost being about $2\frac{1}{2}$ cents per cubic foot. The electrolytic and liquid air processes, however, control the market at present, and are likely to continue, especially the latter.

In 1912, the price of oxygen had dropped to about two to two and one-quarter cents per cubic foot, in quantities, and now most railroads buy it for one and one-half cents or slightly less. Therefore, it is one article of importance which has decreased in price during the period of the war, and, as it is the item of largest expense in welding, especially in cutting operations, railroads have better opportunity than ever before to make large and profitable utility of the process. It is true that carbide has increased in price, and so has labor, but not more than like items entering into costs of doing work or reclaiming materials by other methods.

Apparatus.—Naturally with the development of the process there comes opportunity for refinement in the selection of apparatus to suit given conditions, and the ultimate results depend on the choice made.

For oxy-acetylene operations in small shops or for temporary work at remote points, compressed acetylene in portable cylinders is best adapted to the work; but in large shops, where a relatively large amount of work is done regularly within a restricted area, full advantage should be taken of the economies of stationary apparatus, connected to a piped system. Experience indicates that railroad shop installations of oxy-acetylene equipment should consist of stationary instead of portable apparatus when the volume of welding and cutting requires the services of two or more operators regularly.

Compressed acetylene costs $1\frac{1}{2}$ to 2 cents per cubic foot, f. o. b. charging station. Freight or express charges must be borne by the railroad both on the filled and on the empty drums, whereas, in using a generator, the cost per cubic foot is $\frac{3}{4}$ to 1 cent per cubic foot, depending on carbide price, and there is no expense for

transportation except in one direction, and also there is less weight to be handled per foot of gas delivered by the generator as compared to the compressed acetylene. Also the slowness of releasing the compressed, or dissolved gas, especially on heavy work, causes operators to set cylinders aside as empty when they still retain from 10 to 20 per cent. of the nominal gas charge. This is especially true in cold weather. This feature, of course, raises the cost of the gas per actual cubic foot delivered to the blowpipe. The cost is also affected by the admixture of varying amounts of acetone to the discharged gas. Acetone, by reducing the flame temperature, requires the burning of more acetylene to do a given amount of welding than is needed when acetylene, free from acetone, is taken directly from a generator. These several features combined produced an actual cost for compressed acetylene of 2½ cents to 3 cents per cubic foot.

Aside from the above considerations, there remain a number of matters concerning ease and efficiency of operation. When an acetylene generator is installed, it delivers a continuous supply of gas to a shop through a pipe line at a constant pressure, thereby eliminating the need of regulators or reducing valves, which have the following disadvantages:

(a) First cost; (b) maintenance cost; and (c) time required for adjusting pressure and for connecting and disconnecting from cylinders.

Under the constant supply system, the operator is at once relieved of all concern as to gas supply, since the handling of cylinders from the storehouse to shop and back again, and from job to job, is eliminated. He is also not concerned with regulating the gas pressure, as that is done by the generator, and he need not, and, in fact, cannot, change the pressure. The cuts out the regulator expense and annoyance. In fact the operator has his hose and blowpipe and can move from job to job without any more apparatus to carry or adjust than in the case of a man using an air hammer supplied by a pipe line.

Blowpipes are carefully designed by manufacturers and should not be altered by railroad shop men. If orifices are changed, the proportion of mixing of oxygen and acetylene is disturbed with consequent effect on combustion. In this connection it is important to point out the need for using gas pressures and welding and cutting nozzles suitable for the heaviness of the work done. The average railroad shop worker,

and that includes foremen, generally assumes that if a little is good, a whole lot more is better, and so, one can daily observe operators welding thin plates with cones big enough for a locomotive frame job, or cutting an ash pan sheet, with 75 pounds oxygen pressure instead of 25 pounds. Likewise, in using a cutting blowpipe, too large nozzles are used. When one cuts ¾ inch plate with 75 pounds oxygen pressure and a nozzle to match that pressure, fully two-thirds of the oxygen is absolutely wasted and the cost increased at the rate of \$4.00 to \$6.00 per hour of operation.

Money is being wasted in everybody's railroad shop, especially on cutting, by using nozzles and pressures that are too great for the job, and a lot of alleged savings are going by the board on that account. They are only imaginary. There must be education and real supervision along these lines, or else the volume of poor and at the same time expensive work cuts down the benefits deplorably below what they should reasonably be.

Welding Accessories.—It is unwise to equip a shop with high grade oxy-acetylene apparatus and then give welders common iron to use as "filler" metal, or to set them to welding a gray iron casting with scrap packing rings for "filler." The different metal parts of a locomotive vary greatly in their chemical and physical characteristics, and likewise those characteristics usually change more or less when the metals are heated to a welding temperature. On that account "filler" metals and fluxes designed to produce metal in the weld as nearly as possible of the right make up should be used.

Charcoal iron wire of great purity is best for fire-box work, and no flux is needed, but it is not the best practice to weld a cast steel mud ring with that metal, which has 48,000 pounds tensile strength, when the mud ring steel probably has a strength of from 60,000 to 75,000 pounds per square inch. It is better to use on such work a "filler" of proper carbon content to give the weld high tensile strength, and to be otherwise specially adapted to the work.

It is not sufficient to use a "filler" of the same grade as the metal to be welded, or to use one which might seem even better in quality than the object to be welded. For example, any cast iron to be found on a locomotive, no matter how good it may be for the purpose it was made, does not make a good "filler" on a casting where it is important to get a clean, strong

weld, which works well under a tool. The reason is, that on cast iron work a special alloy "filler" iron containing from three to four times as much silicon as is found in ordinary foundry casting, is needed. The excess silicon replaces that of the welded casting, oxidized in the making of the weld, and since the silicon controls to a large extent the proportion of combined and free carbon in the casting, it cannot be removed without hardness resulting.

A great many railroad shops have indifferent results in welding cast iron, because they don't take the proper care in pre-heating and annealing. It is necessary on a cylinder job, for instance, or any job of any magnitude, where the casting has any complication to it, or any great mass, to heat it slowly, and weld it, and then let it cool slowly. It may be necessary even to let the job stand from forty-eight to sixty hours covered up from the air to let it gradually cool down. If the work be so handled, by means of a boring bar or a facing tool, it can be machined as nicely as any casting that was ever made. But if that job is allowed to cool rapidly not only does warping result, but the material gets as hard as flint. Foremen as a general rule are too anxious to hurry the job, not so much in the welding itself as in getting ready and in letting the work cool down slowly afterwards.

Oxy-acetylene welding, to be carried on with the best of success, must include the use of "fillers" and fluxes specially compounded to meet the needs of the different metals to be welded. This applies to all forms of iron and steel, forgings, plates, shapes and castings; and to copper, brass and aluminum.

Selection and Instruction of Welders.—The use of pure gases, efficient blowpipes, and proper fillers and fluxes does not insure good welds unless operators are competent. Probably more failures of welds have resulted from un-

skilled and unintelligent craftsmanship, than from any other one cause.

Not all proposed operations of welding are possible or advisable, but when men of some mechanical skill and knowledge of the metals and the demands which service will place on the weld, are given correct and sufficient instruction, a great variety of jobs can be done successfully from every standpoint. On account of the fact that results in welding are very largely dependent on the skill of the operator, and because the welds can vary even more in actual structure than in external appearance, it is necessary to place blowpipes in the hands of men who have a knowledge of the particular piece being welded, as to its physical nature and the service to which it is to be subjected. Moreover, men who can be successfully instructed in the elementary chemistry of the subject will have a finer appreciation of the need for careful blowpipe regulation, the preparation of the work, the use of fluxes, the application of suitable special filler materials, the effects of expansion and contraction, and all other details which have to do with the efficiency and economy of the operation.

And right here let it be said that a man who is erratic, who feels well today and will make a good weld, but who tomorrow feels "rotten," won't make a successful welder. In the first place, it is a routine job, that requires generally a phlegmatic disposition more or less to make a high grade welder. The man who is impulsive and quick tempered does not make a reliable welder. Men who are intelligent, who take a natural pride in workmanship, who are uniform in disposition, who are anxious to become proficient, should be the ones entrusted with the blowpipe, and the additional wages which such men command will prove a most excellent investment.

How the "Mikado" Got Its Name

W. Malthaner, superintendent motive power, Western Lines, advises that the first 2-8-2 engines that were built in this country were built for Japan. Mr. Angus Sinclair was in the Orient at the time and was asked to give this type of engine a name, and, inasmuch as they were being built for Japan, he gave them the name "Mikado." At that time Mr. Sinclair was the Editor of the *Locomotive Engineer*, in New York City.

What Do You See From the Train?

The Mind's Eye Reflects Unusual Beauties for the Observant Traveler

“Socrates”

In the Philadelphia “Evening Ledger”

THE other day we had occasion to take a Baltimore and Ohio train down to Baltimore. We were never less bored in our life than during that two-hour ride. In the first place, the line of march of the Baltimore and Ohio gives one quite a different view of the country from the course of the Pennsylvania R. R., with which we are better acquainted. From the Pennsy, for instance, Wilmington appears as a smoky, shackish and not too comely city. In the eye of the genteel Baltimore and Ohio it is a quiet suburb, with passive, shady lawns about a modest

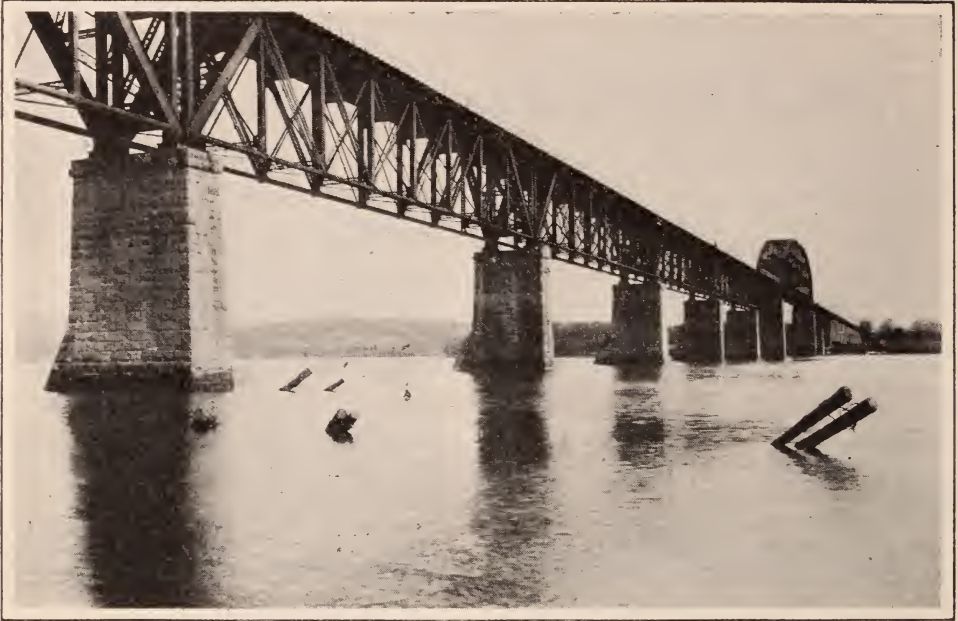
station where a little old lady with a basket of eggs and black-finger gloves got gingerly on board.

* * *

It was a gray and green day, quite cool—for it was still early forenoon—and we looked out on vanishing woodlands and bosky valleys with a delight too eager to express. Why (we thought) should any sane being waste his energy bedeviling the Senate when all a lifetime spent in attempting to describe the beauty of earth—surely an innocent ambition—would be insufficient? Statesmen, we thought, are



A charming vista of brook and country road just south of Philadelphia



The mighty sweep of the Susquehanna as it flows beneath our bridge

but children of a smaller growth; and with a superbly evacuated mind we gazed upon the meadows and dancing streams near Leslie, just over the Maryland border. There were glimpses of that most alluring vista known to man: a strip of woodland thin enough to let through a twinkle of light from the other side. What a mystery there is about the edge of a wood, as you push through and wonder just what you may be coming to. In that corner of Cecil County there are many Forest of Arden glimpses, where the brown and velvety cows grazing in thickets seem (as the train flies by) almost like venison. There are swelling meadows against the sky, white with daisies and Queen Anne's lace; the lichened gray fences, horses straining at the harrow and white farmhouses sitting back among the domes of trees.

Then comes the glorious Susquehanna—that noble river that caught the fancy of Robert Louis Stevenson, you remember. He once began a poem with the refrain, "Beside the Susquehanna and along the Delaware." Olive-green below the high railway bridge, the water tints off to silver in the pale summer haze toward Port Deposit. The Baltimore and Ohio bridge strides over an island in midstream, and looking down on the tops of the (probably) maples, they are a bright yellow with some blossom-business of their own. A lonely fisher-

man was squatting in a gray and weathered skiff near the bridge. What a river to go exploring along?

It is quaint that men, who love to live in damp and viewless hollows, always select the jovial and healthy spots to bury themselves in. Just beyond the Susquehanna, on the south side of the track, we pass a little graveyard in quite the most charming spot thereabouts, high on a hill overlooking the wide sweep of the river. And then again the green rolling ridges of Harford County, with yellow dirt roads luring one afoot, and the little brooks scuttling down toward the Chesapeake through coverts of fern and brambles. We remembered the lovely verse of the Canadian poet, Charles G. D. Roberts:

Comes the lure of green things growing
Comes the call of waters flowing—
And the wayfarer desire
Moves and wakes and would be going.

What a naughtiness of pagan temptation sings to one across that bewitching country; what illicit thoughts of rolltop desks consumed in the bonfire, of the warm dust soft under the bootsoles, and the bending road that dips into the wood among an ambush of pink magnolias. If the train were to halt at one of those little stations—say Joppa, near the Gunpowder River—there might be one less newspaper man in the

world. I can see him, dropping off the train, lighting his pipe in the windless shelter of a pile of weather-beaten ties, and setting forth up the Gunpowder valley to discover the romantic hamlets of Madonna and Trump, lost in that green paradise of Maryland June. Or the little town of Loreley, on the other side of the stream! Think of the fireflies and the honeysuckle on a June evening in the village of Madonna! Ah, well, of what avail to imagine these things! The train, unluckily, does not stop.

And Baltimore itself, with its unique and leisurely charm, its marvelously individual atmosphere of well-being and assured loveliness and old serenity, how little it realizes how enchanting it is! Baltimore ought to pay a special luxury tax for the darkeyed and almost insolent beauty of its girls, who gaze at one with the serene candor of unquestioned divinity. But that is a topic that belongs to Baltimore chroniclers, and we may not trespass on their privileges.



Safety as Sambo Sees It

By Margaret Talbott Stevens

File Clerk, Transportation Department

Dere's a shinin' piece o' railroad track runs long tru dis yer town,
An' de trains pass one anothah goin' up an' comin' down:
But dey's one thing lemme tell yer, when I travels 'long dat track
A' goin' ter see my Liza Jane, cold chills runs down mah back.

'Cause I'se skeered o' dat 'ere engine wid' a train behin' it dere,
Jus' lak some big ole 'gater clawin' at yer tru de air,
Ain't you skeered o' dat big engine when its comin' roum' de curve?
'Tis so big an' black an' monstrous, makes dis niggah lose his nerve.

Dat 'ere train's so long an' snaky dat I'se skeered it's gwine ter bite,
Looks lak some big yellin' wildcat 'bout ter grab you in de night.
An' dem nights when moon ain't shinin' dat 'ere engine runs along
Lak some kin' o' greasy lightnin', den I sings camp-meetin' song.

'Cause it sho will run you ober, engineer don't keer yo' know,
He's agoin' straight to Heaben 'cause he works fer B. & O.
'Deed, I'se skeered o' dat big engine 'cause it looks so big an black,
But it ain't er gwine to get me 'cause I KEEPS WAY OFF DE TRACK.

Why It Is Safer to Ride on the Baltimore and Ohio than It Is to Stay at Home

By B. E. Safe

AT THE time it was first published and until a few years ago, "Ten Thousand Leagues Under The Sea" was considered but a prophecy of interesting impossibilities. But those marvellous things which Jules Verne wrote about have already come to pass, not only in the waters of the sea, but in the air above. This age of submarines and airships laughs at man's imagination. The "impossible" of a few years ago ridicules us with its daring reality.

When SAFETY work was first started on the Baltimore and Ohio, it was looked upon by

many as a thing as impracticable as the startling prophecies of Verne. The pioneers were smiled at as men who were losing time in a futile endeavor. The SAFETY man was tolerated as a kind of harmless lunatic.

But results followed these early efforts and they are now substantiated by figures in such a conclusive way, that to find an employe on the road who is not in full accord with the SAFETY movement is rare.

I wonder how many of our readers realize how much the fundamentals of SAFETY enter into our everyday life on the Railroad—how truly they form the very rock bottom of every task of every employe—how necessary they are to the perpetuation of my job and your job.

Take for instance an ordinary passenger run over the Cumberland Division. You be my guest on one of our best trains, No. 6, for instance, the Chicago-New York Limited, out of Cumberland.

Note first that the train is on time; you know she has a record of nearly one hundred per cent. in that respect. You can make money by betting on her time performance. But remember that if it were not for SAFETY she and our other trains would often be late and we could not point to their record with the pride that we do.

Attendants see us safely aboard, and so easy a start is made that the eye knows first that we are moving from the passing landscape out the window. That means a careful, safe engineer at the throttle.

You inquire why the train appears to reduce speed just after leaving the station. Again the engineer is making sure by a running test of the air brakes. This checks the work of the inspectors and guarantees that the brakes are in good order when the trip commences.



Safe riding means that bags and bundles must be placed securely in the racks

You ask why the porters request passengers to assist them to remove luggage from the aisles and place it securely in the racks. He has in mind your SAFETY and wants to be sure that suit cases and parcels will not fall and injure you or cause you to stumble while you are going through the train.

Your inquiry why trackmen are standing along side the tracks, looking at the running gear of the train, is a common one. They are

You do not understand why the operators in the towers look at the trains intently as they pass. They, too, are observing the train closely for anything that may be out of order, and they would have the train stopped at the next office should not everything appear to be right. They are insuring your SAFETY on your trip.

Oh, yes, that man you refer to with the little red flag is back protecting his train against



Observant operators examine passing trains for possible defects

obeying the rule for their SAFETY. Should they continue to work on another track while we pass, there is a considerable chance of their not noting the approach of other trains, and to take the safe course they are required to stay clear of all running tracks while trains pass. They are also examining the train to catch a possible defect. There are thousands of these vigilant fellows on our Railroad, many of long and honorable service, and often breaks in the track, wheels, brake beams, etc., are caught in time by their trained and ever watchful eyes.

following trains. "Why is he so far from his train," you ask. He is back a safe distance to insure full protection. Because he is a safe man, he is making it safe for you.

It is a pleasure to hear you compliment our dining car service. While we know it is not excelled by that of any other road it is gratifying to have your approval. The reduction of speed going into Ambasses curve is to insure your safety as well as to increase your comfort while eating. It makes the train ride more easily and your meal more enjoyable. Our

engineers are particular in that respect; they look upon you as their guest and want to add to the SAFETY and comfort of your trip by an easy riding train.

The large number of signals you ask about are automatic. They were installed at great expense to increase your SAFETY, and are most important parts in the Railroad's SAFETY plan. They are constantly undergoing inspection and improvement.

I could go on and on telling you of the many SAFETY arrangements and devices that make it "safer to ride on the Baltimore and Ohio than to stay at home." But you have seen and heard enough now to make you understand what I first said about SAFETY being fundamental in the operation of our Railroad.

Surely you see how it affects your own job—no matter what that may be. Every time you get on a train you can remember the thousands of agencies, human and material, that are making you safe. Every time you see Baltimore and Ohio equipment you will recognize it as a part of your job—separated widely by

classification and distance perhaps—but bearing a direct relation to it. Every minute you will realize that you must be a SAFETY booster. There is no telling when and how your attitude in this respect may affect your own welfare and fortune.

Picked Up Here and There

By "Ernie" Baugh
of the Dining Car Department

Smoking Room On No. 7

Passing a poultry farm, "Many a guy is feeding 'chickens' that don't live on a farm."

A Grill Room in Chicago

Two waitresses, discussing a couple at the next table. "Married? Of course, they are; he boosted the ham and cabbage and shyed at her suggestion of artichokes."

Pimlico Race Track

As they head into the stretch a handpainted peroxide sprung this: "'Charlie,' where do we dine tonight?" "Charlie," watching them come home, "It looks like Childs' to me."



Bill rack at Elmwood, Cincinnati Terminals, northbound yard office, showing trainmaster R. B. Fitzpatrick in the act of picking out a waybill. This is the style of racks that are used at other points in Cincinnati Terminals



. SOCIAL .

Connellsville Veterans Elect Officers

ABOUT two hundred veterans and their friends attended the meeting of the Veteran Employes of the Connellsville Division in the Company Y. M. C. A. on the night of February 11. Among the out-of-town notables present were J. M. Garvey, grand vice-president of the Veterans, of Wheeling, W. Va., W. J. Dudley, superintendent Relief Department; V. A. Richardson, Grand Lodge Committeeman on pensions, of Pittsburgh, and Attorney D. W. McDonald, of Uniontown.

In an excellent practical talk, Mr. Garvey outlined the aims and policies of the Veterans' Association. Mr. Richardson explained the workings of the Company's pension system and suggested several changes the Veterans hope to see made.

Mr. Dudley told what the Relief Department is doing for the employe. It surprised many present to learn that this Baltimore and Ohio institution enjoys a unique position in that it is the only money loaning institution in the world in which a wage earner can borrow money and pay interest upon the actual current amount due. As evidence of the worth of the Department he spoke of the hundreds of happy homes in Connellsville made possible through the Department to employes at less than the prevailing rent for similar sized buildings. The Rev. G. W. Buckner and Mayor Duggan of Connellsville, and Attorney D. W. McDonald of Uniontown also spoke.

A luncheon was served at 10.30 and the meeting was followed by a social session. The West Penn Quartet furnished vocal numbers, accompanied by Miss Beth Sherman, pianist.

At a business meeting preceding the social session the following officers were elected: P. J. Harrigan, President; L. W. Wolfe, Vice-President; John Lindsey, Treasurer; John Layton, Secretary; Executive Board, S. E. Irwin, A. Walter Haines, A. R. King, C. E. Randell, Joseph Oakes, T. H. Edmonds, all of Connellsville, and E. J. Foye, Smithfield, B. F. Hanna, Rockwood, W. C. Irwin, Meyersdale, W. E. Zimmerman, Johnstown, G. R. McDonald, Confluence, and W. L. Shaullis, Hyndman.

Veterans' Annual Banquet at Newark, Ohio

By W. E. Laird

ON FEBRUARY 12, the Newark Division, Baltimore and Ohio Veterans' Association, held its annual banquet in Knights of Pythias Hall, in Newark, Ohio. Three hundred odd officers and employes from all departments and various stations on the division, and members of their families, attended.

After a real "Chicken Dinner" and all that goes with it had been nicely served by the Pythian Sisters, the gathering was called to order by Master of Ceremonies Joseph Robe, who introduced general manager R. N. Begien, whose address was greatly enjoyed and appreciated. He declared himself one of the "employes" of the Baltimore and Ohio, and a "veteran" at heart, and touched upon many points of interest in the development and success of the Veterans' organization from both a divisional and system standpoint. Following

Mr. Begien the speakers were general superintendent F. B. Mitchell of the Southwest District, engineer Maintenance of Way E. G. Lane, superintendent S. U. Hooper and master mechanic F. E. Cooper of the official family. Honors for the Veterans were ably upheld by toastmaster "Joe" Robe, engineers "Jim" Dennison and "Barney" Riley, and medical examiner S. C. Priest.

The attendance was a record one, and the interesting and enjoyable evening will long be remembered by all present.

Ladies' Auxiliary Entertains Cumberland Veterans

THE regular monthly meeting of our Veterans' Association in Cumberland was held February 17, with about one hundred and twenty-five members present.

The Ladies' Auxiliary, which has recently been formed, entertained the Veterans with instrumental and vocal music and recitations, and later served delicious refreshments.

There are thirty-five members now in the Auxiliary and it is steadily increasing in members and influence. The officers are: Mrs. J. F. Barnett, President; Mrs. John Smith, Vice-President; Mrs. C. C. Taszer, Financial Sec-

retary; Mrs. Charles Gunter, Recording Secretary; Mrs. James Young, Treasurer.

The association received a letter from Mr. Cahill, which was read at the meeting, in which he expressed his regret in leaving his old associates. After many nice things had been said about him, a telegram was sent him, conveying the best wishes of the association for his continued success.

Former General Superintendent Cahill Thanks Baltimore Veterans for Their Support

ONE of the most interesting occurrences at the regular meeting of the Baltimore Chapter of the Veterans' Association, held on the evening of March 1, was the reading of the following letter from former general superintendent M. H. Cahill, now General Manager of the Seaboard Air Line:

January 29, 1920.

My Dear Mr. Bowers:

I am leaving the service of the Baltimore and Ohio to accept the General Managership of the Seaboard Air Line.

As I will not be afforded the pleasure of seeing you personally before I leave Baltimore, am taking this opportunity of extending, through you, my sincere thanks to all the members of the Baltimore and Ohio Veterans' Association

Have YOU Told YOUR Friends?

EDISON STORAGE BATTERY CO.
2025 South Michigan Ave.
CHICAGO, ILL.

Mr. JOHN H. COOK,
Ticket Agent, Consolidated Ticket Offices,
Chicago, Ill.

February 3, 1920.

My Dear Mr. Cook:

I wish to take this opportunity of advising you that I recently made a very pleasant trip on the Baltimore and Ohio Railroad from the East to Chicago and desire especially to congratulate you on the dining car service, which stands out with great credit as compared with the service maintained by other roads which I have used recently.

It will be a pleasure for me to call the attention of my friends to the Baltimore and Ohio Railroad service, when they can use your line.

Yours truly,

(Signed) W. F. BAUER,
Western Manager, Railroad Department.

at Baltimore, for the loyal support at all times so willingly given me, and the many personal kindnesses unhesitatingly shown me while with you.

I am responding to a call which I feel should not be permitted to go unheeded, but it is very hard indeed to leave the Maryland District, on which I have so many tried and true friends, whose equal would be hard to find.

I will ever think of the pioneers of the Baltimore and Ohio, and while I actually depart from your midst, I leave with you the kindest wishes for a life of happiness and prosperity to you all.

Again thanking you, believe me always to be,
Sincerely,

(Signed) M. H. CAHILL.

Mr. GEORGE BOWERS, President,
Baltimore and Ohio Veterans' Association,
Baltimore, Md.

All of the members of the Baltimore Chapter appreciated to the full the generous sentiments expressed in this communication, and on February 11, G. A. Bowers, President of the Chapter, wrote Mr. Cahill a nice letter in which he expressed the appreciation of the Veterans and conveyed to Mr. Cahill their very best wishes for his success in his new responsibility and opportunity.

Mr. Cahill was one of the most popular officials that we have had on the Railroad in recent years. His fine personality attracted the friendship and regard of all who were associated with him and the Veterans' expression

of regret at his leaving and, on the other hand, their gratification over his new opportunity, are echoed by hundreds of other employes who had the pleasure of knowing him.

Mount Clare Welfare, Athletic and Pleasure Association Gives Entertainment

BY ALL odds the best entertainment ever given by the Mount Clare Welfare, Pleasure and Athletic Association was staged at Lehmann Hall, Baltimore, on the night of February 9.

Every available seat in the hall was filled when the Mount Clare band started the program with some appropriate and well played selections.

H. A. Beaumont, one of the board of trustees of the Association, made a few introductory remarks in his customary appropriate vein. Mr. Beaumont knows the value of brevity at an affair of this sort and he simply assured all present of the hearty welcome extended by the Association.

The balance of the program follows:

"YE MINSTRELS"

Interlocutor, BARRY FENTON

Ends

T. V. LEWIS
JOHN HITTEL

AL. RUPPERT
A. BARTON

A. MILLER
LINDON ROPER

Secure a Standard Waste Can

Blue prints have been prepared and distributed by this Department, showing the dimensions and method of construction of the National Standard Waste Can, which has been adopted as standard on our lines.

All division officials have received these prints and are prepared to furnish the cans as needed.

If your work requires the keeping on the premises (no matter how short the time), of oily waste, painter's waste, paper scrap, etc., one of these cans should be used for holding such material. Write your division people, stating the approximate size needed and the purpose for which it is to be used.

The improper use and keeping of such materials as oily and painter's waste, has taken toll of thousands of dollars worth of our property in the past, in losses by fire. Do your part in keeping such hazardous articles properly, and losses of the future will be averted.

B. S. MACE,
Superintendent of Fire Prevention.

Help Us Prevent Fires—Be Careful

Soloists

F. W. HUBER	A. GUNDINA	G. FORNEY
WILLIAM O'NEILL	P. SCHILLING	A. MARTIN
H. WIEBKING	A. MOXLEY	

The Oriole Quartet

MESSESS. HITTEL, FORD, MILLER and FORNEY

HERMA

Chorus

G. H. Schumacher	H. P. Hochheder	E. Kuehnert
J. H. Schumacker	W. G. Hooper	F. F. Clark
J. E. Sheppard	George Hirsch	E. A. Rice
J. J. Henn	William Shanahan	G. Schmidt
E. Lewis	G. J. Spindler	W. Arenz
F. Klein	J. A. Dorsey	E. Klein
L. Jefferies	W. A. Kuszmaul	G. W. Smith
W. Bruchy	B. A. Pressprich	L. List

MUSICAL NUMBERS

Opening Chorus and Medley.....	<i>The Welfare Minstrels</i>
All the Quakers Are Shoulder Shakers.....	A. Martin
Pretty Little Rainbow.....	P. Schilling
Danse Parisienne.....	HERMA
When the Rainbow Shines at Morn.....	G. Forney
I'm Going Home to Mobile.....	John Hittel
O What a Pal was Mary.....	H. Wiebking
Alexander's Ragtime Band is Back in Dixieland.....	T. V. Lewis
Songs My Mother Used to Sing.....	<i>The Oriole Quartette</i>
You'd be Surprised.....	At. Ruppert
Carolina Sunshine.....	F. W. Huber
Oh.....	A. Miller
Will You Remember.....	William O'Neill
I Gave Her That.....	Lindon Roper
Girl of Mine.....	A. Gundina
Specialty (a) Dardanella.....	
(b) La Spagnola.....	HERMA
Finale.....	<i>By the Company</i>

Executive Staff

Business Manager	JOSEPH F. SCHARNAGLE
Musical Director	HENRY B. SOPHER
Coach and Stage Director	BARRY FENTON
Pianiste for Rchearsals	MISS EMMA C. ZELL
Electrician	GEORGE GEIWLITZ
Costumes	A. T. JONES & SONS

The best feature of the entertainment was the splendid work of the chorus and the speed and snappiness with which the whole show was run off. The chorus was a large one and they showed good training. Many effective movements were introduced, all of which enlivened the action of the show. The humorous features were good, too, and the dancing of "Herma," a female impersonator, was extremely graceful and interesting.

Of the soloists, Messrs. Moxley, Huber and O'Neill showed to best advantage. Their selections were pleasing and they know how to sing. A. Miller, one of the end men, did a unique and interesting dance which is worthy of special mention.

The comic honors of the evening were carried off by Lindon Roper, who is a born funny man. He has a carking end man's voice and his avoirdupois lends itself to amusing antics and contortions, which tickled the audience. He is an asset which the Association should use more frequently at its entertainments.

The entertainment committee was fortunate in securing Barry Fenton, file clerk in the office of senior vice-president Shriver, as coach and interlocutor. In both functions, Mr. Fenton proved himself a past master of the minstrel art. He kept things moving from start to finish and had several interesting bits of stage business which he handled creditably.

The entertainment was concluded by the customary dance, which gave many of the employes an opportunity to meet some of the Mount Clare officials, who were present in large numbers.

Dr. Parlett Becomes Sanitarian of the Carnegie Steel Company

BY THE time this appears in the MAGAZINE, many of the railroad associates and friends of Dr. E. M. Parlett will have learned from other sources of his having become, on March 1, the Manager of the Health, Safety and Welfare Bureau of the Carnegie Steel Company, with headquarters in New Castle, Pa.

Dr. Parlett was graduated from the University of Maryland Medical School in 1902, was resident physician of the Maryland General Hospital, 1902-3, and assistant professor of surgery from 1903 to 1907.

He became a member of the medical force of the Relief Department of the Baltimore and Ohio in 1907, was sanitarian on the General Safety Committee from 1910 to 1915, and was made Chief of the Welfare Bureau in 1915. While serving as such Dr. Parlett helped to organize and was a member of the staff that took the Maryland State Hospital train from Maryland to Massachusetts at the request of the State of Massachusetts to help fight the "Flu" epidemic there during 1918. He was at that time a member of the Maryland Council of Defense. At the time of his leaving the Railroad he was on the medical staff of the Relief Department in charge of first aid and sanitation work.

Dr. Parlett formed many strong friendships while with the Baltimore and Ohio. He was a charming companion, affable, interesting and good natured, and won the confidence of the rank and file of our employes and their support in the important work which he handled. With a fine basic training in his chosen profession, an alertness to keep abreast of the times in his

specialty of sanitation, with broad understanding and sympathy and a fine vision of the ideal, he takes up his new task with abundant qualifications for success, and with the confident belief among the many friends he left on the Railroad that he will make good in the interesting field in which he is now engaged.

—

Monongah Division Veterans Mourn the Death of John H. Bennett

IN THE death of John H. Bennett, whose end came while he was at his post of duty as crossing watchman at Beach Street, Grafton, the Railroad loses a man who for thirty years was devoted to his employers and true to his family and friends. Born January 24, 1849, he was nearing his seventy-first birthday when he died. Of these years he spent thirty in the service of the Baltimore and Ohio, seventeen years as track walker and thirteen years as crossing watchman.

As "Uncle Dock" he was known to practically all the Railroad officials who had occasion to go



John H. Bennett, late Watchman at Grafton



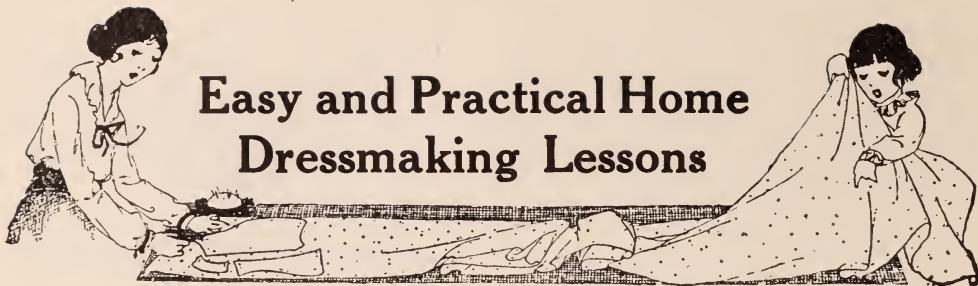
to Grafton and hundreds of school children depended on him for their SAFETY. As they crossed the tracks at Beach Street four times daily, he had them so trained that not one would venture upon the right of way unless assured by him that it was safe. He was a member of the Monongah Chapter of Veteran Employes and a delegation from this organization attended his funeral. He is survived by his widow, four daughters and two sons.

A committee consisting of W. M. McFarland, M. J. Lally and Marion Newlon drew up the following resolutions which were passed by the Veteran Employes' Association of the Monongah Division:

Whereas it has pleased the Almighty to remove from our midst by death our esteemed brother and co-laborer, John Bennett, who for many years occupied a prominent rank in our midst, maintaining under all circumstances a character untarnished and a reputation above reproach;

Therefore, be it resolved, that in the death of Brother Bennett, we have sustained the loss of a friend whose fellowship in the Baltimore and Ohio Veterans' Association was an honor and a pleasure to enjoy; that we bear willing testimony to his many virtues, to his unquestioned probity and stainless life, that we offer to his bereaved family and mourning friends, over whom sorrow has hung her sable mantle, our heartfelt condolence, and pray that Infinite Goodness may bring speedy relief to their burdened hearts and inspire them with the consolation that hope in futurity and faith in God give, even in the shadow of the tomb.

And be it resolved, the Charter be draped for thirty days and a copy of these resolutions, properly engrossed, be presented to the family of our deceased Brother.



Easy and Practical Home Dressmaking Lessons

A New Idea for the Development of a One-Piece Frock for Spring

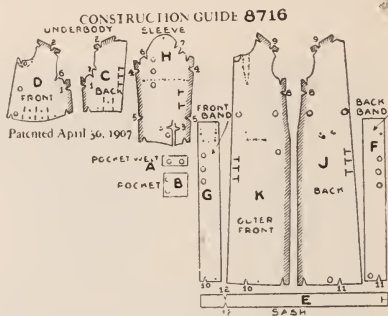
FOR the one-piece frock to answer the purposes of general wear during the early spring here is a new idea. It is smart in appearance and very simple to make. The model closes on the left shoulder and under the left arm. The round neck may be cut high or low. For the front decorations there may be either pockets—inserted or applied, or trimmed with beads. In medium size the dress requires $3\frac{7}{8}$ yards 44-inch material, with 1 yard 36-inch lining.

The outer front and outer back have the sections with triple "TTT" perforations laid along the lengthwise fold of fabric. The front and back bands, sash and piecing and other accessories have the large "O" perforations arranged on a lengthwise thread of material. To cut the lining place the back along the lengthwise fold and the front with straight edge along the selvage of material.

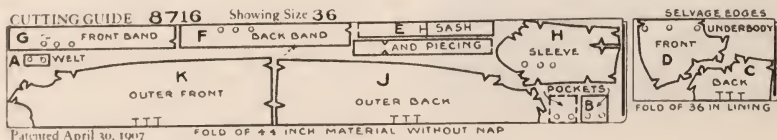
The underbody should be made first so as to have a foundation for the dress. Close under-arm and shoulder seams as noticed, hem front and plait lower edge and stitch.

Next, close the dart seam of long sleeve as notched, terminating the dart at the small "o" perforation and leave edge free below single large "O" perforations. Gather between "T" perforations close seam as notched. Sew sleeve in armhole of underbody as notched with small "o" perforation at shoulder seam and bring seam of sleeve to under-arm seam; ease in any fullness between notches. Hold sleeve toward you when basting it in the armhole.

Now, taking the outer front and back, sew up dart in front, bringing together and stitching along corresponding small "o" perforations. Terminate the stitching at the single small "o" perforation. Close under-arm seams and the right shoulder seam as notched, leaving the left under-arm seam free above the lower large "O" perforation for closing. Finish left shoulder edge for closing.



Slash front of dress along crossline of 3 small "o" perforations for pocket opening and sew welt to lower slashed edge; stitch side edges of welt to position. Front of pocket indicated by large "O" perforations. Cut off $\frac{3}{8}$ -inch from upper edge of 1 pocket section (indicated by small "o" perforation) and sew to lower slashed edge of opening and to welt; sew another pocket section to upper slashed edge and sew the 2 pocket sections together underneath.



Adjust trimming bands to position bringing upper edges to the 2 single small "o" perforations in front and back of dress. Stitch upper part of front band to position along line of small "o" perforations and continue the line of stitching to the top of band forming a pocket. Stitch upper edge of back band to position, and the side edges, from top of band to the small

"o" perforations. Stitch lower edges of bands under the skirt.

DRESS No. 8716. Sizes, 34 to 46 inches bust. Price 25 cents.

DRESS No. 8779. Sizes, 34 to 44 inches bust. Price 25 cents.



Spring Model in One-Piece Effect



Featuring New Tunic Effect

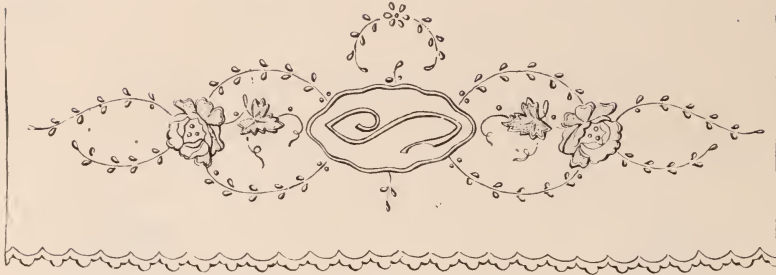
Smart New Effects for Towels and Pillow Cases

THE prohibitive prices prevailing today for hand embroidered linens, household as well as personal, have caused women to make their own designs without paying profiteering prices. Towels and pillow cases are such necessary things that one cannot have too many of either. While the novelties pictured today are featured as guest-room linens, they are not limited to such use by any means, and offer attractive suggestions for gifts for many occasions.

The pattern with the basket of flowers in the center, supplies designs for one pair of towels

or pillow cases 22 inches wide, with scalloping for both ends. The basket and flowers are worked in eyelet stitch, though some of the petals may be filled in with seeding for the sake of variety. In fact, the design is so planned that one may use either a few stitches or a combination of stitches to develop it in simple or elaborate effect. For the scallops buttonhole stitches are necessary and these should be done as evenly and smoothly as possible.

In the second pattern, provision is made for the insertion of an initial or monogram in the center. The flowers are in solid satin stitch



No. 12566. Simple Motif providing for Monogram or Initial

with seeding filling in the pleats, while the stems are in stem stitch and the little leaflets in eyelet. The scallop, which is unusually pretty with its pointed center, is worked in buttonhole stitch.

The embroidery may be done in all white or in colors.

EMBROIDERY No. 12565. Transfer, blue, for one pair of pillow cases or towels, 20 cents.

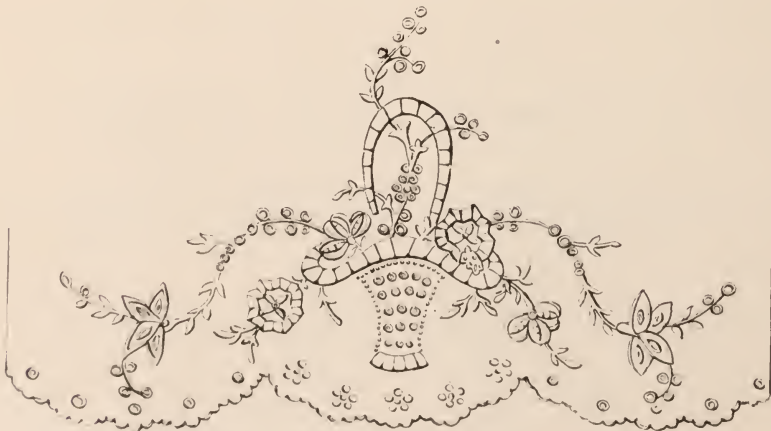
EMBROIDERY No. 12566. Transfer, blue, 20 cents.

Pictorial Review patterns on sale by local agents.

To the Women Readers of the Magazine

Beginning with the May issue of the Magazine there will be a greatly enlarged Woman's Department. The details are not yet ready to be announced but they will include a new pattern service which will make it possible for the women folks in the Baltimore and Ohio family to get *Pictorial Review* patterns by sending the same amount in check, money order or stamps that they would have to pay for patterns in a big city store, direct to the office of the Magazine, and get patterns within three or four days of the date the remittance is received.

Further changes of interest to all women readers will be made in succeeding issues. Be sure to see that your men folks bring a copy of the May issue home to you.



No. 12565. Basket Design for Towels or Pillow Cases



SAFETY ROLL OF HONOR

Baltimore Division

Operator J. M. Cunningham has received a letter of commendation for the attention he gave to passing equipment in train of extra east, engine 4566, at Gray, Md., on February 21, which resulted in his finding a broken wheel under a car.

As extra east, engine 4545, was passing Gaithersburg, Md., on February 6, agent F. L. Rohrer noticed something wrong with car N. Y. C. 343874. Crossing watchman R. Bean helped by flagging the train at Rockville, where it stopped. It was found that the box bolt nuts had been lost and the tie strap had come down. These employes have been commended.

The following letter is of interest:

BALTIMORE, MD., February 20, 1920.

H. P. EDENFIELD, Engineer,
Care of J. E. Sentman, R. F. of E.,
Philadelphia, Pa.

Dear Sir—It has been called to my attention that on February 4 you were in charge of engine 4596 eastbound, and when passing Havre de Grace station you discovered crosshead pin had worked out on right side of engine. You brought your train to a stop and found that the nut had worked off, and after driving the pin back into the crosshead you walked back along the train and found the nut and replaced it, and took your train through to East Side. I commend you for your actions on this occasion. Suitable notation will be made on your service record.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

Cumberland Division

At 6.50 a. m., March 6, George Davis, a miner, on his way to work, while passing W. Va. Junction just west of Piedmont, observed a broken rail on No. 2 track. He continued west to protect the defect and stopped extra 7142 east and informed crew of break. His interest and prompt action are much appreciated.

At 11.00 a. m., February 11, while pick-up engine 4307 was coming out of the eastbound

siding at Hutton, Md., track foreman I. Lamberto noticed the inside wheel on west truck of Erie 96994 with about fifteen inches broken out. He called it to conductor's attention and car was set back in siding. After train had departed foreman Lamberto looked the car over and found that it could be moved by the use of a wheel clamp and arrangements were made to have the wheel clamped and car moved into terminal. Proper entry will be made on record of Mr. Lamberto.

Keyser employes will be interested in the following:

CUMBERLAND, MD., February 26, 1920.

F. G. DAVIS, Captain of Police,
Keyser, W. Va.

Dear Sir—It has come to my attention on the night of February 3, as extra east, engine 4259, was pulling out of Keyser yard, you noticed wheels sliding on a car about seven cars from the rear of train, endeavored to call train



Track Foreman I. Lamberto

crew's attention to this fact and later went to telegraph office and advised operator what you had seen.

It is certainly pleasing to know that our city officers take an interest in our Safety movement and I can assure you that your interest in this case was highly appreciated.

Yours truly,

(Signed) J. W. DENEEN,
Superintendent.

Monongah Division

The following cases of keen perception of unsafe conditions and quick interest in correcting them are heartily commended:

J. B. Coyne, second trick operator, coming to work February 23, found broken rail just east of north siding and notified train dispatcher, who called out trackmen.

Conductor I. Gaines on first 77, February 23, while train was passing, found bent axle on L. & N. 23904. He stopped train, set off car and probably prevented a serious accident.

Conductor T. Wheeler, on February 8, with motor car, extra E-11, noticed car in train of second 94, engine 4096, with bent axle. He notified conductor, who had train stopped and car set off, thus preventing an accident.

H. C. Clelland, operator, removed fallen rock from main track just west of tower at Benton's Ferry, February 23.

O. C. Hull noticed brake rigging down on Big Four 6720 at Fairmont on January 14. He had train stopped and brake rigging removed.

On March 3, at 1.05 a. m., while second 79, engine 2860, conductor Gooding, was pulling in Lumberport-Haywood Cut-off, third trick operator S. H. Hines heard noise at switch. He went out and upon investigation found brake beam down on about fifteenth car from rear of train. He had flagman stop train with air, then notified conductor. Brake beam was found to be dragging on rail between wheels of rear truck of car. Operator Hines' prompt action probably saved a derailment and we are glad to mention him in our "Roll of Honor."

New Castle Division

On February 1, Walter Adams, of Creston, noticed the brakes sticking on car in train No. 94. Operator at Sterling was advised and in this manner crew were notified in time to set off the car before any trouble occurred. Letter of commendation has been sent to Mr. Adams by superintendent Stevens and arrangements also made for placing suitable entry on his service record.

On February 20, track foreman J. C. Swindler, and trackmen H. Swindler and E. Baroni of Sullivan, noticed something wrong with truck of car in train of extra west 4320. Train crew were notified and after examination it was found that journal had been burned off. Foreman Swindler and his gang have been cited on numerous occasions for reporting dangerous

conditions and for their action in this instance letter of commendation was sent them and entry has also been formulated for placing on their service records.

Newark Division

The accompanying photograph shows George W. Forbes, section foreman, Pleasant Valley, Ohio, who detected a bent axle under car in passing train on January 24, and took prompt action in calling it to the attention of train crew, who had car set out for repairs. His watchfulness undoubtedly prevented an accident. He has been commended by the division officers and a merit entry has been placed on his service record.



George W. Forbes

The following additional Newark Division employes have also been commended for meritorious service, and commendatory entries placed on their service records:

Operator H. L. Thomas, third trick, Cambridge, discovered something dragging from No. 92, damaging crossing frog at that point. Made inspection of frog after train had cleared, and protected crossing until repairs could be made.

Operator A. J. Warnock, Mineral Siding, Ohio, returning home on speeder night of February 12, discovered broken rail just east of Cambridge, and took prompt action to insure safe movement of trains until it could be renewed.

THE BALTIMORE AND OHIO RAILROAD COMPANY

OFFICE OF THE SECRETARY

The Executive and General Organization, as approved by the Board of Directors on February 25, 1920, and effective March 1, 1920, is as follows:

EXECUTIVE ORGANIZATION

DANIEL WILLARD, President, Baltimore, Md.

Geo. M. Shriver.....	Senior Vice-President and in charge of Accounting, Claim, Treasury and Relief Departments.....	Baltimore, Md.
F. C. Batchelder.....	Vice-President, Executive Representative in Chicago.....	Chicago, Ill.
C. W. Galloway.....	Vice-President in charge of Operation and Maintenance.....	Baltimore, Md.
Archibald Fries.....	Vice-President in charge of Traffic and Commercial Development Departments.....	" "
C. W. Woolford.....	Secretary.....	" "
Geo. F. May.....	Assistant Secretary.....	" "
E. M. Devereux.....	Treasurer.....	" "
Hugh L. Bond, Jr.....	General Counsel.....	" "
Geo. H. Campbell.....	Assistant to President.....	" "
James S. Murray.....	Assistant to President.....	" "

GENERAL ORGANIZATION

DANIEL WILLARD, President.

LAW DEPARTMENT

Hugh L. Bond, Jr.....	General Counsel.....	Baltimore, Md.
H. R. Preston.....	General Solicitor.....	" "
R. Marsden Smith.....	General Attorney.....	" "
A. H. Boyd, Jr.....	General Attorney.....	" "
Duncan K. Brent.....	General Attorney.....	" "
W. I. Cross.....	Counsel.....	" "
W. A. Parker.....	Counsel.....	" "
Chas. R. Webber.....	Assistant General Attorney.....	" "
Allen S. Bowie.....	Assistant General Attorney.....	" "
F. R. Cross.....	Assistant General Attorney.....	" "
Geo. D. Penniman.....	Counsel for Relief Department.....	" "
Morison R. Waite.....	General Solicitor, Western Lines.....	Cincinnati, Ohio.
W. A. Eggers.....	Assistant General Solicitor, Western Lines.....	" "
Wm. G. Conley.....	General Attorney for West Virginia.....	Charleston, W. Va.
C. W. Egan.....	General Claim Agent.....	Baltimore, Md.
E. L. Williams.....	General Claim Agent.....	Cincinnati, Ohio.
F. J. Griffith.....	Tax Agent.....	Baltimore, Md.

ACCOUNTING, CLAIM, TREASURY AND RELIEF DEPARTMENTS

Geo. M. Shriver, Senior Vice-President, Baltimore, Md.

ACCOUNTING DEPARTMENT

J. J. Ekin.....	Comptroller.....	Baltimore, Md.
W. D. Owens.....	Assistant Comptroller.....	" "
F. A. Deverell.....	Assistant Comptroller.....	" "
J. P. O'Malley.....	Assistant Comptroller.....	" "
O. J. Rider.....	General Accountant.....	" "
G. H. Pryor.....	Auditor of Disbursements.....	" "
S. W. Hill.....	Assistant Auditor of Disbursements.....	" "
W. E. Rittenhouse.....	Auditor Merchandise Receipts.....	" "
N. F. Davis.....	Assistant Auditor Merchandise Receipts.....	" "
H. S. Maccubbin.....	Assistant Auditor Merchandise Receipts.....	" "
L. A. Lambert.....	Auditor Coal and Coke Receipts.....	" "
W. B. Dudderar.....	Assistant Auditor Coal and Coke Receipts.....	" "
C. H. Poumairat.....	Auditor Passenger Receipts.....	" "
L. M. Grice.....	Assistant Auditor Passenger Receipts.....	" "
J. F. Schutte.....	Auditor Freight Claims.....	" "
C. G. Pollock.....	Auditor Miscellaneous Receipts.....	" "
Q. E. Turner.....	Chief Traveling Auditor.....	" "

FREIGHT CLAIM DEPARTMENT

C. C. Glessner.....	General Freight Claim Agent.....	Baltimore, Md.
F. L. Schepler.....	Assistant to General Freight Claim Agent.....	" "
F. L. Charles.....	Assistant to General Freight Claim Agent.....	Carew Building, Cincinnati, Ohio.

FREIGHT DEPARTMENT

H. M. Matthews	Coal Traffic Manager	Baltimore, Md.
H. A. Cochran	Assistant Coal Traffic Manager	" "
T. J. Walters	General Coal Freight Agent	" "
W. L. Cromlish	Coal Freight Agent	Pittsburgh, Pa.
C. H. Ashar	Coal Freight Agent	Cincinnati, Ohio.
J. A. Schuerman	Coal Freight Agent	Cleveland, Ohio.
C. S. Wight	General Freight Representative	Baltimore, Md.
F. J. Couse	Foreign Freight Agent	" "
M. W. Pryor	Assistant Foreign Freight Agent	" "
R. A. Ebe	General Live Stock Agent	" "
E. D. Curtis	Assistant General Live Stock Agent	Pittsburgh, Pa.
Golder Shumate	Freight Traffic Manager	Baltimore, Md.
S. A. Allen	Assistant Freight Traffic Manager	New York, N. Y.
M. J. Bevans	Division Freight Agent	" "
S. D. Riddle	Commercial Freight Agent	" "
C. A. Schultz	Commercial Freight Agent	" "
W. F. Richardson	General Freight Agent	Baltimore, Md.
John H. Carroll, Jr.	Assistant General Freight Agent	Philadelphia, Pa.
C. H. Pumphrey	Commercial Freight Agent	" "
G. W. Bumpas	Commercial Freight Agent	Wilmington, Del.
Samuel House	Assistant General Freight Agent	Baltimore, Md.
A. J. Anderson	Assistant General Freight Agent	" "
Geo. S. Harlan	Division Freight Agent	" "
Edward S. King	Commercial Freight Agent	" "
F. L. Marshall, Jr.	Commercial Freight Agent	Washington, D. C.
J. L. Hayes	Division Freight Agent	Cumberland, Md.
O. S. Lewis	General Freight Agent	Pittsburgh, Pa.
C. S. Roberts	Assistant General Freight Agent	" "
J. C. Kimes	Assistant General Freight Agent	Cleveland, Ohio.
C. M. Groninger	Commercial Freight Agent	Akron, Ohio.
W. W. Blakely	Division Freight Agent	Pittsburgh, Pa.
W. E. Magill	Commercial Freight Agent	" "
W. A. Eaton	Division Freight Agent	Uniontown, Pa.
A. L. Doggett	Division Freight Agent	Youngstown, Ohio.
H. H. Marsh	General Freight Agent	Wheeling, W. Va.
F. M. Jordan	Division Freight Agent	Grafton, W. Va.
Samuel Strachan	Division Freight Agent	Charleston, W. Va.
F. H. Fowler	Division Freight Agent	Parkersburg, W. Va.
R. E. Barnhart	Commercial Freight Agent	Huntington, W. Va.
S. C. Williams	Commercial Freight Agent	Wheeling, W. Va.
H. R. Lewis	Freight Traffic Manager	Cincinnati, Ohio.
S. T. McLaughlin	Assistant to Freight Traffic Manager	" "
P. D. Freer	General Freight Agent	" "
J. D. Marney	Assistant General Freight Agent	Louisville, Ky.
L. C. Smith	Commercial Freight Agent	" "
C. H. Gomm	Assistant General Freight Agent	Cincinnati, Ohio.
R. L. Gallaher	Division Freight Agent	" "
F. T. Sturtevant	Commercial Freight Agent	" "
E. N. Kendall	Division Freight Agent	Columbus, Ohio.
H. G. Settle	Division Freight Agent	Chillicothe, Ohio.
D. L. Ogg	Commercial Freight Agent	Portsmouth, Ohio.
H. E. Warburton	Division Freight Agent	Dayton, Ohio.
Ed. Hart, Jr.	General Freight Agent	St. Louis, Mo.
J. G. Fry	General Southwestern Freight Agent	" "
J. W. Lindsay	Division Freight Agent	Vincennes, Ind.
O. A. Constans	Freight Traffic Manager	Chicago, Ill.
Geo. M. Kridler	General Freight Agent	" "
W. C. McLaughlin	Assistant General Freight Agent	" "
D. E. Sullivan	Division Freight Agent	" "
J. E. Melone	Division Freight Agent	Toledo, Ohio.
E. C. Law	Commercial Freight Agent	" "

COMMERCIAL DEVELOPMENT DEPARTMENT

H. O. Hartzell	Manager	Baltimore, Md.
W. I. Bishop	Industrial Agent	" "
J. M. McDermott	Industrial Agent	Chicago, Ill.
G. C. Arnold	Industrial Agent	Cincinnati, Ohio.
C. M. Gosnell	Industrial Agent	Pittsburgh, Pa.
G. P. Grimsley	Geologist	Baltimore, Md.
P. S. Phenix	Industrial Survey Agent	" "

(Signed) C. W. WOOLFORD,

Secretary.

Operator O. M. Varner, Bridgeville, Ohio, returning from work February 15, discovered broken rail, immediately got into communication with dispatcher and remained on ground to protect trains until sectionmen arrived to make repairs.

Operator J. A. Clark, Bridgeville, on his way to work February 15, found broken rail just west of Sundale and promptly took necessary action to safeguard the movement of trains over the location until arrangements could be made to repair the track.

Conductor A. R. Bird and brakeman W. W. Rummell, Mansfield, Ohio, discovered bent axle on car while switching on Erie Wye track, that point, February 21, and notified car inspector, who had car set out and repaired.

Cleveland Division

The following letters have recently been sent by superintendent Green to employes deserving special commendation:

CLEVELAND, OHIO, February 19, 1920.

W. E. BUTTS, Conductor,
Lorain, Ohio.

Dear Sir—My attention has been called to the fact that on February 17, while engine 4324 was setting off train at Sterling, you were on westbound pickup local and noticed broken arch bar on R. I. car 89994, and that you immediately notified conductor Foulk and had same protected. I appreciate your watchfulness, and proper entry will be prepared and placed on your record.

CLEVELAND, OHIO, February 19, 1920.

E. E. GRAY, Operator,
GI Tower.

Dear Sir—My attention has been called to the fact that on February 11 you noticed two brake beams down on extra 4286, east, while passing the Telegraph office, and that you immediately stopped train and had necessary repairs made to cars. I appreciate the intense interest you are taking in your work and will see that proper entry is placed on your record.

CLEVELAND, OHIO, February 19, 1920.

F. C. CLINE, Flagman,
Lorain, Ohio.

Dear Sir—My attention has been called to the fact that while conductor Manson was pulling out of Dover on engine 4291 east, February 15, you were flagging 382 car on westbound main and noticed nuts gone from column bolts and arch bar strap down on N. Y. C. 304553; that you immediately informed conductor, who stopped train, examined car, found it not to be safe to handle and set it off on New Philadelphia storage track. I appreciate your watchfulness, and will see that proper entry is placed on your record.

Chicago Division

Scott Melroy, son of chief clerk, North Baltimore, Ohio, standing at Main Street Crossing, about seven p. m. February 19 while 4229, east, was passing, observed oil leaking from a tank

car and went immediately to telephone and notified the operator at Galatea, who stopped the train. Proper action was taken to remedy the defect. Superintendent Hoffman has written Scott Melroy a letter of commendation.

W. A. Rinehold, operator at Kimmell, Ind., has been commended by the superintendent for observing bad hot box on 4222, No. 94's train. He succeeded in stopping the train and conductor remedied condition. Undoubtedly his close observance and prompt action averted an accident.

Ohio Division

On February 4, T. G. Faulkner, clerk at Oak Hill, stopped extra 2790-2787 east, notifying crew of bad place in track one-fourth mile east of Clay. Commendation has been placed on his record.

On February 19, while extra 2852, west, was passing West Junction, Clyde P. Stevens, section man, noticed brake rigging dragging on one of the cars in this train. He stopped train and assisted in removing this rigging. Mr. Stevens is always on the look-out for similar dangerous conditions, and has performed the same service before. He is commended.

Indiana Division

Operator F. W. Kline, Milan, Ind., while en route to work on February 18, discovered brake beam down on Baltimore and Ohio 192279 in No. 90. Operator caught caboose of this train and notified conductor, who stopped train and gave brake beam necessary attention. The close observance on the part of Mr. Kline probably averted an accident and he is commended.

J. V. Huffington, operator, Holton, Ind., noticed brakes sticking on car in extra 2517, west, in charge of conductor Henderson, when passing Holton, on March 10. He immediately communicated this information to dispatcher, train was stopped at Nebraska and brakes released. Wheel was very hot and the close observance on the part of operator Huffington probably prevented an accident. Appropriate entry will be made on his record.

On March 3, when second 94, engine 2708, conductor Masher, was passing Mitchell, operator H. H. Dorsett noticed car of stock in train with door open. The information was immediately communicated to dispatcher, train was stopped at Rivervale and examined by crew, who found door open on C. & N. W. 20293, sixty-five hogs. Examination indicated that there had been no loss, and the door was properly secured. The close observance of passing train by operator Dorsett is commendable.

On March 2, operator R. Meade, CE Cabin, noticed chain dragging between engine and mail car as No. 1 passed. Operator Meade notified flagman Kempton, who stopped train, and it was found that the chain carried on back end of tender of engine 5028 for emergency purposes, had slipped through overflow water hole on south side of rear end of tender, and a few feet of

it was dragging on ties. Chain was removed and fastened up out of danger. Close observation of operator Meade is commended.

On March 2, when extra 2746, east, in charge of conductor Lynn Robertson, was passing Delhi, operator F. Vawter noticed something hanging down on north side of second car from head end and immediately reported the incident to dispatcher, who got in touch with crew at CW Cabin. Train was stopped and it was found that brake beam was down on the car. The close attention and prompt action on the part of Mr. Vawter is commended.

Illinois Division

The following letter, written on February 25, by our superintendent, is of interest:

MR. FRANK BRANDT,
MR. WILLIAM HENNINGAN,
Aviston, Illinois.

Gentlemen—I understand that on February 15 you gentlemen were walking from Aviston to

Breese and discovered a broken rail on our main track, and that one of you stayed at the point where the rail was broken to flag trains while the other walked back about three-quarters of a mile to a farmer's telephone and notified our employees at Breese.

I want to assure you that your action in this case is greatly appreciated. In all probability it averted an accident.

Toledo Division

E. C. Allison, operator at "XN" Tower, has been commended for his thoughtfulness and careful observation. While returning from his work he noticed running rail broken in D. T. & I. Crossing at "XN" Tower. He immediately notified the dispatcher so that the condition could be corrected before accident occurred. Mr. Allison also discovered seven inches of ball broken entirely out of running rail in D. T. & I. Crossing, "XN" Tower, and notified dispatcher so that rail could be repaired before an accident occurred.

Have you started your garden this Spring? The man who had one last year won't have to be persuaded to repeat. And there is a real satisfaction awaiting the fellow who tries it for the first time this year. Satisfaction in the fun of planting and watching it grow—in enjoying his own fresh vegetables—in helping wallop old H. C. of L.



D. patcher W. W. Woodward, Ohio Division, in his 1919 Victory Garden, 45 x 125 feet

This garden had everything, in it good to eat and NO WEEDS. Mr. Woodward did the necessary work before and after his regular trick as dispatcher, working early and late, and was amply rewarded by having plenty of potatoes, tomatoes, cabbage, corn, etc. Beautiful flowers surrounding the vegetable patch add beauty to the scene



AMONG OURSELVES

Baltimore and Ohio Building

Office of Vice-President—Maintenance and Operation

Correspondent, H. H. HARTLOVE
Chief Graphic Clerk

The following changes have occurred in this office:

Earl Hammond has returned to the Western Maryland Railroad at Hagerstown to take charge of the Pass Bureau.

G. P. Sewell and L. W. Brown have been transferred to the Traffic Department.

George H. Fromtling, formerly of this office, is now secretary to Mr. Pollock, auditor of Miscellaneous Receipts.

C. F. Kesting has returned to St. Louis to continue his studies for the ministry.

Actoric Activity

At the last election of the Monastery Dramatic Club, our Walter Spurrier was elected president. The future theatrical development of Baltimore should progress favorably under Dr. Spurrier's watchful care.

Days of Real Sport Arrive

The call of the baseball magnates is heard, for manager Charles Cobb is arranging a schedule for this department. Captain Walter Spurrier expects to call out candidates for his team soon. Manager Cobb sends out a challenge to all departments to have their representatives meet him and arrange dates.

Hurrah! "Billie" and "Millie" Will Sing Us a Song

"Will" Doughaday and Milburn Bohannon joined the Baltimore and Ohio Glee Club

recently and will soon be making musical buckwheat cakes for the Catadog Gasophone Company.

Mrs. L. Cole, Miss Jean Mercer, Miss P. Chapman and John L. Hake are assisting the Pass Bureau force to get out their annual passes.

Law Department

Correspondent, GEORGE W. HAULENBEEK

Some time ago I purchased furniture of a mail order house in Chicago, and was informed that shipment would be made from their factory at Evansville, Indiana. I wrote them that, being in the service of the Baltimore and Ohio, I would like the shipment moved over our line to Baltimore. In proper time the goods arrived. There was not a single bolt out of place, there were no missing castors, not even a scratch. So while our Freight Claim Department receives more than a bushel basket of claims every day, there are plenty of cases where the service is without fault. Call the next witness.

The Telegraph Department has a capable correspondent, as our MAGAZINE readers can affirm, and the work of the telephone operators receives proper commendation. I rise to remark, however, on behalf of our department, that it is properly and satisfactorily served by our young lady operators. Suppose we do get a wrong number now and then. Are we not given to making mistakes ourselves? The work of operators is most exacting, and I go on record as appreciating their services, so well and faithfully performed.

"Thy purpose firm is equal to the deed;
Who does the best his circumstance allows
Does well, acts nobly; angels could no more."

C. A. Duvall, for a long time in charge of the Pass Bureau, was recently appointed chief of the Employment and Record Bureau. While at the head of the Pass Bureau, he was a most efficient officer, and his record at the head of the Employment Bureau will be equally notable. Our officials are constantly on the alert to promote capable men, and if the young people in our building and in our service generally, would make a mental note of this and try to improve in every possible way, they, and the service as well, would be benefited.

Though I have never had the pleasure of meeting Miss Stevens, our correspondent representing the Transportation Department, it is proper for me to observe that her serious illness has caused a feeling of apprehension for her recovery throughout our great big building.

Each month I read her contribution first, and I believe she is really the "right bower" of the MAGAZINE. The Baltimore and Ohio cannot afford to lose her, the MAGAZINE is in the same predicament and her host of friends are equally solicitous.

(I am glad to learn at this writing that Miss Stevens is now well on the road to recovery.)

My good friend Julius Walker Stuart has come to my aid. He makes no objection to a reference in the MAGAZINE. He wants his friends to know that he is still on the job. I *should* say that he is very much on the job. We could not get along without him. He came to the Law Department, June 19, 1897, and has worked like a Trojan all these years. Yes, he is married and has a choice habitation at Guilford.

In our Tax office there is a newcomer in the person of John E. Clabaugh. I said in a previous letter that I was very fond of our Mr. Urner. I can place Mr. Clabaugh in the same category. He is modest like Mr. Urner and I like him for that. He and Mr. Urner came from Frederick. Mr. Clabaugh, before coming to Baltimore, was connected with Swift and Company at Fayetteville, North Carolina. He is going to like Baltimore. He declares with much fervor that there are more attractive young maidens in this building than in the whole State of North Carolina. These two young gentlemen are not married.

Offices of General Manager and Superintendent Motive Power

Correspondent, G. F. ZIMMERMAN

The "Inspector Trio" has been increased by the addition of E. C. Cavy, who was released on March 1 as a member of the Wilmington Car Expediting Committee, so we will have to call them the "Inspector Quartet." They are still riding both local and through passenger trains and indications are that excellent results continue.

The accompanying photograph is of "Jack" Rider, Jr., stenographer in this office, who had



"Jack" Rider, Jr.

a birthday on March 3, his nineteenth. He was given a surprise party at his home and he says he had a wonderful time.

Mr. Tumbletree and Miss Guilford, congratulations! How did you enjoy the journey to Mt. Royal Station through the Belt Line?

G. McMillan has been appointed assistant chief clerk in office of Superintendent Motive Power, succeeding Mr. Riley, who has been appointed secretary to the general manager. J. W. Jeffries, stenographer in office of Superintendent Motive Power has been transferred to office of General Master Mechanic at Camden Station, taking Mr. McMillan's position as assistant chief clerk. Mr. Sebald has been selected to fill Mr. Jeffries' vacancy.

Freight Claim Department

Correspondent, MISS E. T. MURRAY

The Misses Ella Starke, Madeline Keiner, Evelyn Jones, Lorraine Creamer and Madeline Kistner represented our department in the Near East Relief Campaign in Maryland to raise \$600,000.00 for the starving peoples of Armenia and other suffering countries.

Some time ago the entire office force had the excitement of having their "picture took" in groups by G. B. Luckey, the Company's photographer.

You'd be surprised to know how many of the clerks bought a copy of the picture of Mr. Glessner and his staff as well as the group in which he or she took a prominent part.

We extend our sincere sympathy to Miss Irma Lutz in the sad loss of her brother on February 15, and to Reuben Gnau, whose brother died on February 11.

"Shad" Gainor has the only original "sure fire" egg container, guaranteed to transport eggs from any one given point to any other absolutely without breakage.

Hands off, snoopers, because it is "Shad's" own invention and was patented in March, 1915. You can place your eggs in the crate and throw it across the room, or drop it from the roof of the average dwelling without the least hesitation, because when again opened the eggs will be found O. K. They have been thoroughly protected by "Shad."

**DON'T BE A LOSER
USE GAINOR'S
EGG CONTAINER**

On the strength of it "Shad" is negotiating for a country home in Cuba where he intends to spend the remainder of his days in peace and plenty.

F. W. Taylor, head clerk of the Mailing Division, was recently confined to his home for three weeks with "flu" and pneumonia. Here's hoping that he will soon be with us again.

Your correspondent read with interest an article in a recent issue of the MAGAZINE pertaining to the "knocks" a correspondent gets. I was thinking that it was too bad that a fellow has to be bullied, criticised and slandered just because he records events as they occur, when

suddenly I became aware of the fact I was a like victim. Already I have been requested by several not to use their names in any communications to the MAGAZINE. Why worry? You know the old proverb, "EVERY KNOCK IS A BOOST."

We extend our best wishes to Miss Anna Ruth Johnson on the occasion of her becoming the wife of Captain Ralph Henry Miller, Dental Surgeon, Washington, D. C., on February 17. The office presented them with beautiful silverware.

We might express sympathy for her husband, as Ruth's newest recipe for making toast is—"FIRST YOU BURN THE BREAD, THEN SCRAPE IT."

Just a few changes in our office recently:

J. E. McQuade resigned from his position as investigator to accept a like position with the Standard Guano Company.

E. E. Farbman, investigator, a graduate of law of the University of Maryland, has decided to take up work in a broader field of life and open an office for himself.

J. E. Moore, stenographer, has accepted a position with an outside firm.

F. X. Doerfler, stenographer to W. H. Bittner, has been transferred to Maintenance of Way Department.

Miss Helen Paulus surprised her fellow workers by announcing on Saturday, February 28, that she was leaving. Later we learned that March 24 will see her a matron. Good luck and best wishes!



Anybody in the Freight Claim Department knows the answer to this one

Car Service Department

Correspondent, GRACE PLACED BERGHOFF

Norman Schmitt, the "Beau Brummell" of this office, has not been seen near the Union Record Book lately. His lunch hour, however, is spent in checking cars in the 700,000 Pennsylvania Company book. (See "Joe" Neukum.)

We wonder why Olwine Robinson is so popular with the ladies now? Is it his ability on the dance floor?

"Bobby" Collingsworth has won a reputation as a top-notch salesman. It would be no trouble for him to sell ice at the North Pole.

After the last issue of the MAGAZINE Elsie wore a smile for five days, making us more anxious about her hope chest. Since she has made Matilda her confidant we are inclined to think that the man in baseball garb will soon make things interesting, too.

Our sympathy is extended to Joseph J. Neukum and Virginia V. Wilson, both clerks having lost their fathers during February.

W. K. Watson, traveling car agent, whose territory covered the Pittsburgh district, was stricken with pneumonia on February 14 and died on February 19 at his home in Morgantown. Our sympathy was telegraphed to his bereaved family.

Engineering Department

Correspondent, OSWALD EDEN

The Electrical Department drafting force was transferred from the seventh to the thirteenth floor of the main building about March 1. J. H. Davis, electrical engineer, is at the head of it.

Two new men have entered the Cost Engineer's Department. They are William Dietrich, an old Baltimore and Ohio employe, taking F. X. Ralston's place, who resigned, and M. L. Reilly, transferred from the Corporate Chief Engineer's office, taking P. E. Mc-Asey's place, also resigned. J. M. A. Bohlman and J. R. Weer, Jr., were promoted from file clerks to clerks. J. L. Wilert, record clerk, took J. R. Weer's place, and C. E. Bryan, a newcomer, took J. L. Wilert's place.

C. L. Righter, rodman in district engineer Mather's office, was presented with a little girl on February 23 by friend Stork. Mr. Righter has recently located on a small farm in Randallstown, where he proposes to reduce the H. C. L. by raising things. A good beginning, Righter, and congratulations from us all.

C. W. Gabrio, file clerk in the Bridge Department, has been promoted to draftsman. Henry Seitz, Jr., took his place.

C. H. Tiemeyer, transitman in the Engineering Department, left us on March 1. He in-

tends going into business for himself and all wish him luck in his new enterprise.

Wednesday, February 18, was the day. The Rev. William D. Morgan was the minister who tied the knot. The parish house of the First Methodist Episcopal Church was the place. Miss Elizabeth Carmine, daughter of Roland R. Carmine, 719 E. 21st Street, was the victim. And William N. Young, transitman in the Surveys Department, stationed at Mt. Royal Station, was the man. The couple spent their honeymoon at Cambridge, after which they returned to the home of the bride to live until some later date, when they will go in for house-keeping. Good luck and best wishes, "Bill." May your troubles be "youngn's."

Meyer Street was another addition to our department. He entered during February as a clerk.

Former Survey Man Killed at Panama

Lieutenant Carroll L. Foreman, son of Sergeant G. J. Foreman of the Bertillon Bureau at Detective Headquarters, and former rodman in the Surveys Department, was killed in a flying accident at Panama, Canal Zone, February 26.

While in France he won recognition for his daring and ability as a flyer, narrowly escaping death at one time when his machine fell, and he received a broken nose and other injuries. On his return to America he was operated on at the Army Hospital, Garden City, Long Island, N. Y. After the operation he was detailed to Hazelhurst Field, Staten Island, N. Y. From there he went to Panama, where the fatal accident occurred.

Everybody who had the pleasure of working with him, during his short stay with the Company, speak highly of him, both as to his work and as a man.

Relief Department

Correspondent, H. IRVING MARTIN

Frank Owens looks as if he had experienced a close call with a bigger man than himself, or as if he had been taking lessons from building inspector Shivers and had tried to stop the mad flight of a "flivver." Frank says that these statements are incorrect, and that some medical gentleman at the Maryland University Hospital "put him to sleep" and took out of his head something he will be better off without. Just now he is draped up like an Arab. We wish you quick recovery, young chap, and two good ears.

The presence of the "flu" on the outside has greatly increased the work on the inside. Messrs. Bredehoeft and Costello and their working forces are grinding out audited claims as rapidly as is consistent with accuracy.

The staff conference at Pittsburgh on February 29 was attended by all of the medical examiners except three, who were unavoidably

detailed. One of these, Dr. J. Gilbert Selby of Cumberland, lost his sister, Mrs. L. Scott Mercier, by death on February 27. Dr. Selby's colleagues expressed their sympathy and deep regret when they learned of his bereavement.

Dr. E. V. Milholland, chief medical examiner, presided at the meeting and endeavored to suggest solutions for the many difficult problems which were introduced and discussed by the examiners. The Baltimore office was also represented by Dr. R. D. Sykes, assistant chief medical examiner, W. H. Ball, H. C. Shakespeare and H. Irving Martin. W. J. Dudley, superintendent, was detained at home by a heavy cold.

Miss Anita J. Berrett, Savings Feature, is demonstrating that she is a "six cylinder" worker on her new desk. Her singing voice has not suffered as a result of her recent indisposition. Miss Evelyn Adams seems to have gotten the better of the cold which kept her indoors.

We have still another Schuppner, christened "John." Cupid and some of his feminine friends conspired together on Saint Valentine's Day and loaded his desk with cards. Possibly the fact that this is Leap Year added to the number of remembrances. However, it is a good sign when a young man has a host of friends. "Safety in numbers."

"Webb" Erdman is forcing spring by putting an asbestos shingle roof on his suburban home. The use of asbestos is generally regarded as an insurance against the hereafter. "Webb's" "Home, Sweet Home" sure do look as neat as the home of an Astorbilt.

Printing Department

Correspondent, M. J. CONROY

"The joy of singing is the joy of life. It moves mountains of unhappiness. Therefore I say to you, Sing! and again, Sing!"—*Clara Novello Davies*. Those of us who have the privilege of singing one night each week with



Smiles from the Magazine Office

Left to right: Miss Genevieve Wright, Chief Multi-graph Operator; Henry C. Weber, Secretary to Editor; Mrs. J. Howard Riggan, formerly Chief Multigraph Operator.

the Glee Club count those two hours as amongst the happiest of the day. Wouldn't you like to partake of this happiness?

The latest addition to our force is one Eugene Washington Weems, colored. Eugene's badge of authority is represented by a broom and a watering pot, and he helps disturb the germs in our modern print shop. He is averse to using much water in his daily efforts and the fellows promptly dubbed him "Hygiene." He hopes by close attention to duty to "speed up" gradually until he can finish his daily job in eight hours. He eventually hopes to reach the eminence attained by George Mitchell and Harry Tyler, the two best colored porters in captivity.

Great rejoicing in the Toft family—baby can say "da-da."

Harry Reay, one of our veteran compositors, decided to spend Washington's birthday in Washington, but for some unexplainable reason got on the train going in the opposite direction and landed in Philadelphia instead. He didn't have much that was complimentary to say of Philadelphia, but admitted that it was a right good size town. In his younger days Harry was a native of Wisconsin and worked in a logging camp and indulged in skiing and other winter sports. He has many interesting tales of the days when some of the towns were in their primitive stage and tells of the inconveniences and discomforts with which the early inhabitants had to contend. He tells a tale of two mules which were being driven along the main street in Oshkosh one day when one of them slipped and fell and pulled its mate down. Before they could be raised to their feet both animals were drowned, or, rather, suffocated by the mud. That's a fact!

Harry, old fellow, we'll admit that was surely some mud, but the motto of this column is *magna est veritas* (great is the truth) and so we shall award you a nice sharp No. 2 lead pencil, rubber and all, but in the future we must have correct dimensions—height, depth, width—and at least the names and addresses of two witnesses. Who knows but the "main street" might have been a bridge across a "crik"?

Purchasing Department

Correspondent, S. J. O'NEILL

Mrs. Ruth Diven, secretary to John Wilmer, voucher clerk, has been in the service two years, is a real worker, and is always on the job with ready information regarding vouchers.

W. S. Burnham, chief clerk to general storekeeper, has returned to duty after an illness, and we are glad to see him on the job again. Mr. Burnham is one of the best liked chief clerks in the building. This is because he is always willing to give advice to the clerks under him on any matter pertaining to Storekeeping and we don't think any one has found him napping.

With great pleasure we announce that J. R. Robinson, one of our clerks, has successfully passed the examination for C. P. A. The "Young Pilot," as he is familiarly known among his associates, deserves great credit for he is the youngest man to obtain the much coveted honor.

Stationer's Department, Camden

Here are some of the favorite expressions of gentle souls in our office:

Napoleon: "Well, what get's me."
 Sullivan: "Schee what I mean?"
 Buck: "There's one thing I can't figger out."
 Ritter: "Wi' ye, Hon?"
 John: "By Golly."
 Himes: "Hey, c'mere a minute."
 Jane: "I think you are real mean."
 Goldberg: "Yap. Yap."
 Tracy: "I never did it."
 Higgie: "If you want to do it, do it, DO IT, DO IT."
 Miss Schoch: "You see? You see?"
 Dave: " * * * ? * * ? (unprintable)."
 Miss Malcheskie: " * * * ? * * ? Will you please tell me, etc."
 Miss Gimbeyer: "Be careful, John."
 MacCormick: "WHO SAID SO."
 Tucker: "What's the matter with you?"
 "Maley": "It's just like this."
 Morgan: "Give 'em whatever they ask for."
 Joe: "Yassir. Yassir."

Telegraph Department

Correspondent, DELLA M. HAIN

The Western Union Telegraph office located in Camden Station has been thoroughly renovated.

Carl Hornfeck presented Mabelle Nicholson with a great big heart on St. Valentine's day, and we presume Miss Mabelle is looking for a great big egg on Easter.

If the folks at Locust Point are really in earnest about wanting to know who so often calls up "Jack," we can easily enlighten them.

"Uncle" Frank Adams went to Benwood not long since and reported upon his return that he had become lost. We don't believe a word of it. Who could lose himself in Benwood? But, "Uncle," perhaps you lost "something," eh?

B. F. Thompson, telephone engineer, desires the Telephone Company and everybody else to understand that he is not a jay. Every time he uses his residence 'phone the operator must know his letter, and "Ben" says "J"—the operator echoing "thank you, Jay."

William C. Donnelly, supervisor of Time Service, left Cleveland in such a rush that Mr. Mowatt of the Webb C. Ball Watch Company had to give him a push to help him keep his

balance on the rear coach of a leaving train. The only thing he forgot was one rubber, and he didn't know that until the porter was running around like the prince in "Cinderella" trying to locate the owner of the lost article.

Valuation Department

Correspondent, G. B. SAUMENIG, *Accountant*

Beginning with the May issue our department will contribute each month news from our various offices. In addition to this, our cartoonist is busy arranging for his initial bow to the Baltimore and Ohio family.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPert

On the day of his becoming comptroller, March 1, this office was visited by J. J. Ekin, who, in a short address, acknowledged the good work of the Accounting Department in the strenuous days under federal control just ended, and urged the continued whole-hearted support of the department to insure success under corporate management. Mr. Ekin placed a high mark on the work of the entire Accounting Department. He said that first place was the only one he thought good enough for us, and we are in perfect accord along these lines.

The keynote of Mr. Ekin's remarks was cooperation, and, for his part, he pledged himself to promote the welfare of the clerks insofar as he could. He seemed much affected by the token of good will and esteem in which he is held by the clerks of this office as expressed in a beautiful basket of American Beauty roses, which, he stated, were going, at the end of the day, to the best little woman in the world, namely, his wife.

I feel sure that I am expressing the sentiments of the entire force in pledging our good will toward and continued support of Mr. Ekin's policies and in wishing him every success in his new position and responsibilities.

Mr. Ekin was accompanied by J. P. O'Malley, our new assistant comptroller. Mr. O'Malley was chief clerk in this office for a number of years.

Among the more seriously ill during February and March was C. P. Spedden, with pneumonia. Flowers and fruit were sent to help cheer him up a bit, and we hope that by the time this issue appears, he will have fully recovered.

We also regret to report that C. A. Walz had his arm fractured on February 29, when he fell on the pavement while under the effects of vertigo. We hope for his speedy and complete recovery.

Word has been received from W. B. Stockett, at Sanatorium, Md., that things are looking a little brighter, and that notwithstanding his inability to run as free as he would like, has been able to give authoritative forecasts of the weather.

Walter claims to have predicted every snow-fall of the past winter, which, if true, is a pretty good percentage for a sick man. May he soon be in good health and back with us!

Unless the unforeseen happens, this will be the first year since the inauguration of our annual baseball classic between the married and single men that we will not play on Good Friday. This is due to the fact that Washington's Birthday has been substituted as a holiday for Good Friday. The married men claim they can lick the opposition just as well on any Saturday or Decoration Day, and it is hoped that Burns, Earp, Helm and Company will not get cold feet but that a date will be arranged and the annual game played as of old.

Some people are "pretty well heeled." Others have no heels at all. Miss Cooper belonged to the latter class one morning recently.

Auditor Disbursements

Correspondent, JOHN C. SVEC

We announce the marriage of Miss Carrie P. Warfield and Lloyd V. Hendrickson, on February 21. Congratulations!

We have all been wondering why Miss Leah V. Brown asked to be transferred from the A. R. A. Bureau to the Payroll Bureau. For answer we refer you to the timekeeper. Or, take a little stroll around the office during lunch period and see for yourself.

Cupid is still shooting his darts at one of the clerks in the Maintenance of Way Bureau and a certain young lady of the Payroll Bureau. They were seen together on one of the busy thoroughfares and now they both act as if they were speechless.

E. W. B., of the Maintenance of Way Bureau, has increased his visits to Linden Avenue from four to seven nights. Must be getting serious. Come on, Walter, get over with it. It has been EIGHT LONG YEARS now and it's a shame for you to take up "her" time, when some other young cavalier may be waiting to take your place.

We have missed Mr. Hill, assistant auditor disbursements, and it is hoped that by the time this issue appears he will have fully recovered from the "flu."

We extend our condolence to William J. Bohli in the loss of his brother.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

The promotion of Harry S. Maccubbin to the official family as assistant auditor Merchandise Receipts, is appreciated by his host of friends and acquaintances. Mr. Maccubbin's picture graced page seventy-five of the May, 1919, issue

of our MAGAZINE and all the nice things we said then we say again, only "more so." Success and congratulations to him!

"Our Josie" was given a birthday party at noon, March 11, while the majority were at lunch. The twenty or more young ladies of the forwarded check bureau, under Mr. Waldschmidt's care, had nearly everything that a home party called for, and that would tickle the palate of the most fastidious. "Josie" fails to state how many years over sixteen the day denoted. However, she's some healthy looking girl. Many happy returns of the day, Miss Simmons!

We all like agreeable surprises, especially when they are the result of meritorious services as in the case of J. J. Ekin and J. P. O'Malley, who were recently promoted to the positions of comptroller and assistant comptroller, respectively. The pleasant news was announced when the department assembled in the Revision Division and addresses were made by both gentlemen along the line of cooperation, efficiency, self-improvement, and making ours the best accounting office in the world. As a small token of our esteem and good wishes, flowers were sent to both gentlemen.

Miss Keanelly, one of our oldest clerks in point of service, Agents' Settlement Bureau, is at present wearing a beautiful diamond ring.

Miss Sauerwein seems intensely interested in silks, satins, furniture and even cooking utensils. Oh well, you'll be surprised.

On the morning of February 21, a desk in the Agents' Settlement Bureau was tastefully decorated with a bisque bride and groom of the Kewpie sort, farming implements and little flying angels. Yes, Miss Laura Proctor does like the country, where she soon expects to assume matronly duties. Best wishes!

We are glad to see two of our real American boys, C. W. Feinour and D. L. Clayland, out of the Marine Hospital, where they were under treatment for a relapse from being gassed "over there."

The indoor ball team, managed during the winter by A. E. Everhart of the Interline Settlement Bureau, ended the season with a fifty-fifty score of games won and lost. These boys are desirous of continuing their team as an outdoor affair, and will hold a benefit dance on the evening of April 15 at Auto Hall to defray part of the expenses of the coming season.

"Joe" Beck will still be manager of the Baltimore and Ohio Building team.

Harry E. Doron will manage the Mt. Royal team. These boys have the advantage of a diamond at the corner of Brevard and Dolphin Streets, adjoining the station, where they practice at lunch time. Not in many moons have so many players of promise loomed up in the circles of the Accounting Department as at present. Any one desiring games can write the aforementioned.

A rifle team is also under way to assist our Uncle Samuel dispose of those nine billion rounds, lest they spoil. Those interested are Fleming, M. Gardner, Rose, Namuth, Rankin, Winter, Huffington, Hase and Starklauf of the A. M. R. and H. C. Weber, secretary of the editor of the MAGAZINE. We ought to make good scores as some of our boys have been "across" and know something of the game. Why not join us? The dues to the Maryland State Rifle Association are but a dollar a year.

Our sympathies go out to our fellow clerks, J. David Cordle, in the death of his daughter, and Frank Kemp, in the death of his wife. Fellow clerks Molesworth, Mullinix and Starklauf were among the pallbearers for the latter's wife. Both have our deepest sympathy.

The grim reaper also removed from our midst Harry W. Robust on February 13. Funeral services were conducted from his late home 822 W. 36th Street. The family has our condolence.

Frederick C. Otto, Revision Department, stole a march on the bunch on January 28, when he and Miss Annie Hoesch went to Philadelphia and were united in matrimony. And to think "Jim" Spurrier chaperoned the couple and was best man! Wonders never cease.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPERT

Kleinhenn, Orwig and Kelly made quite a reputation for themselves in more than one way on their business trip to Washington, D. C. There they were known as the "Three Bears," respectively, "Big Bear," "Middlesized Bear" and "Little Bear." Mr. Orwig met a young lady from Texas whom he called a "cute little thing." She was only six feet-five tall. Mr. Kelly, better known as "Cutie Kelly, the B. & O. Vamp," received a valentine thus directed. We are glad our boys attracted so much attention, created a reputation and are back home, having completed the job satisfactorily.

While Miss Flinkman and one of her many admirers in the office were taking a stroll they happened to meet "him." Evelyn happened to see "him" first and exclaimed to her escort, "beat it! There's Al," but the young man stood his ground and was properly introduced.

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

At the recent election of our office Welfare Committee the following were the successful candidates: J. M. Finn, R. M. Billmeyer and G. Frederick Miller. Much interest is manifested in this new organization and many treats are being planned.

"Diamonds in the rough" are often in our very midst waiting for someone to unearth and encourage. Much credit is due our able office

Welfare Committee in their effort of locating and interesting the possessors of these jewels. Their recent finds include the Misses Dorothy Wulfert, Virginia Benson, Ruth Scott and Lillian Conway; also Edward Benhoff, Edward Boylan, J. Jefferson and J. B. Zimmerman. The young ladies and Benhoff have been induced to further their musical education and they already have shown marked improvement as singers.

The candidates for our baseball team are anxiously waiting for "Old Sol" to do his bit, so that they can limber up for the coming season. The team will be fitted out complete and our Manager, J. M. Finn, is anxious to book games with teams along the road.

P. S.—Captain "Sam" Patterson doesn't like the name of "Sam" so we'll change it to Arthur.

Earl Hoppman is wearing amber glasses for protection to his eyes. He sits opposite Miss Rowena Lathroum and her "Sparkling Tiffany." A certain Horace Frederick Rockwell slipped it on her finger and says she'll be a "Mrs." this June. What we would like to know is—if Miriam Schwartz has a Payne, can Rowena Lathroum Rockwell?

Miss Louise Brannan of this office and James L. Klunk of the Auditor of Disbursements have been wedded. Mrs. Klunk's fellow clerks extended their wishes in Stieff silver. The knot was tied the latter part of February; now who did the talking?

A floral design expressing the sympathy of his fellow clerks was sent Wilson T. Jenkins upon the death of his father.

New York Terminals

Correspondent, JOHN J. DUFFY

On January 1, 1920, the employes of New York Terminals, under the auspices of the Brotherhood of Railway Clerks, inaugurated a Mutual Benevolent Fund, the sole purpose of which was to assist the employes who are unable to report for duty account of illness. The dues are fifty cents per month, payable one-quarter in advance, and are extremely small in comparison with the benefits derived. Each member is entitled to an allowance of ten dollars weekly for sixteen consecutive weeks, no payment, however, being made for less than one week's illness. This fund has become exceptionally popular at New York and quite a number of the members have been benefited by it since its formation, especially during the recent influenza epidemic. The fund is being handled by J. F. Wunner, eastbound rate clerk at Pier 22, President, and Carl Reiman, Accounting Department, Pier 22, who is Secretary-Treasurer.

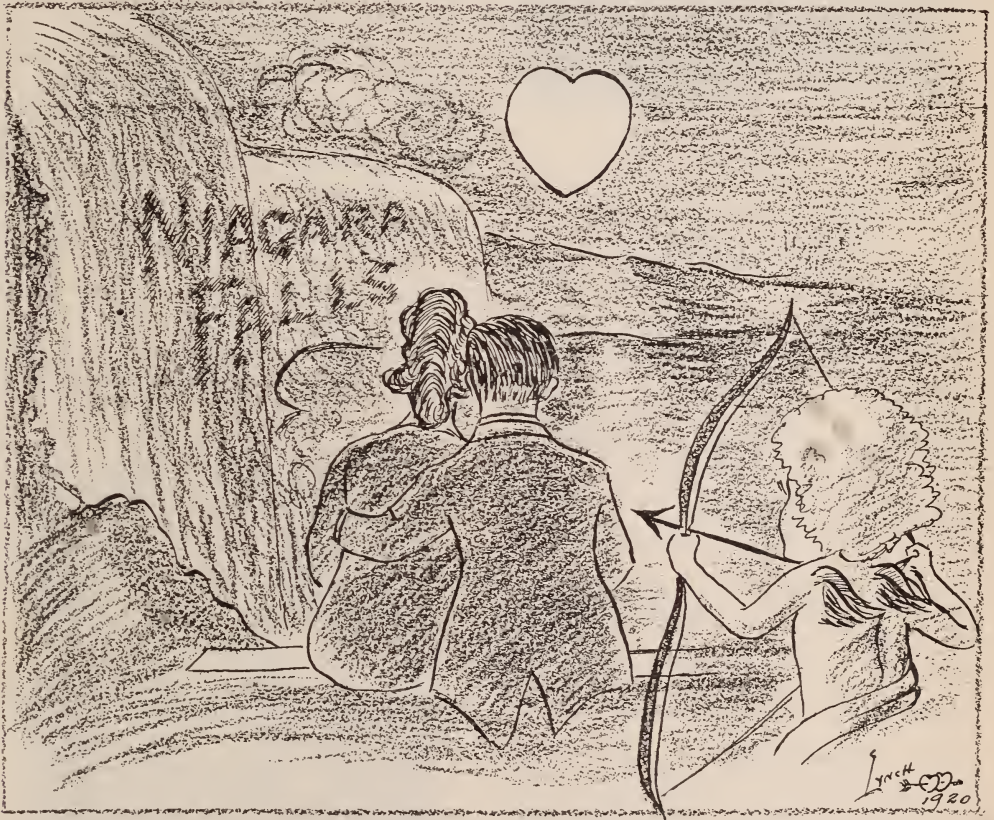
Somebody once remarked that Water Falls are not the things that fall. This has again

been proved by Charles Welge, assistant to terminal cashier F. W. Nelson, by his requesting a pass to Niagara Falls for himself and wife. The big event was scheduled to take place on April 3. "Charlie" did his bit in the war. He was with the 305th Field Artillery of the 77th Division, A. E. F. He was fortunate to escape injury all during the conflict, but on his homecoming he had the ill luck of falling down a stairway aboard the transport on which he was returning and fractured his wrist. We thought

Members of the Accounting Department were glad to see Carl Reiman again back on the job after his attack of pneumonia.

Thomas Mylett, who was appointed head outbound rate clerk, vice H. M. Blakeman, resigned, is getting along well, as is his successor, N. V. Cosgrove.

J. A. Whalen, formerly of the Collection Department, Pier 22, has been appointed information clerk in the Lighterage Department at



Shoot Him While He's Happy

Lydia: Oh, "Charlie," how strange the moon looks this evening!
"Charlie:": The Falls are accountable for many strange happenings.

the fall would keep Charles on his guard, but evidently not, for he has taken another fall (this time for good), and has selected for a honeymoon a place where there is plenty of water. Hearty congratulations!

Ask the Ouija board why Miss Eleanor McDermott, Claim Department, Pier 22, has to get that five-fifteen boat.

"Nat" Fowler, who was furloughed because of illness, has made a visit to the office, looks great and expects to be back on the job shortly.

the Produce Exchange office, vice J. Buckheit, promoted to chief clerk to S. D. Riddle, Commercial Freight Agent.

D. A. Hooper has been appointed interchange settlement clerk at Pier 22, N. R., vice J. A. Whalen.

In order that every department may receive equal representation in the MAGAZINE, would suggest that some one at each of the outside stations and departments furnish the writer with data covering current events and members of their respective departments, thereby getting their section of the division on the map.



A Baltimore and Ohio freight train near Cranford, N. J.

Staten Island Lines

Correspondent, G. F. GOOLIC

F. Rebhan, division agent, has returned to duty after a severe attack of the "flu." Frank is none the worse for his experience.

Harry C. Van Duzer, freight agent at Tompkinsville, is rejoicing over the arrival of friend "stork," who left a bouncing baby girl. Mrs. Van Duzer and the baby are doing nicely.

George Brown has been employed as book-keeper in the Car Accountant's office.

The Misses Marcella and Bessie Gaynor have returned to duty after chasing the "flu" for a short period.

Louis Wright has been employed as car record clerk in the Car Accountant's office.

The accompanying picture is of V. C. O'Neil, W. J. Vidler and D. Reynolds. Wonder if Mrs. Vidler will ever see this picture! We hardly think it fair either, in Vidler, for there are many younger men than he in the department.



"A Thorn Between"—see Note

No Work—No Pay

A journeyman hit his boss for a raise in pay, claiming that his entire time was spent working in the shop. So the boss began figuring to see just how much time the journeyman was putting in, and following is the result:

Each year.....	365 days
He sleeps 8 hours each day, which equals.....	122 days
This leaves.....	243 days
He rests 8 hours each day, which equals.....	122 days
This leaves.....	121 days
There are 52 Sundays that he does not work.....	52 days
This leaves.....	69 days
He has a half day off each Saturday..	26 days
This leaves.....	43 days
He has 1½ hours each day for lunch...	28 days
This leaves.....	15 days
He gets two weeks' vacation each year	14 days
This leaves.....	1 day

And this day the shop was closed on account of the picnic, so the boss can't see where he works for him at all. Can you!—*Ambition.*



George Styles and Family

The accompanying picture is of George Styles, material clerk, Maintenance of Way Department, with wife and family. During the Philippine Rebellion George served in Troop A, 15th U. S. Cavalry, under Captain, now General J. J. Pershing. While serving with Pershing, George lost his left arm in an engagement with the savages.

Baltimore Terminal Division

Correspondent, F. H. Carter, *Secretary to Assistant Superintendent*

Agent's Office, Camden Station

Correspondent, W. H. BULL

W. E. Neilson, who was temporarily assigned as assistant superintendent of the Baltimore Terminal Division during the United States Railroad Administration, has returned to Camden Station as freight agent, vice L. J. Crossley, resigned. Most of us know Mr. Neilson and are glad to have him with us again.

Mr. Crossley, now engaged in other business, entered the service of the Company at Pittsburgh, Pa., as expense bill clerk, October 15, 1906. In March, 1911, he was transferred to Butler, Pa., as cashier, and in February, 1912, was transferred to Camden as accountant. In February, 1913, he was transferred to Chicago as assistant cashier; in October, 1915, came to Camden as cashier. In 1916 he was promoted to assistant agent, and on May 1, 1918, to agent.

He was presented with a handsome gold watch and chain on leaving the service as a testimonial from his many friends in the Freight Department.

The presentation speech was made by P. J. Trueschler, assistant agent. Mr. Crossley responded in a happy vein, after which those present bade him good-bye. We are sure Mr. Crossley will make good in his new field and we wish him every success.

Martin J. Kerrigan, Billing Department, said it would be a cold day when Cupid got him. And it was, on January 22, when he and Miss Irene Patrick were married. Best wishes, Martin.

Miss Catherine Litchfield, Billing Department, is wearing an engagement ring. When is the happy event to be, Catherine?

Locust Point

Correspondent, E. S. MIDDLETON

At this writing, we have just wound up a successful campaign in the interest of the Baltimore Alliance. A total of 125 Locust Point employes subscribed to the tune of nearly \$100.00

A little spark of baseball is rapidly growing to a flame at Locust Point. A team will be organized before this goes to press and other Baltimore and Ohio teams may consider this an open challenge for games for the coming season. Our Captain and Manager have not, as yet, been elected, and until this is done, those interested may address their replies to E. S. Middleton, general foreman's clerk, Locust Point. W. K. Becker of Kansas City, familiarly known as "Beels" at Locust Point, formerly the fastest shortstop in the National League, will cover short for our team. We have forty-one candidates and the list is steadily growing.

Adam Kuerk, of Pier 8, sure did knock us "cold" recently when he actually laughed outright. He's getting wild in his old age. We

predict that he will be smoking cigarettes before long.

Don't see much of Boyle and McKay at Pier 2 of late. They're worse than the well-known ground hog.

Rush is his name and rush is his manner. A good scout is Rush and a hard worker.

Polster, Bruner and Middleton have inaugurated a photography contest at Locust Point. You can find them hanging over the side of some tramp steamer snapping pictures of the sea gulls, or you can find them on the end of Pier 8, taking pictures of themselves. How do they get that way?

Spring is coming! Spring is coming! Hooray for everyone 'n everything.

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT,
Secretary to Superintendent

The Accountant's office set a warm pace for the Mount Clare Bowling League, and the small pin rollers of this League continue to spill the pins at a lively rate. The interest runs high, as most of the teams are evenly matched, and close together in the standing. The Accountant's office team took the lead early in the second half of the season, and has been a consistent "sticker" ever since; therefore, unless some of the teams take on a spurt, and "snap out of it," they may as well be considered as champions for this season.

Below is given the standing of teams to date with some of the high average men:

TEAM STANDING

	WON	LOST	PER CENT.
Accountant's Office.....	46	14	767
Pipe and Tin Shop.....	44	16	733
Foundry.....	39	21	650
Stores Department.....	27	33	451
Erecting Shop.....	24	30	444
Supervisors.....	17	40	298

NAME	GAMES	PINS	AVERAGE HALF YEAR
Baker.....	30	3,006	100
Beaumont.....	28	3,779	99
Cook.....	42	4,083	97
M. Heckwolf.....	42	4,073	96
Bloomfield.....	38	3,671	96
Tapman.....	31	2,993	96
Loudenslager.....	42	4,023	95
Schlarb.....	39	3,738	95
Ronan.....	36	3,440	95
Ricker.....	39	3,707	95

Engineer of Tests Department

H. C. D. says that it's coming off this June. We all thought that the girl would pick up enough courage in 1912 and 1916, but she failed us. Perhaps prohibition had something to do with it this year.

We understand our old friend Ensinger purchased a pair of puttees, and we certainly hope

he will not wear these along with the amber colored cane, which he usually carries in the Spring.

H. Holljes has returned to work in this department, after spending a while helping dear old Uncle Sam. Mr. Holljes was certainly very much "out-of-luck" in the trenches, as he is so tall that there wasn't a trench that would hide him. He was therefore quite a good target for the "Dutch," but as he is now back again, and everything is going fine, we won't complain.

Accounting Department

There is a certain young man in this department (who, by the way, has a sparse growth of hair), who has developed a queer occupation. Several of his friends secretly followed him on one of his walks, and were amazed to find that store windows, holding such wonderful things as dining-room, bed-room and drawing-room suites, seem to attract this young man's attention, and he can be seen peacefully gazing into such windows at any time. Several weeks ago this same party asked permission to be off; said he had some important business to attend to in Washington. (We are absolutely sure that this "important business" was nothing but a trip to compare prices of Washington and Baltimore furniture.) Faintly, faintly, in the distance can be heard the sweet music of wedding bells.

The Accounting Department now boasts of another new secretary. This young lady is an ideal secretary, as she minds her own business (as well as her Boss's), is very good looking,

and never bothers anybody. In fact, Miss Oursler is liked by everybody, and we are glad to have her with us, and hope she stays.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office, Camden Station*

Assistant Correspondents

- H. A. DIETZ.....Shop Clerk, East Side Shops, Philadelphia
- C. W. HAMILTON.....Clerk, Freight Office, Wilmington (Joint Philadelphia & Reading and Baltimore & Ohio)
- V. J. HUEGLE.....Cash Clerk, Pier 22, Philadelphia
- E. A. DUFFY.....Clerk to Freight Trainmaster, Camden Station
- N. E. REESE.....Passenger Conductor, West End, Camden Station
- H. H. RAYMOND...Conductor, East Side Yard, Philadelphia
- Miss ETHEL E. STICKLEY...Clerk, Transter Shed, Brunswick
- R. E. SIGAFOOSE...Shop Clerk, Brunswick Shops, Brunswick
- W. S. WILDE...Chief Clerk to Terminal Trainmaster, Philadelphia
- E. H. ZIEGLER.....Special Representative, Freight Office, Hagerstown
- S. R. BOSLEY..Clerk to Road Foreman of Engines, Riverside

Here is an interesting group, the gang of Section No. 36 of the Metropolitan Branch of the Baltimore Division. All told, these men have put in ninety-three years of service for the Railroad. In the center is John L. Mills, who had the distinction of being the Baltimore Division representative in the series now running in the MAGAZINE, "Representative Employes of the Baltimore and Ohio." On his right in order are: Mort Warren, fifteen years' service; Edward Campbell, fourteen years; William Parker, four years. On his left in order are: George Wallace, fourteen years; Harrison Jackson, two years; Edward Hallman, four years.



Section Foreman John L. Mills and his gang of veteran track men



Attractive Station at Singerly, East End Baltimore Division

These fellows are a hardworking lot and yet managed to smile, each and every one, when the camera man showed them the "birdie." Later on they gave him a two-mile run down the track on a hand car and their section was so well maintained that it was as smooth as riding in a Pullman. All these men live near Rockville and are sturdy railroaders and good citizens.

Passenger conductor H. N. Constantine is on the sick list. We trust to see him back on the road soon.

J. B. Williams has been appointed agent at Silver Spring, Md. Mr. Williams was agent at Washington Junction for a number of years and is well acquainted with the patronage of the road, particularly those who made a change of trains to and from points on the Old Main Line.

On February 18, C. W. Spangler, agent at Charles Town, W. Va., had a stroke of paralysis. His friends extend their sympathy and hope that his faculties will soon return.

We are told that the Susquehanna River at Havre-de-Grace, Md., has been frozen from bank to bank for seventy-three days this winter up to March 5. The oldest residents say that fifty-nine days was the previous record. The ice had an average thickness of twenty-four inches.

Word came from the Old Main Line that on the night of February 23 operator J. Chaney at Hollofield, Md., had a wild cat visit his home. Your correspondent was on the verge of writing up a good wild cat story when he learned it was only a story.

Since we have gone back to private ownership, a resumption of the New York coal business is expected. The men in train service will welcome this.

On February 13, the wife of G. E. Moore, foreman of Section 4, Staunton, Va., died and he himself died on February 14, with pneumonia, following "flu."

Little Things

He rang in a little sooner
 Than the fellows in his shop;
 And he stayed a little longer
 When the whistle ordered "Stop."
 He worked a little harder
 And he talked a little less;
 He seemed but little hurried
 And he showed but little stress.
 For every little movement
 His efficiency expressed.
 Thus his envelope grew just
 A little thicker than the rest.

He saved a little money
 In a hundred little ways;
 He banked a little extra
 When he got a little raise.
 A little "working model"
 Took his little "leisure" time;
 He wrought each little part of it
 With patience most sublime.
 Now it's very little wonder
 That he murmurs with a smile,
 As he clips his little coupons:
 "Are the little things worth while?"
 —Spokes of the Rotary Club.

The photograph on next page is of Thomas J. Thornton, who was killed while at work in East Side Terminal, January 14, as an air brake inspector. Mr. Thornton is survived by a widow and four children and had been in the service since October 1, 1917, and was commonly known among his more intimate friends as "Dick."

Mr. Thornton was rushed to the Polyclinic Hospital as quickly as possible after the accident, accompanied by roundhouse foreman H. L. Bach and brakeman Joseph Sweeney. The latter, when told by the doctor at the Hospital that the one of a thousand chances which remained to save Mr. Thornton's life would be through the transfusion of blood, volunteered to sacrifice as much of his blood as he could spare, if it would do any good. This shows the feeling of brotherly love which exists among railroad men.

Besides being sadly missed by his family and railroad friends, Mr. Thornton is also mourned by the boys of the Welcome Athletic Club. He was President of the club, the members of which join his co-workers in extending their deepest sympathy to the bereaved family.

Henry Grob, whose picture is here shown, entered our service as a passenger brakeman on September 1, 1886, when he ran as an extra brakeman between Baltimore, Grafton and Wheeling. Some years ago he was transferred



Baggagemaster Henry Grob



The late Thomas J. Thornton

to the Philadelphia Division as a baggagemaster. At the age of sixty-two he is still capable of running two of the heaviest baggage cars on our division.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

The return of the railroads to the Corporate owners on March 1 was most propitiously signalized at this station, for on that date we were notified that a large shipment of Buick Automobiles was on its way here, for delivery on our tracks.

The shipment consisted of a train of fifty-three cars, on which were loaded two hundred and nine machines. This was certainly some shipment, and augurs well for a good business season in store for the Baltimore and Ohio.

A large number of railroad men and their friends were present in the gymnasium of the Railroad Terminal Y. M. C. A. on Friday evening, February 27, the occasion being a farewell reception to Mr. J. L. Wilkes, superintendent of the Washington Terminal Railroad, who left the following day to assume the duties of Terminal Manager at Jacksonville, Fla. During the period of Mr. Wilkes' superintendency he made friends with every one with whom he came in contact, not only amongst those under his jurisdiction, but with others from a social standpoint. The esteem in which he was held was evidenced by the attendance at the reception, and not the least pleasing part of the program was the presentation to our departing superintendent of many tokens of regard, which included, amongst other things, a smoking stand, a

handbag, a handsome gold watch, a silver service, a Masonic charm, and last, but not least, a comb and brush. This last item was accepted by Mr. Wilkes in the same happy spirit in which it was given, and those who knew him well understand the pleasing suggestion conveyed. The meeting was presided over by Clarence W. Hall, Pennsylvania Road, who was assisted as Master of Ceremonies by G. H. Winslow, secretary of the Y. M. C. A., D. M. Fisher, our freight agent and others.

Sickness and death have again visited the homes of many of those of our acquaintance at this station. W. Santman, who was long in the service of the Baltimore and Ohio, and who was agent at the Georgetown Station until a few years ago, when his health compelled him to give up active work, died on February 7. His son, Lee Santman, who was also in our service until the breaking out of the war, when he was called overseas, is well known to everyone around here. We might add that Lee took unto himself a wife a few weeks ago.

Our sympathies are extended to the bereaved families of those who have passed to their long rest.

Sickness is still keeping Miss H. L. Bowen confined to her home, although the reports are favorable, and we have hopes of having her back with us before long.

"Gus" Miller, the yard conductor who keeps the coal dumps full of cars and the coal dealers in good humor, is very ill with pneumonia. We all hope sincerely that the genial "Gus" will soon be on the job again.

March 3. In addition to the routine studies, H. E. Childs, electrical foreman, explained the use of electrical equipment and devices in the shops, appropriate to the present study on Maintenance of Equipment Accounts. His address was followed by selections by the shop quartet and its members, H. E. Childs, C. L. Colly, R. C. Tuss, J. Gorman and E. R. Drenning, acquitted themselves well. J. W. Stevenson, J. E. Yarnall and J. H. Bedinger also entertained with their saxophones, their bits of "jazz" helped to make the evening a complete success. The entertainment was concluded by a dainty lunch prepared and served by the girls of the office.

As has been the custom of a number of years the Company harvested ice at Mountain Lake Park during the past winter, a total of 383 cars being loaded. The ice will be stored in the various ice houses at terminals for refrigeration and other purposes and will help save money.

During February operators on the division observed the following irregularities and exercised prompt action for correction:

NATURE OF OBSERVATION	NUMBER OF CASES
Brake rigging down.....	2
Close clearances.....	1
Signals.....	1
Hopper bottoms down.....	1
Hot car boxes.....	1
Broken rails.....	1
Shifted loads.....	1
Switch not properly closed.....	1
Total.....	9

Cumberland Division

Correspondents

- E. C. DRAWBAUGH, *Division Operator*
- R. G. ALLAMONG, *Secretary, Y. M. C. A.*
- P. M. PENNINGTON, *Crossing Watchman*
- RUTH M. CHEUVRONT, *Office, Mechanical Engineer*

A "Jazz" Band has been recently formed by employees at Cumberland. It is known as the BYG SET, the name being derived as shown by their business card, as follows:

J. H. BEDINGER
J. E. YARNALL
G. A. GUNTER
J. W. STEVENSON
R. F. EVERSTINE
J. T. TALBOT
"JAZZ"
CUMBERLAND, MD.

Several of the members formerly played in what was called the Baltimore and Ohio Saxophone Trio. D. M. Scott, Queen City Building, is advance agent for the band. The boys give a fine entertainment and are in great demand to furnish music in Cumberland and nearby towns.

The weekly class of railroad accounting was held in the office of the Division Accountant,

Martinsburg Shops

Correspondent, W. L. STEVENS, *Assistant Foreman, Martinsburg, W. Va.*

Elmer Brandenburg, of the yard force, is telling the boys all about him. A boy! And Elmer says he's the finest ever.

"Jim" Dailey, the local baseball expert, is beginning to emerge from his winter shell and think of the diamond. If any of our railroad men wish any information on the national game, write "Jim." He knows.

The Baltimore and Ohio Big Five, after leading the Industrial League all season, began slipping. They were moved out of first place and are fighting with their backs against the wall. Come on, boys, and get back the lead.

Walter J. Brown, brother of drill pressman A. R. Brown, died in Washington, D. C., after a short illness of stomach trouble. The deceased was aged about fifty-seven years and unmarried. For a number of years he was an operator on the Valley Branch, but at the time of his death was operator and station agent for the Washington and Old Dominion Railway at Paenonian Springs, Va.

Edward Pifer, veteran conductor, died at his home in this city after an illness extending over a period of about five years. Conductor Pifer was born in this city sixty years ago. At the age of eleven he entered the employ of the Baltimore and Ohio and for forty-five years served this Company faithfully and well. About five years ago ill health compelled him to give up his active life and he has since lived quietly at his home here. He was highly esteemed as an employe and stood well with his fellow workmen. His last run was on the Brunswick-Cumberland accommodation and he enjoyed the confidence and respect of the traveling public using his train. "From water boy to passenger conductor," is an evidence of his strict attention to duty. A widow and five children survive.

Timber Preserving Plant

Correspondent,

E. E. ALEXANDER

W. D. Foley has signed up with our Veterans' Association since our last report and proudly displays his "V" button. We are glad to see our eligible employes falling in line.

We regret being called upon to report the death of one who has been in continuous service almost since our Plant was started and one always to be depended on.

E. Floyd Bean, age twenty-six, died February 15, of influenza. We extend our heartfelt sympathy to his parents. It was only a short while ago that Floyd's brother, Clifton, also an employe, made the supreme sacrifice in France.

G. C. Conley, platform foreman, made a business trip to his old home, Galesburg, Ill., during the first week of February and visited his son, P. L. Conley, formerly general foreman at the Plant and now with the Government at Rock Island.

Born: To Mr. and Mrs. C. E. Carder, Romney, W. Va., a daughter, Miss Hildred Virginia Carter, on January 25. To Mr. and Mrs. C. M. Lewis, Green Spring, W. Va., a son, on March 5.

A baseball team has been organized with E. E. Alexander, manager, C. L. Kittle, secretary and treasurer, and W. F. Kesler, captain. Some good games are expected during the coming season.

Our employes who live at Romney are proud of the record of conductor H. E. Norris on train No. 61 between Green Spring and Rom-

ney. They report that Mr. Norris, since taking this run on December 1, has only been late arriving at Romney five times. These were unavoidable and we appreciate the effort of conductor Norris to get the boys home.

How closely sorrow follows joy is shown in the death of little Robert Carlton Kittle, infant son of Mr. and Mrs. C. L. Kittle, born February 9, died February 15, at Western Maryland Hospital. The parents have our sympathy.

Keyser

Correspondent, H. B. KIGHT

Frank Kimmell, one of our shop boys, saw service overseas. The Huns missed him, but



—Courtesy Mountain Echo

The first reservoir of its kind ever constructed by the Company. Located on Piedmont Street, Keyser, it was built in 1903, of concrete, with walls twenty-seven feet deep and eighty-five in circumference. Its pumping station is a mile away on the banks of the Potomac.

as he came through Birmingham, England, little Cupid took a shot at him—and didn't miss. After returning to the States and receiving his discharge, he re-entered the service of the Company. A couple of months ago he returned to England, and on January 17, in one of those quaint old churches of Birmingham, he and Miss Flossie Cadawallader were married. They arrived at New York on the "Lapland" on February 19, and will make their future home here. We wish them much happiness.

One of the most faithful and highly respected of our engineers, Jacob Wiley, died on February 8 from pneumonia, leaving a wife and nine children. Mr. Wiley is spoken of by the men with whom he worked as a man of sterling worth, devoted to his family and a conscientious employe.

Mrs. John Bill, wife of our chief tinner at the shops, died very suddenly at her home on E Street on February 27. She leaves to mourn her loss her husband, three daughters and four sons. The floral tributes by the shop men at the funeral were beautiful. Mr. Bill has our heartfelt sympathy.

Also regret to report that the wife of passenger brakeman J. W. Shobe died at her home on G Street on February 7, after a short illness. A few days later her young baby also passed away. We sympathize with Mr. Shobe.

Joseph C. Murphy, for many years an employe of the Company and a resident of Oakland, died at his home there on March 1, after an illness of short duration of pneumonia following influenza.

J. D. East, storekeeper here for some time, has resigned, and T. C. Hopkins, of Cleveland, has been appointed in his place.

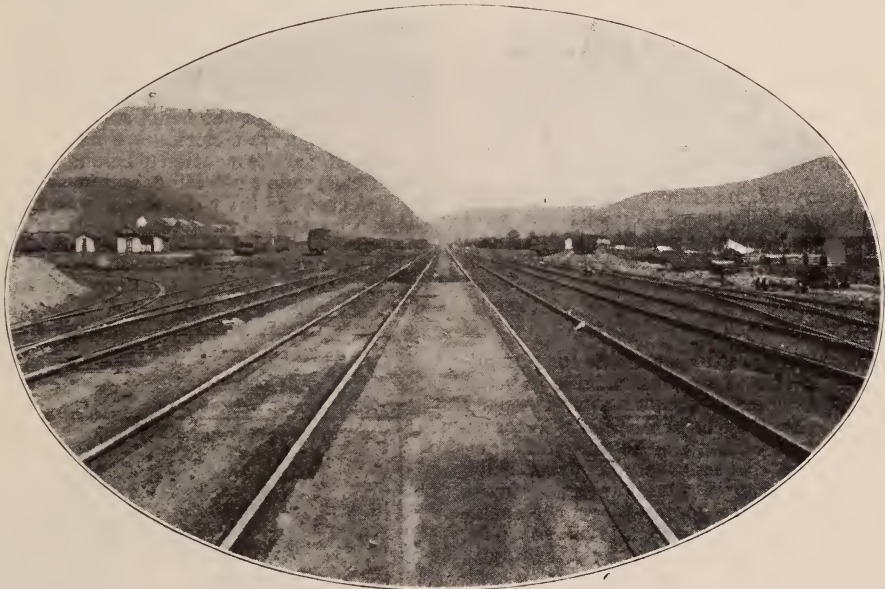
Ray Shaw, our congenial ticket agent at Connellsville, distinguished himself as Acting Mayor of Connellsville during the illness of Mayor Dugan.

We are glad to see so many familiar faces back on duty after absence because of illness. Among those from the Superintendent's office are P. A. Jones, Frank Cunio, Samuel Mong and G. A. Sheetz. Miss Loretta Rottler is again with us also.

Master mechanic F. W. Rhuark and general foreman King were among the number stricken with the "flu" at Connellsville shops but are now back at work.

Our deepest sympathy is extended to Miss Rose Leeche, who suffered the loss of her sister, Miss Jennie Leeche, on February 9.

We regret to report that brakeman Carl H. Younkin was injured recently in Connellsville



—Courtesy Mountain Echo
Where the coal rolls down the rails to the East. Eastbound Yard at Keyser

Matthew Dowling, an aged and respected citizen of Westernport, died at his home there on March 9, age seventy-eight. Mr. Dowling was a veteran of the Civil War and of the Company's service, and had four sons in the late war, one of whom, Herbert Dowling, made the supreme sacrifice. Surviving are his wife, six sons and daughters.

Connellsville Division

Correspondents

S. M. DEHUFF, *Manager of Telegraph Office, Connellsville, Pa.*

J. J. BRADY, *Office of Division Accountant, Connellsville, Pa.*

EARL E. SHANK, *Office of Superintendent, Connellsville, Pa.*

Yard when his foot caught in a load of shifting steel. He is now resting comfortably at the Cottage State Hospital.

Misses Leona McClintock and Katherine Shaw are new clerks in the Master Mechanic's office at Connellsville.

Ray McClintock has accepted a position in Car Foreman's office and is succeeded by Miss Fern Patterson.

Miss Katherine Menster has taken a position as stenographer in Storekeeper's office and is succeeded in the Master Mechanic's office by Miss Mary Gallagher.

Thomas Welsh, dean of the veterans of our division, died at his home in Connellsville on February 20. He was born in Galway, Ireland,

and came to this country about fifty years ago, locating in Connellsville. His first railroad work was in the construction service on the old Pittsburgh and Connellsville Railway, now a part of the Baltimore and Ohio. When our lines were being built from Connellsville to Cumberland, Mr. Welsh was employed as a foreman in construction work and as such assisted in boring the old Sand Patch tunnel and the Pinkerton tunnel. He later worked about the local shops, having charge of our sandhouse plant for a number of years. About six years ago he was retired on pension. Mr. Welsh's death removes from our midst one of the best known and most upright members of local railroad circles, and his departure is mourned by all who were privileged to know him. Thomas Welsh, Jr., a boilermaker at our shops, is a son.

Fireman C. E. Livingstone is receiving the congratulations of his many friends on the birth of a daughter.

On February 17, John J. Friel, the well-known carpenter foreman at the local shops, quietly slipped into Pittsburgh, where he and Mrs. Mary J. Doyle, a local employe, were married. Following the ceremony they spent a honeymoon in Cleveland. Congratulations!

On February 27, machinist Edward Kenner and Pearl Irene Witman, of Connellsville, were married. Mrs. Kenner was prominent in social circles in the city and was actively engaged in Sunday-school work. Mr. Kenner is a veteran of the world war and saw service in France. We wish them all the joys possible.

The occasion is quite seasonable for reminding those employes of our division able to boast a twenty-year service record with our Company that the officers of our local chapter of Veterans are desirous of having them become members. Apart from the distinguished honor of being known as a veteran of twenty years or more service with the same company and the consequent implication of the habits of sobriety, steadiness and industry, the many advantages, social and otherwise, to be enjoyed from such membership, are quite obvious. The officers and members are noted for their congeniality, the meetings are always interesting and instructive, and the social functions held periodically are a real joy to all fortunate enough to attend them. For the greater welfare of this splendid organization, it is to be hoped that every veteran on the division will affiliate himself at his earliest convenience. Information may be had of P. J. Harrigan, President, James W. Wardley, Secretary, or of any other member of the association.

On March 3, engineer C. J. Ellis was stricken while at the throttle of his engine at Juniata and was hurried to the Cottage State Hospital in Connellsville, where an operation for appendicitis was hastily performed. Mr. Ellis has been an engineer for the past fifteen years and has a wide circle of friends, who wish him a speedy recovery.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor*,
Office of General Superintendent

When No. 10 left Callery on February 27, there was a passenger aboard without a ticket, the Stork having made a visit while the train was standing at this station. Mother and child were removed to the Passavant Hospital in Pittsburgh.

Miss Emily Publow, the popular and efficient amanuensis attached to terminal agent Deneke's office, is expected to arrive soon from the land of the "Skookum," where she has spent the past three months in an effort to regain her health. It is hoped the sojourn will have proved beneficial.

H. S. McConnell, veteran employe of thirty-six years' service, who recently had a nervous collapse, has again returned to duty.

Since the advent of Leap Year, several of the fair sex employed in the office of the Terminal Agent at Pittsburgh, have become very bold in their rivalry for the heart and hand of a certain reconignment clerk. We have purposely refrained from the mention of names, but believe Cupid has made a selection, and in all probability has cast his lot with the auburn lass, who hales from a tropical point in the South Hills.

The accompanying picture shows our section gang at Allison Park, Pa. From left to right, standing, are: John Akerberg, Louis Soudes, section foreman; Reed Endes, Barb Engoules; sitting, Peter Voggelotus.



Louis Soudes, Section Foreman, and his Gang



Harry F. Connors, Glenwood

Several of the employes of Mr. Deneke's office have been victims of La Grippe, but we are pleased to announce the complete recovery and return to duty of Mrs. M. Moore, matron, and H. G. Allen, outbound trace clerk. Joseph Weber, file clerk, has also resumed duty after an absence of a month on account of a broken collar bone.

It has come to our notice that Willard Schaffer, waybill machine operator at Pittsburgh Terminal Station, has just made a record of billing 1,200 shipping tickets per day of eight hours, with an average of one per cent. for errors. The daily average of this billing is about 900. This is a remarkable performance of which Mr. Schaffer should feel proud.

Harry Davenport, recently employed in the capacity of boiler clerk in the office of District Superintendent Maintenance of Equipment, has been promoted to the position of man hour clerk in the office of the Master Mechanic at Glenwood. The boys in Mr. Schmoll's office state they certainly miss him and his frequent exclamation "gimme a match."

Supervisor D. J. Galvin has recently been laid up with the "flu." During his absence "Tommy" Atkins was sent to the wilds of the Northern District—No Man's Land—to buck fifteen feet snow drifts.

We extend our sympathy to T. J. Drake, stationmaster at Pittsburgh, in the recent loss of his mother.

Born to Mr. and Mrs. E. A. Maurot, February 18, a bouncing nine-pound baby girl, and to Mr. and Mrs. W. O. Nelson, February 29, a ten-pound boy. Congratulations and best wishes.

Happenings in the division engineer's office when Mr. Harsh calls up the office and Miss Andrews answers:

MR. HARSH.—Who is this?

MISS ANDREWS.—Wait a minute till I find out. Some people ought to get acquainted with themselves.

Recently Mr. Riley, chief clerk to the Division Accountant, invited the office force to his home in Hazelwood. The supper served was most delicious, the decorations were beautiful, and last, but not least, we are told, Mr. Riley, the host, was there in all his glory. Among other entertainment features Howard Wuerthel sang a touching ballad entitled, "When sugar is sixty cents a pound, I get a lump in my throat."

We extend our sympathy to Miss Gertrude Diamond, who is mourning the loss of her loving mother.

E. W. Rollings, employe residing at West Newton, Pa., has asked to have the following inserted in this issue:

"I wish to thank my many friends for their favors to me during my recent illness."

Glenwood Shop

Correspondent, FRANK RUSH, *Shop Clerk*

The accompanying picture is of Harry F. Connors, who was recently employed in Passenger Car Foreman's office at Pittsburgh. Many a good man has begun as a messenger boy and if Harry has the "stomach," he will make good, too.

Miss Harriett Gillespie, clerk in the Superintendent of Shops' office, will soon become the wife of "Sam" Rock, brakeman in Glenwood yard. Fine business!

"Bill" Degenhardt, air brake repairman on the light end at Glenwood, and John Kocerhan, shop order clerk at Glenwood, are, we understand, soon to become benedicts. Here's hoping!

Peter Maisch, machinist in Glenwood shop, recently departed this life. His wife and family have the sympathy of all the shop men at Glenwood.

The following employes and members of employes' families have been sick recently but at this writing are, we are glad to say, reported as being on the road to recovery:

Mrs. L. J. O'Connor, wife of steel car foreman at Glenwood; Mrs. Elizabeth Passmore, stenographer in office of Superintendent of Shops; Miss Catherine Griffith, A. R. A. bill clerk; I. W. Farrell, foreman in erecting shop; E. J. Meyers, Erecting Shop foreman; H. E. Rogers, switch tender, Pittsburgh yard; C. P. Kallbaugh, shop clerk.

"Bill" Hopkins, paint gang, has been laid up with the "flu." We hope to see him back on the job soon.

Mrs. Patrick Kelly, wife of boilermaker Patrick Kelly, died suddenly on February 19. Our sympathies are extended.

Frank Mamajek, boilermaker, had to go all the way to Mamiste, Mich., to find a wife a few weeks ago. We wish him happiness.

William H. Mars, tin shop hand from April 21, 1910, passed away on February 14. Since the reorganization of the Glenwood Fire Brigade in 1912, "Bill" has been Chief. He was well liked by all those who knew him and zealous in the discharge of his duties. His family has our sympathy.

Dr. Curry, who was assistant medical examiner at Glenwood, has been transferred to Chicago in the same capacity. His ability will take him to the top of the ladder some day.

While Dr. Bossyns is under the weather his duties are being cared for by Dr. Buttermore, assistant medical examiner at Connellsville.

J. M. Friel, one of our popular brakemen, was severely burned about the face and neck while on duty January 28. We hope for his speedy recovery.

Remember, Veterans!

The next meeting of the Pittsburgh Division Veterans' Association will be held the second Monday in April. Keep this date open.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*
 GEORGE LOWE, *Cashier*
 DAN L. COYNE, *Operator*

R. Rennie, switchman at Gaston Junction, announced that on March 4 he would discontinue being a bachelor. Good luck to you, "Bobbie."

Cecil Baker, of the Engineering Corps, is acting chief clerk to division engineer, because of the resignation of F. W. Tutt, who accepted a responsible position with the Wheeling & Morgantown Street Railway, located at Mannington.



Glenwood Employees

Left to right—Frederick Ward, I. C. C. Inspector, 14 years service; Stewart F. Freeland, Gang Foreman, 8 years service; John H. Applebee, Roundhouse Foreman, 18 years service



William Mitchell
 Safety Agent at Grafton, W. Va.

Superintendent C. W. Van Horn has recovered from a siege of "flu."

A number of operators had influenza during February. All did exceptionally well except V. D. Pringle, third trick operator at "J" Tower, who developed pneumonia. We are glad to note that he is gradually recovering.

A. B. Cutright, relief agent, has been helping at the Freight office, Fairmont, some of the force there being sick. We are always glad to see A. B. C.

Samuel Fletcher, conductor on No. 38 and No. 39, has resumed duty after several months illness.

Miss Annie Riley has returned to Walker as first trick operator.

Wheeling Division

Correspondent, A. N. GANTZER

Benwood Shop

Correspondent, ANGELA APPLGATE

Maize Ricky, popular dispatcher on the Main Line, who has been ill during practically the entire month of February, is much improved and will soon be back at his favorite desk, sending out Form A, much to the delight of engine and train crews.

"Jake" Keller has been awarded a bronze medal by superintendent Smith for being the champion whistler of our division. Mr. Keller's tune was, "You would never know that old depot of ours since it has been repainted."

We are all glad to learn that Mrs. F. M. Garber, wife of our car foreman, is improving rapidly from a recent operation at the Ohio Valley Hospital.

William Welsh, popular chief clerk to storekeeper Kincaid, had to purchase a new hat recently when Dr. Stork presented him with a ten pound boy. "Bill" is the proud daddy of three girls and now he has a real baseball star.

"Dick" Fonner, our "artistic dancing master and stenographer," has accepted a position in Mr. Bowden's office. His desk will be occupied by Clarence Kerr.

Dame Rumor has it that another of our young men is about to set sail on the sea of matrimony. George Frank, Wheeling Coach Yards, is the fortunate or unfortunate victim. Take your choice.

We extend our sympathy to the family of Rudolph Roper, who died recently, following an operation at the Ohio Valley Hospital.

At the regular monthly meeting of the Mechanical Smoker Club held in the Elks' Auditorium at Wheeling, the prize of the evening was awarded to R. P. Nolan, popular Machine Shop foreman, who delivered an eloquent address on "Bumps of everyday life." This was better understood the next day when "Bob" was seen stepping out of his little Henry. Honk! Honk!

"Never again for me" was the emphatic statement of our popular associate, C. R. Kincaid. "Charley" is a lover of draw poker, and a certain session lasted until the wee hours of the morning. When he put his foot across the threshold, the clock was striking Four and the "Mrs." inquired, "Is that you Charles, and what are you doing up so early?" Sooner than face the music, "Charley" said that he had to get up early to go to the office, so the poor boy turned around and came to his daily hang-out.

Our deepest sympathy is extended to machinist Stephens and his little children, in the loss of wife and mother. Her death occurred recently, following a short illness of pneumonia.

Miss Nell Fletcher of Fairmont has accepted a position as M. C. B. writer, vice Victor Haythorn, who resigned recently.

Miss Della Calvert of Moundsville has accepted the position of file clerk in the Master Mechanic's office. We also have Miss Katherine Cooper with us in the capacity of time-card clerk.

The new roundhouse office is now completed and the clerks have moved into it. This building is in a much better and cleaner location than the old one, and we are very proud of it.

Any employes who have notes which they desire to place in our MAGAZINE will kindly bring them to the Master Mechanic's office and deliver to the correspondent.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

Just at noon on January 31, Grant Hurdle, one of the best known and best loved railroad clerks in Cincinnati, was called to his eternal reward. His illness lasted just about one month, although he had been in failing health for some time.

Mr. Hurdle was born at Felicity, Ohio, on October 4, 1865, and came to Cincinnati soon after being married. He entered the service of the Local Freight Department of the Baltimore and Ohio on November 2, 1906. At the time of his death he was inbound foreman at the Smith Street Depot, Cincinnati. A widow, one sister and four brothers survive him.

He was a man of sterling character and integrity, honest and sincere in all his dealings. Raised in the faith of the Methodist Church, he lived up to the highest principles. A born leader and a man of much executive ability, he was an outstanding figure in whatever sphere of activity he moved. He was ever to be found standing for what he believed to be right and true, and by his rugged sincerity and honesty of purpose, he had the confidence of his fellow-workers and of his superiors in the railroad service.

He was known to perhaps every railroad clerk in Cincinnati, and to many of the thousands of railroad clerks in the United States, because of his being the Chairman of the Board of Directors of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.

The funeral services were held at his home on the evening of February 2, 1920, being conducted by the Odd Fellows, of which he was a member, and by Loyalty Lodge No. 1, Brotherhood of Railway Clerks, of which he was the President. The esteem in which he was held was shown by the many beautiful floral pieces, and by the multitude that attended the services, most of whom could not get into the home.

The remains were taken to Felicity, Ohio, the following day, and services were held at the Methodist Episcopal Church, the Methodist ritual service being used, after which the Masonic service was conducted by the Masonic Lodge of Felicity.



The late Grant Hurdle, Cincinnati Terminals

Of Grant Hurdle it can be said that he loved his fellow men and by his life he tried to make this old world a little better for his having passed this way. Those who knew him, and to know him was to love and admire him, are the richer for having had him as their friend.

John F. Sands, for forty years agent at Zaleski, passed away suddenly on February 7. Mr. Sands retired from active life about twelve years ago. He is survived by two children, Mrs. Anna Wolf, stenographer in the Smith Street local office, and J. E. Sands, agent at Louisville.

C. T. Wood, assistant wreckmaster, has purchased a farm up the river. We are expecting an invitation to a good chicken dinner before long.

Miss Ella R. Martin, who resigned recently as assistant cashier at Winton Place to take a position with a commercial concern, became homesick and was reinstated in the service on March 2. She now claims that the only inducement to leave the Company will be a marriage license.

In compiling the census for the entire country, it was reported that switchman W. W. Barrett holds the record for having the largest family in Cincinnati Terminals. He lives at Glendale, which helped to bring Hamilton County to the top.



Cumminsville Freight Office Force

The accompanying picture shows our force at Cumminsville Freight Office. Reading from left to right are: John Doyle, "Charlie" Smith, H. B. Kemper, agent; Miss Marie Pendery, Walter Hoffman, John Marshall.

Switchman Joseph A. Clark, known as "Old Joe," is still in the hospital. All the boys hope that "Joe" will be out by the time baseball season opens.

The boys in the roundhouse at Stock Yards all have a good word for engineer "Joe" McLean these days. To date he has brought enough material that he and his crew have picked up along the right of way to overhaul two hogs.

C. M. Harden, assistant chief clerk in the Superintendent's office, has been granted a six-months' leave of absence for the purpose of trying his hand at the "Bee Game" at Morgan,

Ky. Frederick Oehlschlaeger, secretary to the superintendent, succeeds Mr. Harden as assistant chief clerk. Good luck to both!

We are sorry to hear of the illness of night foreman Elrod's wife, and all hope for her speedy recovery.

Thomas Horton, car inspector, is back at work after a lengthy sojourn in the hospital with a sprained ankle and the "flu."

Hazlett has sure led Van Cleaves a chase about those lights around the roundhouse, but he is gradually getting even.

The sick list of the Terminals has been quite large lately, but we are glad to report that all are on the road to recovery. Among the victims were John Moore, T. J. Liston, Robert Penick, Frederick Zwick, Lynn Huffman, C. J. Wright, "Al" Weber, "Gus" Ammon, "Charlie" Fischer and George Thornburgh.

New Castle Division

Correspondents

- A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
 P. W. ADAMS, *Telegraph Operator*.
 O. C. BEDELL, *Telegraph Operator*.

The return of the railroads to private control on March 1, is a matter of the deepest interest to every railroad employe, enormously increasing, as it does, our responsibility to give the public good service. Each individual employe has a share in this responsibility and only through cooperation and harmony is success possible. This is indeed a time when each of us should pause and consider how dependent the prosperity of the country is upon a successful solution of the railroad problem. Careful consideration, wise counsel and safe and sane action on the part of all employes will surely carry the railroads through this trying period. Now is the time to resurrect the old spirit of loyalty, the desire to make the Baltimore and Ohio the best railroad, and the New Castle Division the best division on this railroad.

Unusually heavy snow on the Lake Branch, between Deforest Junction and Painesville, seriously interfered with traffic on this branch during the month of February. Cuts throughout this territory drifted full and the snow plow was worked overtime endeavoring to keep the tracks clear. Some very interesting photographs were secured of this territory and an effort will be made to reproduce them in some future issue of the MAGAZINE.

The annals of history record no more peculiar circumstances than attended the wedding ceremony of Philip H. Groscup and Miss Margaret Phillips of New Castle, Pa. The transfer of Mr. Groscup to the New Castle Division exposed him to the darts of the little god of love and he and Miss Phillips, Maintenance of Way timekeeper in the Division Accountant's office, quickly succumbed. The

marriage ceremony was quietly celebrated and the strictest censorship was imposed to prevent the details being made public, but the natural curiosity of some people overcame the barriers and as a result a small group of enthusiastic clerks from the Division Accountant's office were at the New Castle passenger station to meet the couple. What followed is a long and harrowing story now well known to most of us. The happy newlyweds are now in their new home, corner of Edison and Blaine Streets, New Castle, Pa.

Several changes have been made in the supervising forces in New Castle Junction yard because of the resignation of night terminal

with the application of Frank Truman for pension. Mr. Truman was formerly employed in the Maintenance of Way Department as carpenter foreman and is known over the entire division. Recently he has been employed as baggageman at the Youngstown station but left this work to travel through the West. Mr. Truman has expressed his sincere appreciation for the action of the Company through the Relief Department and states that leaving active service will in no way affect his loyalty to the interests of the Company.

C. D. Updegraph, general yardmaster at New Castle Junction, and "Joe" Young, night terminal trainmaster, same point, are receiving



Newark Division Champion Basketball Team

trainmaster L. M. Bowser. This has been the means of promoting "Joe" Young, vice Mr. Bowser, E. A. McConneaghy taking Mr. Young's place as yardmaster, and C. R. Guthrie taking the place of relief yardmaster formerly held by Mr. McConneaghy. All of these men have been at New Castle Junction for some time and are well known on our division.

Miss Glenola G. House has been granted leave of absence and will spend her enforced vacation in endeavoring to effect an improvement in her health. Miss House is one of the real "old timers" in the Superintendent's office, and her many friends hope that she will be able to resume duty in the near future.

Notice has been received of the favorable action of the Relief Department in connection

the congratulations of their fellow employees. Both of them are veterans at the game and both babies and mothers are doing well.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

Our Own Hall of Fame

The photograph on this page is of the Newark Division, Baltimore and Ohio Basketball Team, another "pennant" organization produced by our Welfare Association. Following the success of the baseball and football teams and likewise the Newark Division Glee Club, it is but fit-

ting that the Welfare Association should put on this other winner.

At the opening of the season they entered the Newark, Ohio, Industrial Basketball League, comprising eight teams, representing that number of the leading industries of the city, and up to the present writing they have won thirteen games and lost but one, and have a percentage of 928.6, which assures them the championship of the league. The trophy is a Silver Loving Cup similar to the one presented the Newark baseball team.

The players, left to right are: top row: Moore, captain and forward; Ryan, guard; Dickerson, center. Bottom row: Cook, guard; Goodwin, forward; Geidenberger, sub-guard.

Miss Anna Weigand, file clerk, Superintendent's office, is again on duty after an absence of about ten days from a severe attack of influenza.

Ray Redman, C. T. clerk, Division Accountant's office, is again on the job after a long siege of illness from pneumonia.

Frank Cole has been promoted to position of C. T. time clerk,

Miss Eva G. Winters had been promoted to position of secretary to superintendent.

Sandusky

The ice cutting for the season has been finished. The crop has been of a very fine quality this year, averaging a thickness of about eighteen or twenty inches. All Baltimore and Ohio orders have been filled, and all lines entering Sandusky have obtained their full supply.

The Car Repair shops at this point have been re-opened with a force of approximately thirty-five men. E. L. Hannon from Zanesville, Ohio, has been placed in charge as car foreman, and Charles Marquart, of Sandusky, as assistant foreman.

Sandusky is now being developed as a transfer point in order to take care of overflow and accumulations from other regular transfer stations, and this, together with an increased business as compared with other Winter seasons, is making the freight station a busy place.

The prospects are favorable for a number of large industries locating at Sandusky in the near future. Ground has been broken for the construction of a large plant for the Ajax Rubber Company, which, it is expected, will be completed in March.

Zanesville Reclamation Plant

Correspondent, CHARLES B. L. HAHN

On March 2, Harvey L. Harlan, store helper at this station, made the rounds among our employes and collected \$35.80, delivering it to Mr. O. K. Parrott, an attorney of Roseville, Ohio, to be donated to a family by the name of Gill at Ironspot, Ohio. The Gills have been

in destitute circumstances because of the influenza epidemic, during which every member of the large family was down at once. They lost the father, one brother, who was born while all were ill, one sister and an aunt. Our employes are glad to help in such cases.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

We regret to announce the death of section foreman George Buckholz, who served thirty-eight years as an employe of this division and was our second oldest foreman.

Miss T. B. Heller, stenographer in the Superintendent's office, has been promoted to pass clerk. We all wish her success.

We are glad to see superintendent Green back on the job again after quite a spell of sickness.

A. R. Saden has taken the position of road foreman of engines' clerk, and is handling it in first class shape.

Massillon

Yardmaster A. H. Brown moved into his new home on Superior Street, Massillon, during February.

H. F. Larker, ticket agent and operator at the W. & L. E. Depot at Massillon, has been sick for some time. We hope to see him on the job soon.

Brakemen C. E. Bryant, V. T. Grimm and R. W. McGeachie were promoted to conductors in March. No reason at all, boys, why you should not succeed. We will all try and help you.

The next time we get short of a car inspector, we will have to call out car foreman "Tom" Morgan's youngest son, who arrived during February.

Lorain

We understand that Eugene O'Brien, assistant to the division storekeeper, served as best man recently at the wedding of a friend at Niles, Ohio. Practice makes perfect, 'Gene.

The Stores Department at Lorain welcomes Miss Margaret Higgins, charge clerk, who recently joined the force.

District Storekeeper Calori has recovered from an attack of influenza. We are glad to see his smiling face again.

Friends of Miss Marie Henderson, stenographer to the division storekeeper, will be surprised to learn of her marriage on February 24. Elmer Lenz was the lucky man.

J. Cupples, air brake foreman, attended the Car Foremen's Association convention at Chicago the latter part of February. "Joe" reports many new and helpful suggestions discussed.

J. Novak, steel car repairman, underwent an operation for appendicitis at St. Joseph's Hospital recently. We are pleased to learn that he is recuperating rapidly.

Thomas Long, blacksmith helper, met with a painful and rather serious accident recently, when he slipped and fell on the ice while going to town, causing him to spend several weeks in the hospital.

G. W. Eaton, assistant terminal agent, has recovered from a two weeks' illness from the "flu." Needless to say, everyone was glad to see him well again and on the job.

Charles DuRoss fell on the ice recently. Luckily no bones were broken, but "Charlie" says he lost his watch.

Chicago Terminal

Correspondent, GEORGE W. HESSLAU, *Division Claim Agent*

During the "flu" epidemic the following six of our fellow employes died: William T. McMurray, crossing flagman; Henry C. Seibert, towerman; Frederick D. Decker, yard conductor; George Kawasnowski, car builder; Joseph Hawley, pensioned crossing flagman; Alexander Delor, boilermaker. Our sincere sympathies are with the relatives and friends of these deceased employes.

Safety agent W. J. Head was with us at our last SAFETY meeting, which was, as usual, very interesting. The committeemen reported that during the previous month they conducted a total of 495 conversations on SAFETY. How often do you talk about SAFETY to a fellow workman? It is a good thing, and a good thing is always worth talking about. Talk more SAFETY and remember to "practice what you preach."

It was our pleasure on February 22 to entertain at bowling a team and about forty-five rooters from Glenwood Shops. The visitors were under the leadership of "Joe" Mamajek. The contest was decided by total pins scored.

PITTSBURGH

NAME	TOTAL THREE GAMES	AVERAGE
Collins.....	464	154 $\frac{2}{3}$
Kocerhan.....	446	148 $\frac{2}{3}$
Nagy.....	425	141 $\frac{2}{3}$
Parker.....	480	160
Mamajek.....	455	151 $\frac{2}{3}$
Total.....	2270	756 $\frac{2}{3}$

CHICAGO

NAME	TOTAL THREE GAMES	AVERAGE
Reinke.....	495	165
Rosenberg.....	462	154
White.....	539	179 $\frac{2}{3}$
Buckmaster.....	472	157 $\frac{1}{3}$
La Flare.....	490	163 $\frac{1}{3}$
Total.....	2458	819 $\frac{1}{3}$

After the match the Chicago team, under the leadership of Manager "Joe" Kennedy, entertained the Smoky City lads at dinner at the Golden Lily Cafe.

Thomas Philbin, Traffic Department and late of the Army, after "touring" France, Belgium, Luxemburg and Germany with the Rainbow Division, recently got letters from several frauleins in Germany. In one letter a fair driver of a "honey cart" explained that she soon intended to get married and casually drifted from that subject to the high price of furniture in Germany. But "Tom" spoiled his chances, at least in this instance, when he replied to the girl advising that she could consider herself lucky to buy furniture in Germany, because it was many times higher here.

The District Superintendent's office of the Pullman Company is again located in the Grand Central Station.

Don't be satisfied that everything is all right after you have pulled that small sliver out. You should have the wound swabbed with iodine without delay. Unless you take this precaution you run a big chance of blood poisoning. There have been several cases of this recently, all because of failure to have wounds cleaned properly.

With the passenger trains going over the old route, the 63d Street Station was reopened and is in charge of agent E. A. Winegar.

The new interlocking plant at Blue Island, which controls the B. & O. C. T. and Grand Trunk crossing, is now complete and in operation.

Fireman Earl Runyon, who is still at Los Angeles, Cal., reports that his health is improving and expects to be back on the job soon. Mr. Runyon saw much active service in France and was severely gassed. He came back to work last October but only worked a week when the effects of the gas troubled him so much that he was sent to Los Angeles for treatment.

During the "flu" epidemic many a child was made homeless by the death of both parents. Such seemed to be the destiny of a homeless eighteen-months old boy, until the big heart and open arms of Miss Marie Goggin took him in. Miss Goggin, who is stenographer in the Trainmaster's office, recently adopted the boy, who is now known as Master Steven Norbert Goggin. The assumption of such responsibilities by Miss Goggin is worthy of commendation.

Cicero, which is rapidly growing as a manufacturing district, is adding several large industries along our Southwest Division. The Hubbard Company, manufacturers of hardware, will soon be in operation at 54th and 12th Streets. The Russell Grader Manufacturing Company, at 55th Court and 13th Street, is already manufacturing machinery. The Arabol Manufacturing Company is making hemp bags at 60th and Western.

**An unsafe man is like an unsafe machine
—both must be made safe.**

Chicago Division

Correspondents

F. N. SCHULTS, *Division Operator*, Garrett, Ind.
BERTHA PHELPS, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*,
Garrett, Ind.
R. R. JENKINS, *Secretary*, Y. M. C. A., Willard,
Ohio
P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.

The stork visited the home of A. Biller, signal helper, Miller, Ind., January 29, and left a seven pound boy. This is "Bill's" first.

South Chicago

We are glad to report that our veteran medical examiner, Dr. E. J. Hughes, who has been ill, has so far recovered as to be able to attend to his duties. Yard conductor Noah Baer who has been seriously ill, is also much improved.

William Hogan, Jr., formerly clerk at South Chicago, has taken a position in the Accounting Department of the Chicago Terminal in Grand Central Station. Mr. Hogan leaves South Chicago with the best wishes of his friends here for a prosperous future.

Edward Oborn, son of engineer Oborn of this station, passed away on February 15. Burial took place at Barnesville, Ohio, his former home.

Thomas Berry, engineer in charge at the shops in South Chicago, passed away on March 1. He had been ill for several weeks. Mr. Berry had been in the service of the Company here for eighteen years and had the happy faculty of making friends with all his fellow workers. During the war, at all the patriotic meetings of our employes, we could always depend on him for a speech, which would be full of spirit and stimulating to increased efforts. He leaves Mrs. Berry, two daughters and one son, to whom we extend our deepest sympathies.

On March 1, labor foreman George Lemon was killed instantly by a fall from the coal tippie at the power plant at this station. Mr. Lemon was a native of England and had no relatives in this country. Mrs. Lemon having passed away about two years ago. He had

been in the service of the Company for thirty years, was a faithful employe and a member of our Veteran Employes' Association. He and Mr. Berry were close friends and their passing on the same day is a sorrowful coincidence. Both were members of the I. O. O. F., under whose direction burial took place on March 4, at Oakwood Cemetery.

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

Bert LeRoy Shaffer, switchman in Chillicothe yards, died February 5 from injuries received when he fell from train and was caught under a car and dragged several feet.

He was forty-six years old and leaves a widow and a four-year old son, besides his mother and father, a sister and three brothers. Our sincere sympathy is extended to the bereaved family.

Speed recorder inspector Edward Montgomery recently took unto himself a wife. Congratulations!

Section foreman T. D. Moriarity died at his home in Zaleski, Ohio, February 19, after a brief illness of pneumonia. Mr. Moriarity was in service twenty-eight years, and had a large number of friends on our division, who extend their sympathy to his family.

Chief clerk to storekeeper E. B. Isenogle has been promoted to storekeeper at Dayton. We congratulate him and wish him success. H. E. Baum succeeds Mr. Isenogle as chief clerk. Our best wishes for continued success go with him in his new position.

Carpenter foreman Bernard Waller had the misfortune of having his fingers badly mashed while working on a tank. We are glad to state, however, that he is back on the job.

Miss Arvilla Bowdle has accepted a position as clerk in the Division Accountant's force. We welcome her.

On February 16, E. F. Burley, brakeman, was fatally injured at Hamden, Ohio. Mr. Burley was well known and had a large number of friends, who extend their heartfelt sympathy to his wife and family.

Leonard Hawk, fireman, has worn a particularly happy smile since February 2, when a young man was ushered into his home. Congratulations!

In countersigning passes recently we noticed a pass for Mrs. R. H. Graves. Knowing of no such lady, inquiry developed that fireman "Rubber Hose" Graves had slipped a surprise on us, and on January 29 had quietly become a benedict. This also explains the cause for his laying off about that time. Heart trouble is a bad disease "Rubber," and always proves fatal. Best wishes!

Hamilton Watch

"The Watch of Railroad Accuracy"

*Accuracy means
long life in a watch*

Whether it's a locomotive or a watch, the machine that runs most efficiently runs longest. An accurate watch *is* efficient because painstaking workmanship has made it accurate in its running.

Dozens of your acquaintances who own Hamiltons have carried them for fifteen, twenty, and twenty-five years. "Time Inspection" has never had any worries for them.

You'd be proud to own a Hamilton. And Hamilton accuracy costs no more, because there's a lifetime of service in any Hamilton.

If you're buying a new watch, don't fail to consider Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). They're the most popular watches on American railroads.

HAMILTON WATCH COMPANY
Lancaster, Pennsylvania

*Write today for
"The Timekeeper"*

This interesting booklet pictures and describes all Hamilton models, and prices are given. They range from \$20 (\$23 in Canada) for movements only, up to \$200 for the Hamilton Masterpiece in extra-heavy 18k gold case.



Conductor J. County and Engineer E. T. Reed, who together run the same Erie train, are shown "comparing time" as required by regulations. They both carry Hamilton Watches. The accuracy of their Hamiltons has helped both men to a reputation for precise and punctual service.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*

A. M. Mace, division claim agent, who spent several months with us in 1919, returned to this division on February 1, succeeding F. L. Schurr. Both are efficient men in their line, and while we are sorry to lose "Freddy," we are glad his successor is our former good friend.

On February 4, J. D. Romes, supervising agent, decided to return to Oakley agency, and was succeeded by E. Massman, former agent at Seymour, Ind. Both men have been in service on this division for a number of years. J. C. Osterman, cashier at Seymour freight station, temporarily succeeded Mr. Massman during leave of absence granted agent.

We are glad to see Miss Stella Laupus, clerk to road foreman of engines, again on the job after a protracted absence because of illness.

It was with regret that we learned of the death of Robert, six year old son of conductor Lyn Robertson. His many friends extend their sympathy to Mr. Robertson and wife.

Clyde McGowan, dispatcher for a number of years, was claimed by death February 23, after a short attack of influenza. Mr. McGowan had been located on this division in various capacities for about twenty years and his sudden death was quite a shock to his many friends. He is survived by widow and daughter, father, mother and sister. The employes of the entire division sympathize with them in their sad bereavement.

Conductor George Moore was highly complimented by our general claim agent, E. L. Williams, for the interest manifested in maintaining clear and complete information in train book covering instances occurring during trip.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

Engineer George R. Wallace recently departed for Los Angeles, California, where he intends to spend several weeks. *Bon voyage* George.

After making himself conspicuous by his absence for about a month "Louie" Keith is back on the job in the Division Accountant's office. Everybody is glad to see him back because he is such a quiet little boy and doesn't bother anybody.

The division engineer's stenographer, Miss Lorena Harrison, recently absented herself from duty for one day, stating that she wanted to go to St. Louis and do some shopping. Judging from what several of the other young ladies here have done, she evidently treated herself to a bunch of new clothes, possibly with a purpose. This will come out later, but right at this

time it doesn't seem to be settled, at least not publicly.

Part of the standard uniform for members of the superintendent's staff on our division seems to be stiff hats. Division engineer Hewes was the first to blossom forth with a derby, but he was closely followed by trainmasters Pritchett and Odum, similarly "decked out." Road foreman of engines Creager is conducting an investigation to find out just what the advantages of wearing a stiff hat on an engine would be and there is no doubt but that he will soon equip himself accordingly.

Office Assistant General Freight Agent, St. Louis, Mo.

Correspondent FRANCIS PIGLOSKY

Mr. Cartier said he couldn't wait for the suggestions regarding a good place to spend a "Honeymoon" as he became a benedict on February 11. Congratulations to our esteemed rate clerk.

One or two of the young ladies in the office may be in line for accepting the information about "honeymooning."

Another of our young men is contemplating purchasing a "sparkler." (Look-out, boys, the fever is spreading.)

Of course, we want to secure business, but is it absolutely necessary for a clerk to entertain a young lady for an entire afternoon—and a married man at that?

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

Supervisor William O'Brien has received a letter of commendation and voucher for \$35.00 for having the best district on our division. This is getting to be a habit with supervisor O'Brien, now.

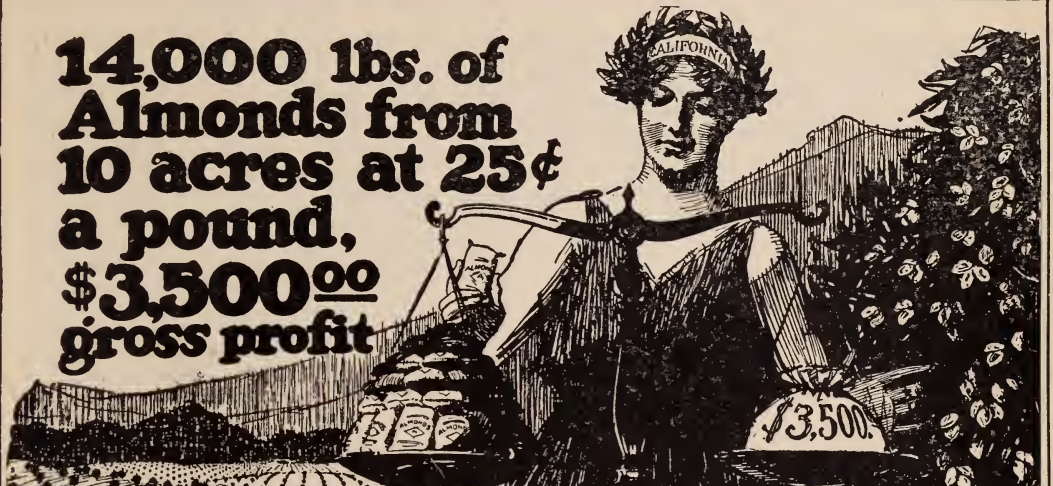
Sympathy of the Coal and Ore Dock employes is extended to operator Frederick Knapp in the death of his young son, who had been sick a long time.

The following have returned to work after several days of sickness: L. C. Knowlton, A. R. Zink, Charles Frobase, A. Barror, Kara Reed, Thomas Lingell, J. J. Blasius, J. Stickney, Frederick Mays and Allen Oakes.

The following yard men have been off because of sickness, making Rossford short of help: H. E. Crossman, C. C. Smith, S. H. Pettigrew, J. H. Wagner, William Hass, Robert Esling, H. R. Cross, T. A. Linder, Herbert File, N. A. Powers, V. A. Holbrook, V. E. Ray, D. J. Bergan, Albert Braum, J. W. Stevens and W. A. Parks.

Edward Maher was struck on the head with a lump of coal on February 14 and was taken to the Company's physician, Dr. Mills, for attention.

14,000 lbs. of Almonds from 10 acres at 25¢ a pound, \$3,500⁰⁰ gross profit



\$2,500 to \$3,000 a year net Income for Life

Why don't you railroad men—you conductors, brakemen, engineers, firemen, yard and shop men, telegraph operators, ticket and freight agents, and office men—follow the lead of your Rock Island brothers, so many of whom are investing a part of their savings in these big income producing almond orchards at Paso Robles, California?

We cannot begin to enumerate here the many remarkable features of this wonderful investment opportunity; but you can take it from Major Paul Hevener, who before joining our association as Assistant Sales Manager, was Superintendent of Insurance of the Rock Island Lines. that this opportunity offers you the surest, safest way of securing

THE R. I. FAMILY at Paso Robles

C. A. Morse, Chief Engr.; E. A. Fleming, Ass't to Pres.; R. Pickering, Sup't Trans.; F. J. Shubert, Gen'l Frt. Agt.; A. T. Hawk, Bldg. Engr.; A. W. Towsley, Gen'l Supervisor Trans.; C. T. Ames, Sup't Terminals; J. C. Bloom, Sup't; H. E. Remington, Ed. R. I. Mag.; F. M. McKinney, Dis. Trenton, Mo.; W. C. Maier, Off. Ass't Gen. Mgr., El Reno; A. B. Gilbert, El Reno, Okla.; J. E. Turner, Chief Clk., Sup't term.; J. B. Mackie, Oil, Sup't Trans.; A. E. Owen, Chief Clk., Pres.; H. A. Ford, Telegrapher, Chgo.; C. E. Murray, Cust. Chgo.; I. Nelson, Off. Gen. Mgr., Chgo.; W. L. Johnson, Silvis, Ill.; Elof Hanson, Silvis, Ill.; T. B. Willard, Sec'y to Gen. Mgr., Chgo.; H. R. Fertig, Trans. Ins.; C. W. Brod, Sec'y to Ass't of Pres.; J. T. McKennan, Agt. Minn.; R. C. Sattley, Val. Engr.; J. M. Beattie, Off. Sup't Trans.; J. A. Victor, Chf. Ins. Clk., Chgo.; E. G. Berdan, Stationmaster, Chgo.; R. L. Showers, Dis. Fairbury, Nebr.; Frank H. Frey, Supv. Ware. Agreem'ts, Chgo.; E. R. Orr, Off. Pres.; W. W. Cameron, Trnmttr., Fairbury, Nebr.; O. H. Rea, Trav. Frt. Cl. Adj.; O. F. McWhorter, Off. Gen. Supt.; Frt. Claims; E. S. Mendenhall, Tel. Liberal, Kans.; R. E. Palmer, Ag'th., Okla. City; Ernest Pringle, Herington, Kansas; Paul M. LeBach, Engr. Water Supply, Chgo.; J. A. Goudie, Fireman, Chgo.; W. Morton, Frt. Solic., Kans. City; C. E. Starr, Agt., Howe, Okla.; H. C. Jansen, Iowa Falls, Ia.; T. H. Wilhelm, Genl. Frt. Agt., Fort Worth, Texas; R. R. Seeds, Div. Sta. Supv., Colo. Spgs., Colo.; W. A. Melton, Agt., Clayton, Mo.; John McGilp, Cabinet Maker, Chicago; A. G. Darrall, Loco. Engr., Eldon, Mo.

Financial Independence

that you ever heard of.

Major Hevener knows California like you know railroading. He made a special trip of investigation to Paso Robles. He was so enthusiastic over what he saw there and was so thoroughly convinced of the tremendous money making possibilities of almond growing that he bought two tracts for himself and he is urging his Rock Island friends to buy.

He tells you that this is an absolutely square, safe, conservative and profitable investment—that there are no red lights ahead—that you can pull the throttle open and run along on a smooth, even track without the slightest fear of running into a blind switch. Your interests are safeguarded by one of the largest Trust Companies on the Pacific Coast.

Read What This "R. I." Conductor Says

Rock Island Conductor R. E. Libby of Fort Worth, Texas, was in Paso Robles in February. Here is a part of a letter he wrote to a railroad friend:

"Acre after acre of beautiful almond trees in full bloom; a force of 70 men preparing and setting out new orchards. Not a foot of land but what will be set out in trees. All of the land good for orchards. It is the surest investment for a man for protection in old age."

You do not need to go to California or know the first thing about almond growing in order to take advantage of this opportunity. We plant 700 trees to a 10-acre tract—and bring the whole orchard into full bearing for you. A moderate payment down and monthly payments as low as \$25.00 pays half the cost of a 10-acre orchard; we take the other half out of the crops.

FREE Illustrated Book

It tells the whole story. We will mail it to you at once and Major Hevener will give you inquiry his personal attention. Write or mail the coupon sure—now—TODAY.



Associated Almond Growers of Paso Robles, Lytton Bldg., Chicago

Personal Attention Paul Hevener

Name
 Address
 City State

Associated Almond Growers of Paso Robles
 901-06 Lytton Building Chicago, Ill.

Lima Shops

Influenza played havoc with the supervising force at Lima during February. Among those confined to their homes were general foreman O'Brien, car foreman Baker, passenger car foreman Chew and mill foreman Calvert.

Mr. Burke, draftsman in the general foreman's office, has been busy with details of the Y. M. C. A. Industrial Minstrels to be given at Memorial Hall.

We extend our sincere sympathy to Mr. and Mrs. Patrick Kennedy in the death of their little daughter.

Mr. Regan, while visiting Lima this month, expressed himself as much pleased with the interest taken in SAFETY by the employes there. He especially praised the SAFETY equipment designed by Mr. Tunks, steel car foreman, and which is now being extensively used in the Car Department.

The latest benedict is "Pat" Mooney, material man in the Coach Shop. Mr. Mooney, who celebrates March 17 as the one big holiday, was born in Tipperary, Ireland. Mr. and Mrs. Mooney have our best wishes.

Another car inspector at Lima! On the morning of February 23, W. W. Sammetinger appeared somewhat late, but with a big smile on his face. He explained that it was a boy, who weighed eight pounds.

Dayton

Miss Alice McLaughlin has accepted position in trainmaster T. J. Daly's office, Miss Eva Reibold having resigned.

George Stoecklein, assistant chief clerk, spent a few days at the hospital, resting, while the doctor operated on his throat. George says he prefers being on the job. We are glad to know the operation was a success. Rumor says that a minister will perform the next stunt for George and his friend.

C. E. Thresher, formerly agent at Glendale, has accepted position as relief agent, former relief agent Drake having resigned because of ill health. We wish Mr. Thresher success.

Toledo Terminal

D. D. Robinson, operator at "KM," wanted more company so he moved into the main part of the office. We don't blame him.

Do you know of anything more worthy of praise than for a young man to give up the bright lights, to renounce his "good pals," to bid farewell to the fair sex and take up the study of LAW? But don't think that his efforts are without avail, for this young man, J. F. McManus, chief clerk to assistant superintendent, has acquired the position of Prosecuting Attorney, Kangaroo Court, in Toledo.

East Dayton

Correspondent, EDWARD M. MANNIX

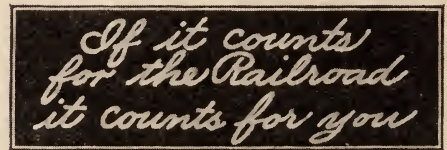
It was surely inspiring to read the message of President Daniel Willard in the March issue of the MAGAZINE. His language was plain and pointed, and appeals to the best instincts a man has. He seeks the betterment of conditions generally, where faithfulness and diligence may share in success.

An interesting and instructive meeting was called on February 16, in the office of Dr. J. H. Hodges, when committees from each shift were fully instructed in caring for the injured. Each man should be alive to the responsibilities of this first aid work. Each committee will act under the direct supervision of general foreman Gilmore, who has arranged for drills at various times.

After reading the various notes of our correspondents, one feels as if he is acquainted with all of them, they are so cheerful and newsy.

The writer had occasion to visit the offices of the Superintendent and Division Accountant in order to assist the boys and girls with their tax returns. It was a pleasure to find such congenial groups. The boys enjoyed hearing the girls swear (to their tax returns). If they will only get busy, they can claim an exemption of \$2,000.00 instead of \$1,000.00 on their next return. Get me, "Steve"?

"Science has discovered secrets, that in Nature's bosom lurk,
But they never yet discovered how to do away with work."



Sharp Shots

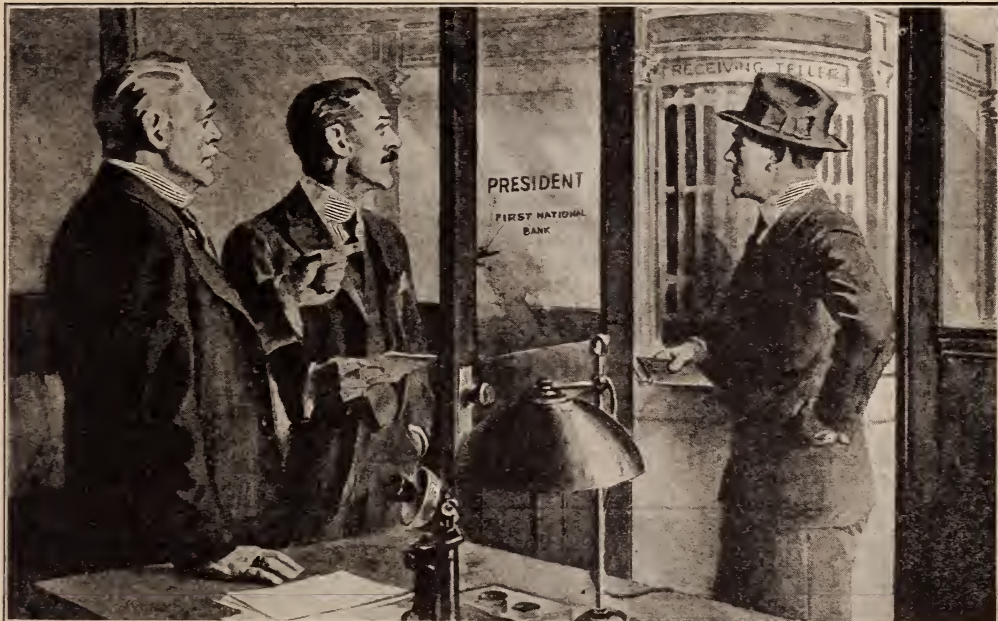
By "Dinty Moore"
Cincinnati Terminals

If some people had the world with a fence around it they would want a ladder to see what was on the other side of the fence.

An old maid is very sensible and settled when she is around the house, but when she is out with a young man friend she is just as giddy as a young girl.

About the only time a certain type of girl does any work around the house is when her best beau is coming, and then she generally cleans the parlor and puts the muss in the kitchen for mother to finish.

It is none of our business, but when a man with whiskers goes to bed does he put the whiskers under the covers or over them?



“He Deposits \$500 a Month!”

“See that man at the Receiving Teller’s window? That’s Billy King, Manager for Browning Company. Every month he comes in and deposits \$500. I’ve been watching Billy for a long time—take almost as much interest in him as I do in my own boy.

“Three years ago he started at Browning’s at \$15 a week. Married, had one child, couldn’t save a cent. One day he came in here desperate—wanted to borrow a hundred dollars—wife was sick.

“I said, ‘Billy, I’m going to give you something worth more than a loan—some good advice—and if you’ll follow it I’ll let you have the hundred, too. You don’t want to work for \$15 a week all your life, do you?’ Of course he didn’t. ‘Well,’ I said, ‘there’s a way to climb out of your job to something better. Take up a course with the International Correspondence Schools in the work you want to advance in, and put in some of your evenings getting special training. The Schools will do wonders for you—I know, we’ve got several I. C. S. boys right here in the bank.’

“That very night Billy wrote to Scranton and a few days later he had started studying at home. Why, in a few months he had doubled his salary! Next thing I knew he was put in charge of his department, and two months ago they made him Manager. And he’s making real money. Owns his own home, has quite a little property beside, and he’s a regular at that window every month. It just shows what a man can do in a little spare time.”

Employers are begging for men with ambition, men who really want to get ahead in the world and are willing to prove it by training themselves in spare time to do some one thing well.

Prove that you are that kind of a man! The International Correspondence Schools are ready and anxious to help you prepare for something better if you’ll simply give them the chance. More than two million men and women in the last 28 years have taken the I. C. S. route to more money. Over 100,000 others are getting ready in the same way right now.

Is there any reason why you should let others climb over you when you have the same chance they have? Surely the least you can do is to find out just what there is in this proposition for you. Here is all we ask: Without cost, without obligating yourself in any way, simply mark and mail this coupon.

INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8481-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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Is Your Home Happy? Brakeman Grant Says His Is and Tells the Reasons Why

BRAKEMAN Joseph S. Grant, East Side Yard, Philadelphia, made some thoughtful comments on the subject "Creating and Maintaining the Interest of Our Wives and Families in Safety," at the meeting of the Safety Committee there on January 6. There is so much meat in his talk that we are giving it here in full. He said:

"The best effort of our wives must be given to keeping our families safe.

"It's a wonderful work to perform, laying a solid foundation, safe to build upon. Our wives should be architects, drawing preventive plans for the best methods of keeping evil away from our homes. If properly applied this results in real self-help. It makes our wives the masters of their own work, and largely of their own destiny.

"But to be safe men and safe women, we must first be safe boys and safe girls. SAFETY that lasts for life comes from the training at home. So let your home be the home that trains for life. Show the children the way. Don't allow their lives to get on a by-path which runs a little way and ends nowhere. Give them some home work to do. SAFETY is knowing how to do things, and children, the same as men, become skilled by doing things and not by talking about them.

"There is nothing to be gained by permitting your children to idle away their

time. Get them busy by giving them a practical education at home. Don't leave all their schooling for their teachers. The schools complete no education—they only begin it. That is why the last day of a college or school course is usually called "commencement." The time has then come for the graduates to show what they are good for. They find plenty of "commencing" when they go into factories or offices. Employer say that a boy or a girl learns as much that is new and useful in one year after leaving High School as in the three previous years of study. But don't forget that without these years of study there would be no sure foundation for the year of activity.

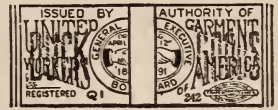
"I thoroughly believe in the old adage, 'All work and no play makes Jack a dull boy.' But I also know that most of our children spend far too much time in the movies for their own good, physical, mental and moral.

"Induce your children to read books and magazines and newspapers so as to know what is going on in the world. Do your utmost to guide their foot-steps for SAFETY, and shield them from the dangers of wrong. Feed them and clothe them so they will be neither hungry nor cold, and thus keep sunshine in their lives and sunshine in your home.

"SAFETY at work depends on conditions at home. If you have sunshine at home, you will have sunshine at work, and you will never be



Brakeman Grant and His Happy Family
Read what he says about his wife



UNION MADE
 "Service"
 Overalls
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INTELLIGENT observers who have, at close range, analyzed the development of modern industry, have been uniformly impressed with the keen judgment, the capable and energetic brain and body of the American Railroadman. This appreciation is not merely national. It is international—world-wide.

¶ There are many things that we would like to say about the Kayemco "Service" Suits, but we can think of nothing more gratifying to us, the makers, than the plain, matter-of-record fact that there are thousands upon thousands of American Railroadmen who have selected our product by comparison, who buy it always by name and who wear it as a matter of indelibly fixed preference.

K. M. Co. on the bottom makes "certainty sure."

KOHN MANUFACTURING COMPANY, *Makers*, BRADFORD, PA.

weary or tired. You will find that life is worth living and that it is easier to do right than it is to do wrong.

"My wife, God bless her, is not too proud to work, nor ashamed to be caught at her daily tasks. Her hand may be stained by dish washing and rough from using a broom. But it's a hand that is honest and upright, and to me it is second to none. It would be hard to improve on her baking or cooking. She works all day like a Trojan, and her heart doesn't go down with the sun. And once she saved the lives of my little ones this way: She awoke in the night and found the house filled with gas. She opened the doors and the windows, and inspected all the gas jets in the darkness, finally finding the gas of the kitchen range turned on. A rat had been gnawing on the gas cocks and turned one on. I was working at night at the time. But my wife was a safe woman and there was no sad story to tell. I immediately adjusted the gas cocks so that in case the rat ever came back, he might gnaw on the wood as long as he wanted, but could never turn the gas on.

"My two children are also a blessing and we spend many happy hours at home, especially while they play the piano. They play duets, and the sound of the music is sweet and charming. They play duets, and the sound of the

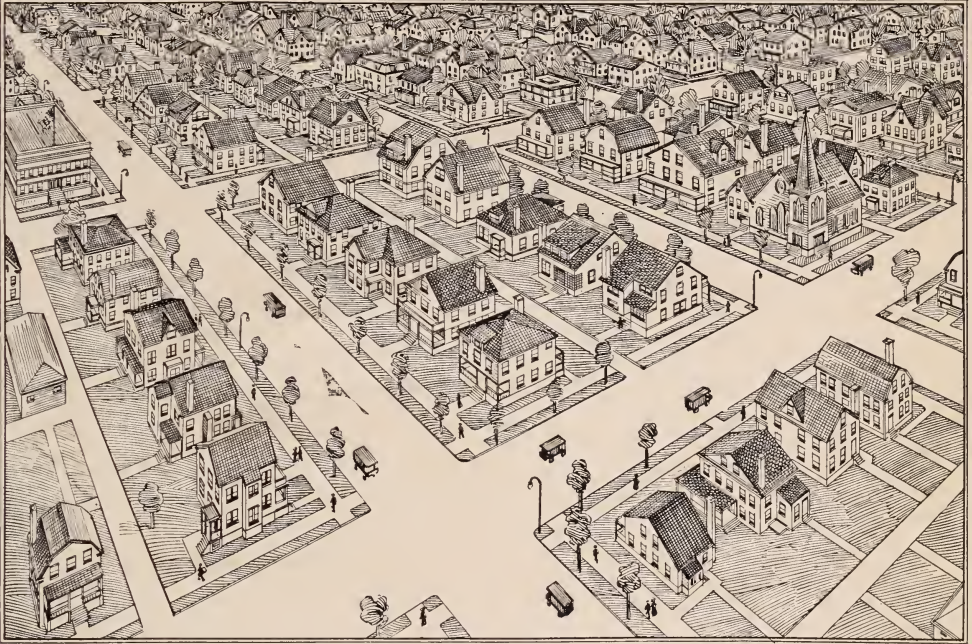
music to me is a SAFETY warning. It makes me want to enjoy them for many more years. People passing by stop, look and listen.

"When I was a boy the SAFETY zone was outlined in good old fashion style. For getting out of bounds there was a penalty. It was easy enough to get out if you wanted to run the risk, but it was mighty hard to get back.

"If I disobeyed orders at school or at home, they didn't pat me on the back and tell me it was wrong. I got what was called the patter of the shingle, not on the back, but further down. But on that old spot I learned a few things that have ever been fresh on my mind. By following the instructions I received when a boy, I am both healthy and sound. I have been serving railroad companies for twenty-nine years. I have made many couplings of all kinds, high-couplers and low-couplers, straight links and crooked links, three linkers and chains. I have worked in yards and I have worked on road, dodging low bridges and passing trains in daylight and in darkness, in hot weather and in cold, in sunshine and in rain, and I have never been injured nor have I caused others to be injured. And I hope that the results of the SAFETY work will be that every man may some day say as much for himself and his own happiness."



The Salvation Army "Home Service Campaign" will be held during the month of May. "Forewarned is Forearmed." The sacrifice of a little luxury, one theatre party or one automobile ride, will enable you to do your part and more. And your satisfaction will be as great as the happiness of those you help.



What Fifteen Thousand Men Did

¶ This picture looks like a big city, yet it is only what the houses owned by thrifty Baltimore and Ohio employees would look like if they were all brought together in one place.

¶ The owners of these houses determined that they would buy homes or build homes that they might have satisfactory places in which to live. That they would get homes which

would suit them and be satisfactory to their families.

¶ Many of these homes were built according to the plans outlined by these men and were located in the places in which they wished to live.

¶ These men did not act together, but each one applied separately for the necessary information regarding home-owning.

Why not follow their example and write to

“Division S,”
Relief Department,
The Baltimore and Ohio Railroad,
Baltimore, Md.

¶ Ask to be shown how you can own your own home. How you can buy a home or have one built after your own plans, at the place in which you wish to live.

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This is Mr. Charles Broll, one of the oldest engineers of the Baltimore and Ohio, who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel Indigo Cloth.

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