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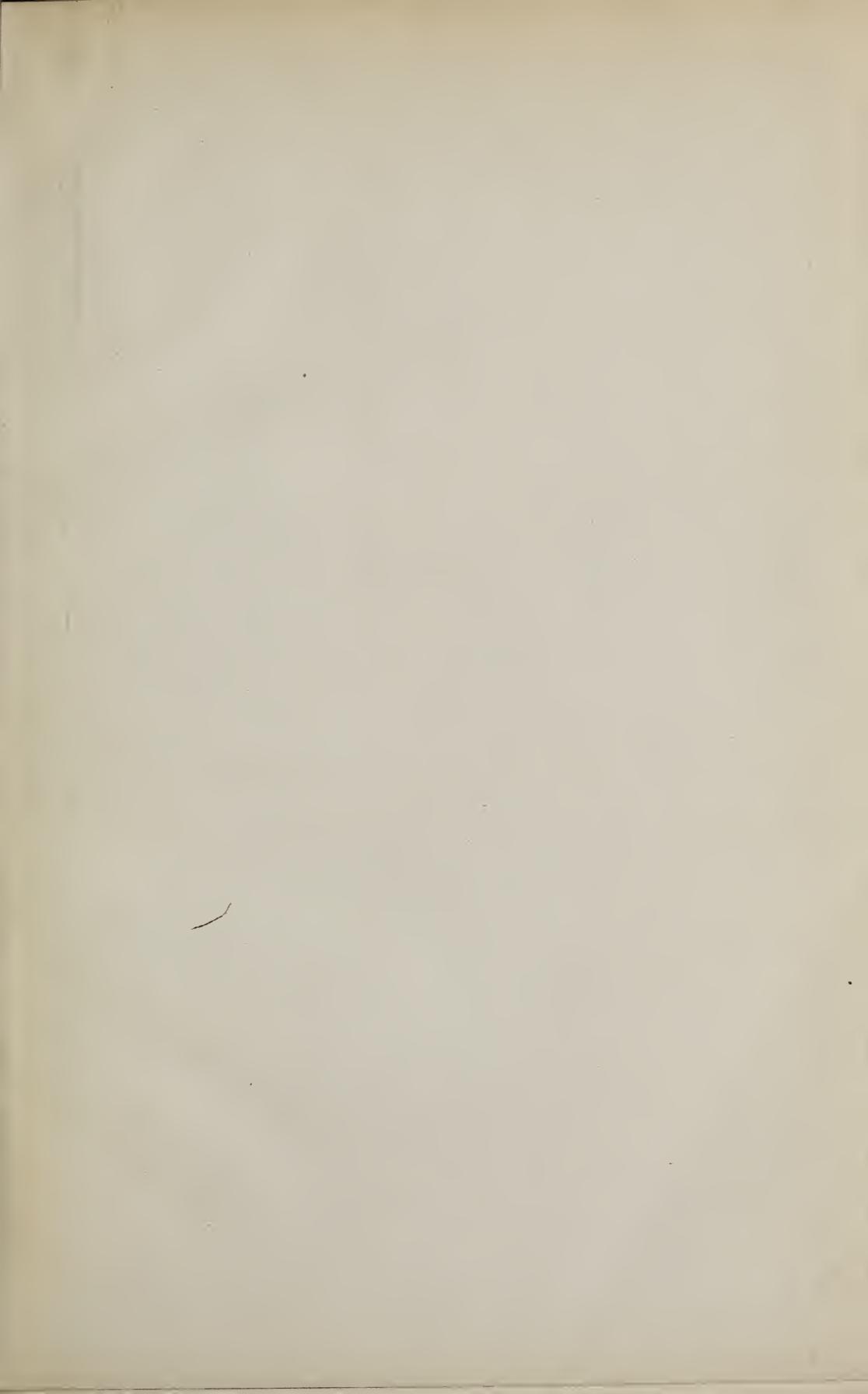
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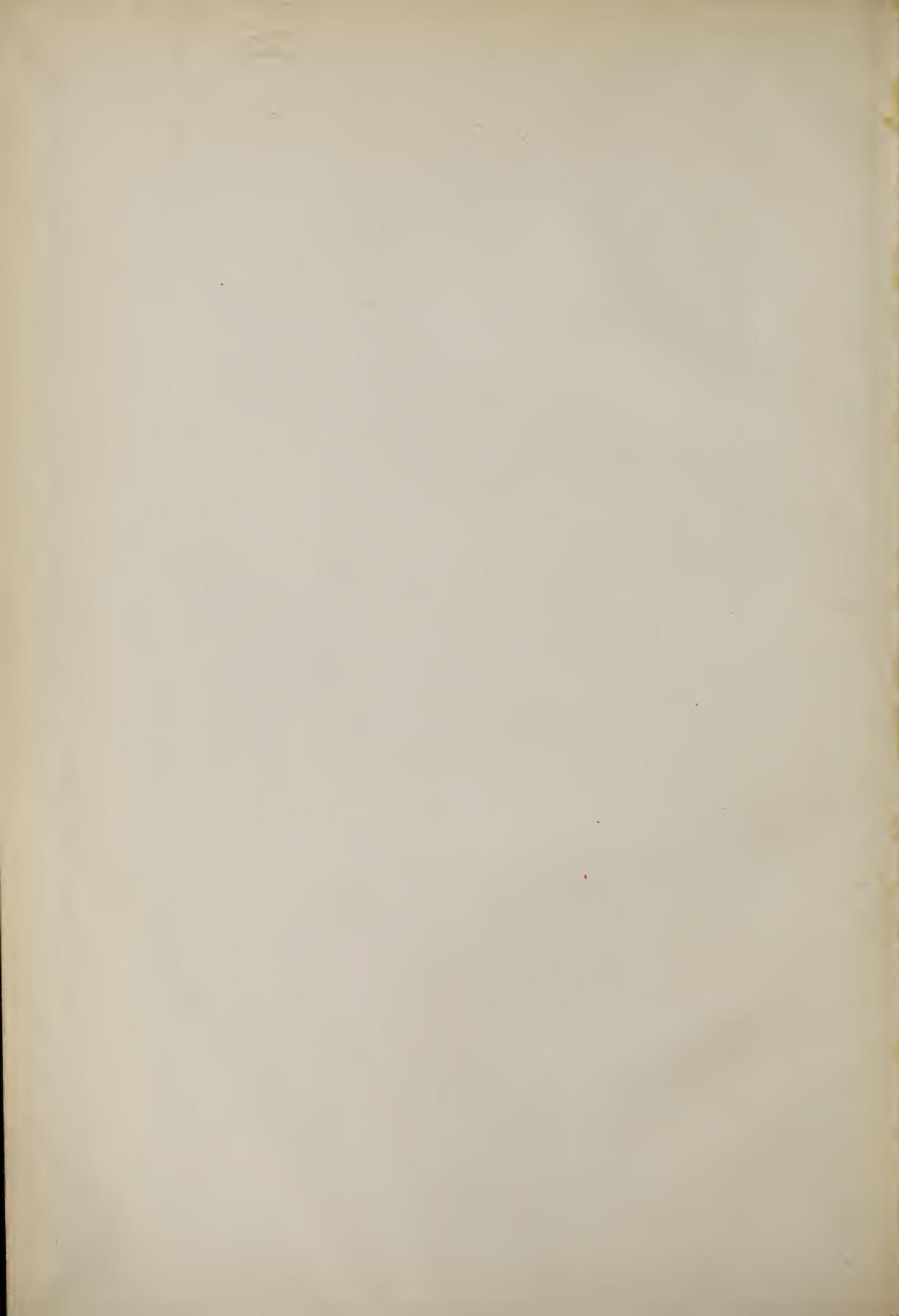
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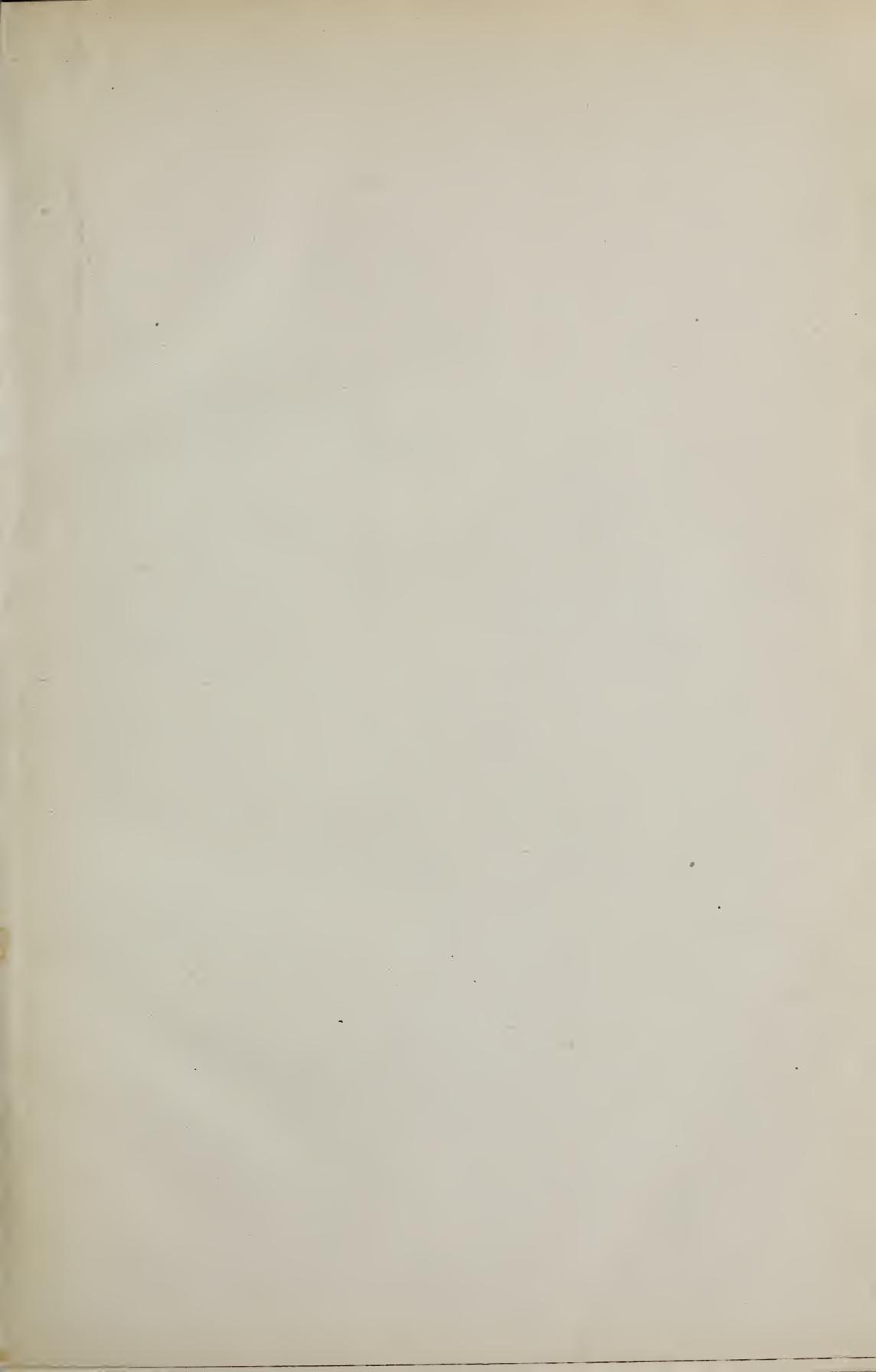
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Baltimore & Ohio Employes Magazine



IN THE VALLEY OF THE SHENANDOAH

May, 1918.



Maryland
TF
1
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Vol. 6
folio

THE FOOD SITUATION

[No. 3 OF A SERIES]

THE chief source of fats for eating is in dairy products. We are able to produce no more of these now than before the war. Yet last year we sent to Europe three times as much butter and fifteen times as much condensed milk as we used to send. Because their milk cows are still decreasing we must send even more butter and condensed milk this year. Because their hogs are decreasing we must send them more lard.

You can help.

Use no butter in cooking except left-overs that would otherwise go to waste. Cook with corn or cottonseed oil instead. Save lard.

Try to use up all left-over fats in cooking, but if there is some you can not use save it carefully, make scrubbing soap out of it, or sell it to the soap maker.

THE UNITED STATES FOOD ADMINISTRATION asks you to get behind our soldiers, sailors and associates by sending them now the most food possible in the least shipping space. Every man, woman and child in America can help by eating less wheat, beef, pork, fats and sugar, more of other plentiful foods which can not be shipped, and by avoiding waste.

EAT PLENTY, WISELY, WITHOUT WASTE,
AND HELP WIN THE WAR

Reprint from material furnished by the

UNITED STATES FOOD ADMINISTRATION

Please mention our magazine when writing advertisers



ST. JOE, INDIANA

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19 rooms, shingle roof, brick foundation. 1 out building 10 feet by 12 feet. Lot 100 feet by 150 feet. Price \$1600.00. Suitable for hotel or large boarding house.

FLORA, ILLINOIS

AUSTIN STREET

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GARRETT, INDIANA

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IMPORTANT WAR INFORMATION BOOKLETS
ISSUED BY THE U. S. GOVERNMENT

YOUR government desires that everybody be given an opportunity to learn all *facts* about the War. Every American should know *WHY* we entered this war. Every American should know *WHY* we must fight on until the high ideals of Americanism and Democracy are attained.

President Wilson created the Committee on Public Information to tell the people the TRUTH. As a part of its work this Committee has prepared a series of thirty-seven booklets, each dealing with a vital war problem. These booklets will be furnished free upon request. Fill in coupon below.

Booklet No. 5 **CONQUEST AND KULTUR.** Contents: Hundreds of quotations from the writings of leading German statesmen, professors and publicists, revealing the Prussian idea of world conquest. One section is devoted to Germany's designs upon the United States with special reference to the Monroe Doctrine. 160 pages with comprehensive map.

Booklet No. 6 **GERMAN WAR PRACTICES.** Prussianism in all its horror. Methods of the German Military Machine. Documentary proofs of German official brutalities upon civilians. Narrating instances of frightfulness taken directly from German sources.

Booklet No. 115 **WHY AMERICA FIGHTS GERMANY.** A statement why America entered the war. Deals with offences of Germany against America and against the world. The case in a nutshell written in plain language.

The above mentioned are but three of a series of thirty-seven authentic war publications. Fill in coupon below and these three booklets will be sent you together with a complete catalogue from which you may select other booklets.

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The Secretary of War George Creel
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FACTS ABOUT THE WAR COUPON

Fill in and mail, under first class postage (3c) to

Department of Distribution,
Committee on Public Information,
8 Jackson Place, Washington, D. C.

(Date)

Please send me, free of any charge, the booklets which I have checked, to the address given below.

Conquest & Kultur *German War Practices* *Why America Fights Germany*

My name is -----

Street address -----

City -----

Baltimore and Ohio Employees Magazine, May, 1918

This space is patriotically donated to our government by the publishers of the Baltimore and Ohio Employees Magazine in appreciation of the value of having every American read these important war booklets - -



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 6

BALTIMORE, MAY, 1918

Number 1

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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

TELEGRAM

The Baltimore & Ohio Railroad Company

Baltimore, Md., May 9, 1918.

*To All Officers and Employes of the Baltimore
and Ohio Railroad:*

You will be pleased and proud to know that over fifty-three thousand Baltimore and Ohio employes subscribed to the Third Liberty Loan and that the total amount taken will be nearly three million nine hundred thousand dollars.

No better evidence than this could possibly be given of the loyalty and patriotism of the Baltimore and Ohio employes and of their determination to do their part towards winning the war, and I am more than ever proud to be included as one of their number.

Samuel Willard

Eighty-Six Per Cent. of Baltimore and Ohio Employees Subscribe for Third Liberty Bonds

A COMPARISON BALTIMORE AND OHIO RAILROAD			
	SUBSCRIBERS	AMOUNT SUBSCRIBED	
Third Loan.....	56,351	\$4,058,000	
First Loan.....	5,703	459,750	
Second Loan.....	7,601	523,100	
	13,304	\$982,850	

Comparison of figures for all Eastern Railroads (compiled from information available at time of going to press), Third Liberty Loan, and Baltimore and Ohio:

THIRD LIBERTY LOAN			
	SUBSCRIBERS	SUBSCRIPTION	AVERAGE SUBSCRIPTION
All Eastern Roads.....	700,000	\$45,000,000	\$64.29
Baltimore and Ohio Railroad.....	56,351	4,058,000	72.01

SECOND LIBERTY LOAN			
	SUBSCRIBERS	SUBSCRIPTION	AVERAGE SUBSCRIPTION
All Eastern Roads.....	263,000	\$19,000,000	\$72.24
Baltimore and Ohio Railroad.....	7,601	523,100	68.82

INCREASE THIRD OVER SECOND LOAN			
	SUBSCRIBERS	SUBSCRIPTION	AVERAGE SUBSCRIPTION
All Eastern Roads.....	437,700—166%	\$26,000,000—137%	\$7.95 Dec.—11% Dec.
Baltimore and Ohio Railroad..	48,750—641%	3,534,900—576%	3.19 Inc.—5% Inc.



HE final tabulation of subscriptions for the Third Liberty Loan by employes of the Baltimore and Ohio System reveals that eighty-six per cent. gladly loaned their money to the Government. The amount of bonds subscribed for was \$4,058,000. This is an accomplishment of which every one on the payroll may feel proud and one that will stand comparison with the results reported by any big organization in the country.

J. S. Murray, general chairman, Third Liberty Loan Campaign Committee, on May 7 sent a message to other members of the committee, which follows:

"Please accept my sincere thanks and congratulations for yourself and all of those subscribing upon splendid and patriotic showing made by your committee and sub-committee under you. It will interest you to know that total subscriptions received so far exceed three million nine hundred thousand dollars and over fifty-three thousand subscribers; or eighty-one per cent. of all employes.

"We knew that all of our fellow employes would subscribe liberally if they were given opportunity and their patriotic response has fully justified the faith we had in them. There were doubtless many who were willing, but unable, to subscribe and their actions should in no way prevent them from sharing in the exchange of congratulations."

A telegram signed by President Willard, which appears on the opposite page, and the message of the general chairman, were sent before all reports were in, which accounts for both containing figures lower than those shown in the final tabulation.

The splendid team work displayed during the campaign was a striking lesson of what can be accomplished when a huge organization is united in its efforts. Patriotism was the keynote sounded by members of the committee and sub-committees when they approached the individual, and every man and woman was told in convincing language that every dollar subscribed to the Liberty Loan represented a dollar invested in American manhood.

Of course, there was keen, but friendly, rivalry among employes, who made every effort to have their shop or office report the highest percentage. In Baltimore it was a "nip and tuck" race between the general offices and the Mt. Clare shops. The former won out by one-half of one per cent., having a total of 95 per cent. against 94.5 per cent. by the last named.

On the divisions, committees worked day and night and all made an excellent showing, as is evident from the following compilation:

	SUBSCRIBERS	AMOUNT
New York Division...	1,879	\$113,550
Philadelphia Division..	1,302	76,500
Baltimore Division.....	3,832	212,950
Cumberland Division...	4,285	283,200
Connellsville Division..	3,247	276,450
Pittsburgh Division....	4,179	269,750
New Castle Division...	2,553	163,800
Monongah Division....	2,982	264,000
Wheeling Division.....	2,255	148,650
Ohio River Division....	1,282	80,900
Cleveland Division.....	2,347	147,050
Gen'l Sup't, Baltimore, Pittsb'gh and Wheeling	65	8,350
Total, Lines East...	28,329	\$1,931,600
Newark Division.....	2,971	\$212,000
Chicago Division.....	3,917	266,150
Toledo Division.....	4,152	288,500
Ohio Division.....	2,085	164,250
Indiana Division.....	1,245	124,950
Illinois Division.....	2,588	175,700
Sandy Valley & Elkhorn	62	11,400
Cincinnati Terminals, Northwest District...	953	57,700
Cincinnati Terminals, Southwest District...	1,008	67,150
General Offices, Cincinnati, Ohio.....	310	33,150
Total, Lines West..	19,291	\$1,400,950

The campaign among Baltimore and Ohio employes was inaugurated under the personal direction of President Willard, who on April 15 called a conference at which vice-president Shriver presided and J. S. Murray, assistant to president, was appointed general chairman. The plans there outlined were put into effect immediately, and the same day members bearing full instructions left Baltimore for the various division points and before twenty-four hours had elapsed division committees and sub-committees were out among the men soliciting subscriptions.

E. V. Baugh, superintendent of dining cars, was assigned to the Philadelphia Division; W. E. Lowes, general passenger agent, to the Monongah, Wheeling and Ohio River Divisions; H. O. Hartzell, chief of industrial bureau, to the Connellsville, Pittsburgh and New Castle Divisions; J. E. Spurrier to the Shenandoah and Cumberland Divisions, and John T. Broderick, supervisor of special bureaus, to the Cleveland, Chicago and Newark Divisions. Later, the System was toured by a number of speakers, who addressed shop meetings and town gatherings. Among these were W. W. Wood, George F. Sturmer and local counsel on all parts of the System.

Following is a table of subscriptions by employes of the general offices. This does not include those who report to heads of departments located in the Baltimore and Ohio building, but whose duties require that they have offices on various parts of the System.

Baltimore and Ohio Building

	SUBSCRIBERS	AMOUNT
Valuation.....	63	\$6,500
Signal.....	15	1,200
General Manager, Baltimore.	12	3,750
General Claim.....	12	800
General Superintendent of Transportation.....	87	8,050
Law.....	16	2,250
Tax.....	12	1,800
Operating Vice-President...	107	15,350
Superintendent of Buildings..	62	3,350
Car Service.....	245	13,900
Engineer, Bridges and Build- ings.....	11	1,000
Commercial Freight Agent, Baltimore.....	9	650
Maintenance of Way (Engi- neer).....	19	2,700
Purchasing Agent.....	67	4,550
Stoorekeeping.....	20	1,050
Real Estate.....	11	1,250
President's Office.....	19	18,500
Foreign Freight Office.....	9	650
General Superintendent Mo- tive Power.....	49	4,000
Traffic Vice-President.....	29	2,950
Commercial Development...	34	5,300
Engineering Department....	77	13,150
Treasury.....	36	3,550
Traveling Auditors.....	2	400
Electrical Department.....	15	1,950
General Freight Office, Balti- more.....	39	12,050
Coal Traffic Department....	12	2,200
Freight Tariff.....	68	4,950
Live Stock.....	4	250
Passenger.....	71	6,100
Fuel.....	14	1,450

	SUBSCRIBERS	AMOUNT
Secretary's Office.....	4	900
Superintendent Motive Power	7	1,000
Accounting Vice-President...	10	3,600
Dining Room.....	10	550
Telegraph.....	76	9,450
Relief.....	99	8,900
Comptroller.....	6	1,000
Custodian of Records.....	7	350
General Auditor.....	27	2,650
Auditor Subsidiary Lines.....	6	850
Auditor Freight Claims.....	282	17,200
Auditor Revenue.....	24	3,600
Auditor Miscellaneous Re- ceipts.....	35	2,250
Auditor Disbursements.....	140	8,900
Auditor Merchandise Re- ceipts.....	370	21,300
Auditor, Coal and Coke.....	108	6,950
Auditor Passenger Receipts..	147	10,650
Total.....	2,604	\$245,700

Number of employes in building, 2,737.

In compiling the above table credit was given the general offices only for subscriptions by those who are daily engaged there. For instance, the Legal Department reported twelve subscrip-

tions for \$2,250 by employes in the general offices, whereas fifty-four connected with that department subscribed for a total of \$57,850. Again, the Timber Preservation Department, while its headquarters are in Baltimore—Mt. Royal Station—was not included. This department had 133 subscribers who applied for bonds to the extent of \$12,400. The same applies to other departments.

Among the miscellaneous reports not included in any of the above were the following:

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Pittsburgh Warehouse.....	7	400
Tobacco Warehouse.....	9	700
Cincinnati Warehouse.....	5	1,700
Supervisor Station Service....	13	2,150
Dining Car Department.....	249	15,700
Printing Office, Mt. Clare....	63	4,700
	554	\$39,500

The Increase in the Cost of Materials—Present Prices Compared with 1914 Prices

The table below shows a list of Maintenance of Way materials which are used in quantities by the Baltimore and Ohio Railroad. Opposite each item of material is shown the present cost or value of the material which formerly cost one dollar, when purchased at the previous normal price.

One dollar's worth of Angle Bars, now costs.....	\$1.91
One dollar's worth of Track Bolts, now costs.....	2.09
One dollar's worth of Cement, now costs.....	1.74
One dollar's worth of Anti-Rail Creepers, now costs.....	1.57
One dollar's worth of Guard Rail Clamps, now costs.....	1.44
One dollar's worth of Insulated Rail Joints, now costs.....	1.44
One dollar's worth of Cross Ties, now costs.....	1.62
One dollar's worth of Wire Nails, now costs.....	1.87
One dollar's worth of Cement Coated Nails, now costs.....	3.24
One dollar's worth of Linseed Oil, now costs.....	3.09
One dollar's worth of Cast Iron Pipe, now costs.....	1.91
One dollar's worth of Tie Plates, now costs.....	2.93
One dollar's worth of Boat Spikes, now costs.....	3.89
One dollar's worth of Track Spikes, now costs.....	2.89
One dollar's worth of Track Shovels, now costs.....	2.08
One dollar's worth of Stand Pipes, now costs.....	1.89
One dollar's worth of Low Switch Stand, now costs.....	2.16
One dollar's worth of Intermediate Switch Stand, now costs.....	2.11
One dollar's worth of Circular Zincs, now costs.....	1.52

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Commercial Development....	34	5,300
Engineering Department....	77	13,150
Treasury.....	36	3,550
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Electrical Department.....	15	1,950
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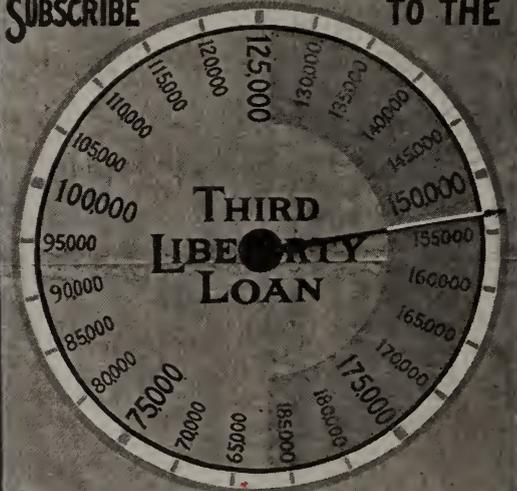
**LET'S PUSH OUR CLOCK
OVER THE TOP
TO HELP DOWN THE
KAISER AND HIS GANG**

THE FOLLOWING ARE THE SUBSCRIBERS TO THE
THIRD LIBERTY LOAN AT MT. CLARE, MICHIGAN

FIRE ALARM SYSTEM
AT CLARE, MICHIGAN

**94½ Per Cent
OF THE
EMPLOYEES AT
MT. CLARE
SUBSCRIBED TO
THE
THIRD LIBERTY LOAN
TOTAL SUBSCRIPTIONS
\$153,000**

**OUR AIM \$125,000.00
HELP PUSH THE HAND AROUND
SUBSCRIBE TO THE**



**BATTLES ARE WON AS MUCH
AT HOME WITH LIBERTY BONDS
AS THEY ARE AT THE FRONT.**
APPLICATIONS MUST BE IN BY MAY 4TH

Third Liberty Loan Subscriptions— Mount Clare

SHOP	NUMBER OF MEN	NUMBER OF SUBSCRIPTIONS	AMOUNT	PER CENT.
Boiler.....	241	253	\$14,050.00	96.7
Erecting.....	199	188	11,400.00	94.5
Steel Car.....	26	26	1,450.00	100.0
Iron Foundry.....	67	62	3,500.00	92.5
Brass Foundry.....	58	48	2,550.00	82.8
Welders.....	50	50	3,850.00	100.0
Axle.....	10	10	600.00	100.0
Electrical.....	23	23	1,300.00	100.0
No. 3 Machine.....	77	70	4,150.00	90.9
Tool Room.....	32	32	3,350.00	100.0
Small Tool Department.....	29	29	2,650.00	100.0
No. 2 Machine.....	150	146	8,050.00	97.3
Air Brake.....	21	21	1,100.00	100.0
Pipe and Tin.....	94	94	5,300.00	100.0
Yard Labor and Switch Crew.....	28	26	1,400.00	93.0
Motor Truck.....	12	12	700.00	100.0
Pattern.....	16	14	900.00	88.0
No. 1 Machine.....	149	144	9,900.00	96.6
Blacksmith.....	115	109	6,000.00	94.8
Bolt and Forge.....	38	38	2,200.00	100.0
Flue Plant.....	14	13	800.00	92.0
Re-rolling Mill.....	14	13	650.00	92.0
Tender Paint.....	29	29	2,950.00	100.0
Power Plant.....	14	13	700.00	92.0
Tender.....	72	71	4,000.00	98.6
Locomotive Department Total.....	<u>1,578</u>	<u>1,514</u>	<u>\$93,500.00</u>	<u>95.9</u>
Cabinet.....	34	34	\$1,800.00	100.0
Saw Mill.....	13	13	650.00	100.0
Paint.....	34	34	1,800.00	100.0
Paint Hardware.....	13	13	700.00	100.0
Upholstery.....	20	20	1,000.00	100.0
Passenger Erecting Shop.....	49	49	2,750.00	100.0
Passenger Car Finishing.....	21	21	1,100.00	100.0
Freight Track.....	232	227	12,500.00	98.2
Car Department Total.....	<u>416</u>	<u>411</u>	<u>\$22,300.00</u>	<u>98.8</u>
MISCELLANEOUS				
Superintendent Shops' Office.....	65	61	\$9,300.00	93.8
Accounting Office.....	39	39	2,900.00	100.0
Engineer of Tests.....	42	40	4,100.00	95.2
Mechanical Engineer.....	41	41	3,350.00	100.0
Stores Department.....	265	234	12,100.00	88.3
Maintenance of Way Department..	132	95	5,050.00	72.0
Supervisor M. T. and P. W.....	4	4	400.00	100.0
GRAND TOTAL.....	<u>2,582</u>	<u>2,439</u>	<u>\$153,000.00</u>	<u>94.5</u>

Prize Contest

For the Two Best Articles on What I Am Doing to Help Win the War

NOT since the days of the Revolution have the people of this republic been called upon to expend their resources as at the present time. Mars has crossed the ocean and has bid us enter the arena of war on the battlefields of France. The undertaking of this colossal part in the struggle for democracy means that all of us must do our part. Those who cannot go forth to meet the Hun in physical combat must do his part in other ways. Our illustrious President has told us that we must down the Prussian war lords with force without stint or limit in order to make the world a decent place to live in.

We did not invite this war—this war was forced upon us! Insult after insult was hurled at this glorious republic, and to save our honor as a great nation we were bound to enter the conflict. Today finds us in the midst of the struggle. Our boys in khaki are dying on the battlefield in defense of the flag, and our boys in blue are defying Von Tirpitz's submarines and are helping to keep the Kaiser's fleet bottled up in the Kiel Canal. Many of our heroes have offered their lives on the altar of patriotism and those who survive are willing to do the same.

Now, what are you doing to help win the war? The Baltimore and Ohio Railroad offers two prizes, \$10 for the best article and \$5 for the second best, to the two employes whose articles show that they are doing more toward winning the war than other members in the service.

Rules

The contest is open to all employes—male and female.

All contributions must reach the office of the *Employes Magazine* not later than July 10, 1918.

Articles based on theory will not be considered. You must tell what you have actually done.

Literary merit of articles submitted will have no effect on the decision.

Competitors must give their full name, address, occupation, location and years of service.

Write on one side of paper only.

The final decision will rest with the Editor, *Employes Magazine*.

Address all communications to

Baltimore and Ohio Employes Magazine
Mt. Royal Station, Baltimore, Md.

Lieutenant Daniel Willard, Jr., Cited for Conspicuous Bravery Under Heavy Fire

(From The Baltimore Sun)

NEWs came May 6 from the American Expeditionary Force in France that Lieutenant Daniel Willard, Jr., son of the president of the Baltimore and Ohio Railroad, had been cited for conspicuous bravery. It was stated in the dispatches that he and Andrew Thompson, of New England, had continued to handle the guns under heavy fire from the Germans when there was imminent danger of being killed.

The news that Daniel Willard, Jr., had been mentioned in the dispatches from France for conspicuous bravery in that, at the battle of Seicheprey, on April 21, he worked his guns for five hours under heavy fire was the first news friends of Lieutenant Willard had received as to just where he was stationed in France.

The battle of Seicheprey was one of the most hotly-contested actions in which the American troops have been engaged. Lieutenant Willard and Andrew Thompson were praised for the courage they displayed in handling their guns.

On that day the Germans began a bombardment of the American lines, which was intended to pulverize them and make easy the attack by their infantry. The American artillery in this section has been conspicuous for its deadly work ever since it took up a position in that part of the line. Every time the Germans attempted to reach the American lines they had been stopped by a terrific fire from the American guns.

On this day the work of the German artillery was unusually heavy and deadly. They followed it by sending a whole regiment of Saxons across No Man's Land, supported by storm troops. The Germans succeeded in reaching the American infantry and got temporary possession of the village of Seicheprey. In a counter-attack the Americans retook the village and drove them back to their own trenches. Four hundred German dead were left on the field and the American losses were heavier than they had been in any one battle up to that time.

Mr. Willard's son was in the thick of that fighting, and the dispatch shows what a good account he gave of himself. Meagre news of his part in it had reached this city, but the message by General Pershing to the War Department, in which thirty-one Americans were praised for the soldierly qualities they displayed has been sufficient to cause many congratulations to reach President and Mrs. Willard at their home in Roland Park.

Lieutenant Willard is attached to the One Hundred and Second Field Artillery, Fifty-first Brigade, which is a part of the New England Division. He was a student at Yale University in 1916 when the trouble with Mexico began. He entered the artillery, going to Tobyhanna for training with a Yale University group. After this country entered the war he went to the first Fort Meyer training camp and was graduated from it as a second lieutenant of artillery. Within a few weeks after his graduation he was in France. He has many friends in this city.

Contribute to the Red Cross War Fund



SUPERVISION AND OFFICE FORCE



S. S. TUCKAHOE AT CURTIS BAY COAL PIER



TRIMMING FORCE

S. S. Tuckahoe, "Wonder Ship" of Emergency Fleet Corporation, Loaded at Our Curtis Bay Coal Pier in Record Time

LOADING TIME OF S. S. TUCKAHOE

May 17, Norfolk & Western Railway Pier, Lambert's Point, Va. 6 hours
May 25, Baltimore and Ohio Railroad Pier, Curtis Bay, Md. 2 hours, 50 minutes



Our new Curtis Bay coal pier, Baltimore, another record was established May 25, when the S. S. Tuckahoe, the "wonder ship" of the United States Shipping Board Emergency Fleet Corporation, was loaded in two hours and fifty minutes. In that short time 4,803 tons of cargo and 189 tons of bunker coal were placed aboard. Less than three hours elapsed from the time the Tuckahoe docked and the time she departed.

The eyes of the shipping world were centered on Curtis Bay while the Tuckahoe was there. And when she sailed there was joy supreme. It was her second cargo, and when one considers that the keel of this steel vessel was laid April 8, 1918, her history is a remarkable one.

A glance at the log of the Tuckahoe reveals the following: Keel laid April 8, 1918, at Camden, N. J.; launched twenty-seven days later; ready for sea May 15; sailed from Camden May 16; arrived at Hampton Roads, Va., May 17; sailed from Hampton Roads with first cargo May 18; unloaded at Boston and sailed for Baltimore May 22; arrived at Curtis Bay, loaded and sailed May 25. Consequently, the title "wonder ship."

The first cargo was sent aboard at the Norfolk & Western Railway coal pier at Lambert's Point, Va. Six hours were required to load her. The second cargo from the Baltimore and Ohio Railroad Curtis Bay pier was placed in her hold in two hours and fifty minutes.

When the Tuckahoe docked at the Baltimore and Ohio pier, E. J. Thomas, superintendent of the pier, and his force were ready. W. W. Tingle, dispatch agent of the Emergency Fleet Corpora-

tion, was on hand to watch the performance and acted as official timekeeper. J. J. McSweeney, traffic agent of the New England Fuel & Transportation Company, by which the vessel has been chartered, and several Baltimore and Ohio officials were also present.

The Tuckahoe docked at 9.15 a. m. The instant she was made fast Mr. Thomas gave the signal and coal began to pour into her hold. Dumping was completed at 11.55 a. m. and at 12.05 trimming was finished. At 12.12 noon the Tuckahoe, with a tug alongside, pulled out into the stream.

A comprehensive article on the new Curtis Bay coal pier appeared in the June, 1917, issue of the MAGAZINE. If you have not read it get a copy.

The men employes on the pier at the time the Tuckahoe was loaded were: W. W. Heaps, chief electrician, who is in charge of the maintenance of the pier; R. I. Spears and R. P. Jones, electricians; S. R. Taylor, machinist; L. H. Huges, G. W. C. Herzberger, W. C. Tull, J. H. Peters, William H. Gardner and M. Leister, car dump operators; C. L. Wright, H. Smith, W. O. Smith, W. C. Norris and W. A. Mohr, tower operators; W. V. Thomas, Alex. Sulme, C. Graef, J. Armi-ger, Elmer Heaps, A. J. Kadan and C. Alden, oilers.

The supervision and office force is composed of E. J. Thomas, superintendent; N. J. Johnson, assistant superintendent; J. H. Kenney, foreman; A. J. Trogler, clerk; T. J. Brady, clerk, and J. Counters, clerk. The trimming force, composed of more than 100 men, was in charge of John Minor and George Murray, foremen, and William Z. Rice and Arthur Graham, assistant foremen.



BALTIMORE AND OHIO GLEE CLUB, CUMBERLAND, MD.

During the latter part of 1917 employees at the Baltimore and Ohio shops at Cumberland organized a glee club that has made quite a reputation. Since the formation of the club it has entertained large audiences not only at Cumberland, but at Pittsburgh, Martinsburg, Brunswick and Keyser.

Top row, left to right—P. L. LEE, C. B. CONNERS, L. H. THUSS, J. T. GORMAN, E. DREWSING, E. F. WARNER, G. H. LITTLE. Center row, left to right—M. J. KRÄGER, H. S. LAMM, E. R. MURRAY, J. W. STEVENSON (Accompanist), E. P. KUBAUGH, A. T. WILSON, F. P. BRADY. Bottom row, left to right—C. C. CHANDLER, C. P. SHAFFER, H. E. CHILDS, C. L. COLLEY (Director), M. G. LIGHT, W. C. MONTIGNANI, J. W. BEDINGER.

Baltimore and Ohio Railroad Y. M. C. A., Cumberland, Md., Goes "Over the Top"

Spring Drive for One Thousand Members a Huge Success After
a Week of Strenuous Work by "Army" and "Navy"

WE must be successful in this drive. One thousand members means going 'over the top.' This was the message delivered to members of the Baltimore and Ohio Railroad Y. M. C. A., Cumberland, Md., on the evening of April 5, when they assembled to plan for a great spring drive to secure new associates for their organization. The campaign ran from April 8 to 15, and the result, shown in detail on page 19, indicates that they penetrated the third line trenches of the "enemy" and captured 1,143.

What makes the victory the more remarkable is the fact that the local Y. M. C. A. at Cumberland had just finished a strenuous campaign, which had a very successful ending. The Baltimore and Ohio men, however, had received orders to proceed at once and they came through on time.

While the excellent achievement was due to the splendid work of the various teams, divided into two sections—Army and Navy—too much credit cannot be given to those who did the preliminary planning. Among one of the most persistent in making the drive a success was W. C. Montignani, secretary of the organization, who, with his usual modesty, would not permit his name to appear in the line-up.

The War Department had the "land fighting forces in the trenches" and the Navy Department gave the signal to "clear decks for action," on April 5, at a dinner in the Baltimore and Ohio Railroad "Y" Building. Before partaking

of some "chow" the final plans were gone over by John T. Broderick, supervisor of special bureaus; H. O. Williams, international secretary Railroad Y. M. C. A.; G. D. Brooke, superintendent Cumberland Division; F. P. Pfahler, master mechanic; F. F. Hanly, division engineer; Daniel Annan, president of the Second National Bank, and Tasker G. Lowndes, vice-president of that institution, all of whom made stirring addresses. The last two named, while not associated with the Company, always take a deep interest in the welfare of Baltimore and Ohio employes and are ever ready and willing to do their bit for a railroader.

The speeches were interspersed with several entertaining features. Professor H. Paul Mann, representative of The Holland Company, gave an organ recital; the Baltimore and Ohio Cumberland Shop Glee Club, under the leadership of C. L. Colley, made a decided hit with various selections and J. W. Stevenson, who presided at the piano, received warm applause. The supper was served by members of the Ladies' Bible Class of the Southminster Presbyterian Church and it was all that could be desired.

On the following Monday, April 8, the battle began. Bright and early a heavy barrage was laid down. The artillery did noble work. At the right moment the infantry and cavalry took a hand, with the support of the signal corps, aviation corps and the engineers. Meantime the medical corps was kept busy.

If anyone doubts the need of cavalry in these days just glance at the total

"captured" during the week by "General" C. E. McGann, assistant master mechanic, with the assistance of "Captain" H. M. Hutson and others assigned to that branch. The engineers commanded by "General" L. O. Miller, of the car department, reported 86 "prisoners." Fifty-four was the total for the artillery directed by "General" A. W. Bratt, while the medical corps in charge of "General" E. F. Tracy, foreman air-brake room, rendered first aid to 42. "General" W. R. Earle, assistant master mechanic, with his artillery men made 40 bullseyes and 33 heeded the wig-wag of the signal corps under the leadership of "General" C. L. Colley. Thirty-two were brought down by "General" C. C. Chandler and other aviators, while the infantry under "General" C. H. Spicer went "over the top" and brought back 27.

And the navy! Shades of John Paul Jones, Farragut and Dewey. How each jack tar did work! They swept the "sea" (C) of Cumberland clean. When the word was given to cease firing they had scored 692 hits. Following out a modern practise the navy did a little camouflaging. The commissary department, which should have been called the heavy battleship division, scored 298 of this total. "Major" G. A. McGinn, secretary to the superintendent; "Captain" G. R. Bramble, "Lieutenant" J. C. Baldwin, "Sergeant-Major" W. H. Lynn and "Corporal" J. R. M. Rees drew the "enemy" out by spreading propaganda filled with visions of soft berths only to lay them low.

The submarine division under "Rear Admiral" E. C. Groves, trainmaster, made "Y's" out of 162 "U's." "Ensign" L. Cramblett, of the "subs," proved that he was no novice at the game. Next in line came the marines, who would rather fight than eat, and their commander, "General" I. S. Spenseller, supervisor, compelled 48 to surrender. Close behind were the ship builders, "Commodore" A. J. Kelly, with a total of 43 "launched" safely.

The mine sweepers, "Commodore" M. A. Carney, road foreman of engines, Keyser, and the coast guard, "Rear Admiral" L. J. Wilmoth, road foreman of engines, Cumberland, tied with 40 each. C. Montzer, rated as a gunner with the coast guard, did fine work. "Commodore" J. A. Miller, in command of the cruisers, reported 28 captures and "Commodore" W. S. Toomey, trainmaster, Connellsville Division, reported a total of 25 for the transports.

Space will not permit going into detail to tell of the splendid efforts of every individual on the various committees. Let it suffice that all did their best—"and angels can do no more." The week of April 8 to 15 marks an epoch in the history of the Baltimore and Ohio Railroad Y. M. C. A. at Cumberland. May its future be guided by the same unselfish zeal displayed on this occasion.

Last, but not least, every Baltimore and Ohio man at that point expresses deep appreciation for the whole-hearted cooperation given by the citizens of that section who helped them to go "over the top."

Railroad Y. M. C. A. at Brunswick, Md., Does Fine Work During Year Ending March 31

THE following is a summary of the excellent results obtained by the Baltimore and Ohio Railroad Y. M. C. A. at Brunswick, Md., for the year ending March 31, 1918:

Membership during that period, 763; attendance for the year, 260,823; daily

average, 715; total number occupying sleeping rooms, 34,318; daily average, 94; total baths taken, 13,291; daily average, 36; total meals served, 161,346; daily average, 442; total games of bowling, 31,057; free beds were given to 130 and free meals to 390.

GREAT SPRING DRIVE FOR 1,000 MEMBERS

BALTIMORE AND OHIO RAILROAD Y. M. C. A., CUMBERLAND, MD., APRIL 8-15

COMMANDER-IN-CHIEF G. D. BROOKE

CHIEF OF STAFF H. W. GRENOBLE

Army—Captured 451

Navy—Captured 692

SECRETARY OF WAR F. P. PFAHLER
ADJUTANT H. S. LAMB

SECRETARY OF THE NAVY F. F. HANLY
ADMIRAL E. C. DRAWBAUGH

Cavalry 125

GENERAL C. E. MCGANN
CAPTAIN H. M. HUTSON
FIRST LIEUTENANT E. A. HANSROTE
SECOND LIEUTENANT C. C. BOWDEN
SERGEANT C. D. RINKER
CORPORAL J. E. GILES

Marines 48

GENERAL I. S. SPONSELLER
CAPTAIN A. O. TEDRICK
FIRST LIEUTENANT J. G. LESTER
SECOND LIEUTENANT D. E. ALEXANDER
SERGEANT J. CLAY
CORPORAL T. A. LAFFEY

Infantry 27

GENERAL C. H. SPICER
CAPTAIN S. H. RUSSLER
FIRST LIEUTENANT L. R. AMBROSE
SECOND LIEUTENANT C. W. TWIGG
SERGEANT G. H. LITTLE
CORPORAL W. E. MANSE

Coast Guard 40

REAR ADMIRAL L. J. WILMOTH
CAPTAIN H. P. BRANT
LIEUTENANT T. DENEM
ENSIGN O. THOMSON
GUNNER H. POWERS
GUNNER C. MONTZER

Artillery 40

GENERAL W. R. EARLE
CAPTAIN S. H. STORER
FIRST LIEUTENANT R. C. YOUNG
SECOND LIEUTENANT G. M. FAZENBAKER
SERGEANT D. E. LINN
CORPORAL A. Y. WILSON

Submarines 162

REAR ADMIRAL E. C. GROVES
CAPTAIN W. C. BAKER
LIEUTENANT C. F. MOEHLE
ENSIGN L. C. CRAMBLETT
GUNNER W. E. YARNELL

Field Artillery 54

GENERAL A. W. BRATT
CAPTAIN J. G. DIFFIBAUGH
FIRST LIEUTENANT H. H. WAGELEY
SECOND LIEUTENANT H. E. CHILDS
SERGEANT J. W. STEVENSON
CORPORAL G. F. HANSROTE

Commissary 298

MAJOR G. A. MCGINN
CAPTAIN G. R. BRAMBLE
LIEUTENANT J. C. BALDWIN
SERGEANT-MAJOR W. H. LYNN
CORPORAL J. R. M. REES

Medical Corps 42

GENERAL E. F. TRACEY
FIRST LIEUTENANT M. G. LIGHT
SECOND LIEUTENANT A. R. DOUGLASS
SERGEANT H. S. MYERS
CORPORAL J. S. CLARKE

Mine Sweepers 40

COMMODORE M. A. CARNEY
CAPTAIN W. E. CHESHIRE
LIEUTENANT J. A. GARLITZ
MATE B. J. MARKS
GUNNER R. E. FURY

Signal Corps 33

GENERAL C. L. COLLEY
FIRST LIEUTENANT E. F. WARNER
SECOND LIEUTENANT D. R. MURRAY
SERGEANT J. R. MILLER
CORPORAL E. R. FISHER

Transports 25

COMMODORE W. S. TOOMEY
CAPTAIN J. F. ENGLECKA
LIEUTENANT W. DODSON
MATE B. GULICK
GUNNER I. E. JACOBS
GUNNER W. HETRICK

Aviation Corps 32

GENERAL C. C. CHANDLER
FIRST LIEUTENANT S. E. HUTSON
SECOND LIEUTENANT J. GORMAN
SERGEANT B. O. RAFTER
CORPORAL L. R. THUSS

Cruisers 28

COMMODORE J. A. MILLER
CAPTAIN A. D. WHITEHAIR
LIEUTENANT W. F. MATTHEWS
MATE J. E. GARY
GUNNER E. G. SHIRLEY
GUNNER B. MASER

Engineers 86

GENERAL L. O. MILLER
FIRST LIEUTENANT E. F. DAVIS
SECOND LIEUTENANT T. E. YOUNGBLOOD
SERGEANT E. E. DEAN
CORPORAL W. B. TANSELL

Ship Builders 43

COMMODORE A. J. KELLY
CAPTAIN R. T. TIBLER
LIEUTENANT J. F. MACKIN
MATE W. S. BEGGS
GUNNER C. P. ARNOLD
GUNNER V. L. CONNELL



The American Red Cross



What It Is and What It Does

Origin of the Red Cross

What is the Red Cross?

It is the world's international ideal of mercy. It knows no bounds of racial, religious or political separation. Wherever and whenever war, pestilence, storm, flood or disaster has wrought suffering, want or distress, there it has gone and brought relief, and the ready hands of unselfish aid.

Who first organized relief for those wounded, sick or neglected on the field of battle?

The Knights Hospitallers during the crusades. This organization, which had its birth in the hospital of St. John at Jerusalem, although driven out of the Holy Land by the Moslems, re-established itself at Malta and is still in existence.

What nation first organized such relief?

Great Britain during the Crimean War when Florence Nightingale was sent by the War Office in 1854 to the hospitals of Scutari. When Miss Nightingale, with thirty-eight other nurses, reached Scutari, she found pest houses rather than hospitals, with open sewers beneath the buildings. Contagions were taking men by the thousand. So successful was Miss Nightingale in bringing order out of chaos that she is recognized today as one of the greatest individual organizers of war relief.

Who first conceived such service on an international basis?

Henri Dunant, a Swiss physician, on the battlefield of Solferino, Italy, in 1859, organized a group of volunteers to help him minister to the wounded. At that time great confusion and consequent

inefficiency prevailed because of the multiplicity of relief flags. As a result of these experiences, and under the inspiration of the work of Florence Nightingale, Dr. Dunant formulated the first proposals for an international organization to care for the sick and wounded in time of war, and suggested, two years later, to the Geneva Society of Public Utilities, a single and uniform hospital flag for all nations.

When was the Red Cross organized?

In 1864 an International Conference of fourteen nations was held in Geneva, Switzerland, the outcome of which was the Treaty of Geneva, known as the Red Cross Treaty.

What, in brief, does the Red Cross Treaty provide?

That hospital formations and their personnel should be treated as neutrals.

That each nation signing the Treaty should have an association of volunteers to assist and supplement the medical services of its army.

That the emblem of service common to all nations should be a cross of red on a field of white. (This emblem, which is the Swiss flag with the colors reversed, was adopted in recognition of the fact that Dr. Dunant was Swiss, and that the Red Cross was founded at Geneva.)

In what country was organized voluntary relief for armies in the field first recognized?

In the United States during the Civil War, the United States Sanitary Commission was organized to assist the Army Medical Bureau in preserving and restoring the health and securing the general comfort of the soldiers.

What effect did this Sanitary Commission have on the establishment of an International Red Cross organization?

Delegates representing the United States Sanitary Commission were sent to the Geneva Conference, and were able to demonstrate by their report and by photographs how practical and efficient the work of this commission had been, thus allaying the fears of those who thought the plans proposed impracticable and impossible.

How long was the United States Sanitary Commission in existence?

Nearly five years. It ceased to exist at the end of the Civil War.

When, and in what way, was the Red Cross given official sanction in the United States?

A Red Cross organization was incorporated in the District of Columbia in July, 1881, under the name of "The American Association of the Red Cross," of which Miss Clara Barton was president. The Treaty of Geneva was confirmed by the United States Senate in March, 1882. In June, 1900, the American Red Cross was incorporated by act of Congress, and in January, 1905, it was re-incorporated and granted a new charter, the one now in force. The present charter provides for a permanent governing body, called the Central Committee, numbering eighteen persons. The American Red Cross is now national in its scope and standing.

The Red Cross Organization in the United States

What is the relation of the American Red Cross to the United States Government?

The American Red Cross is not a Government Department; it is a relief organization with government sanction, and, as such, assists the army and navy whenever called upon to help care for the wounded and suffering. President Wilson is its president, not as is often thought by virtue of his office as President of the United States, but by election of the Central Committee. Representatives of the State, Treasury, War, Justice and

Navy Departments are members of the Central Committee. All Red Cross accounts are audited by the War Department and an annual report is made to Congress by the Secretary of War.

What is the present organization of the American Red Cross?

It consists of a National Headquarters in Washington, thirteen division headquarters in thirteen large centers of the United States and one in Washington in charge of territory outside of the United States; approximately 3,500 chapters, with about 15,000 branches and a great many auxiliaries; an adult membership of over 22,000,000 and a junior membership of several million school children. These chapters, branches, auxiliaries and members represent the great producing force of the Red Cross during the war.

What is the function of National Headquarters?

The function of National Headquarters is the determination of policy and broad supervision of Red Cross activities. All home activities are directed through the fourteen divisions. The work abroad is carried on by the War Council through commissions in all the allied countries. (See note below.)

What is the function of the Fourteen Division Headquarters?

They are the mediums of authority and communication between national headquarters and the chapters under their jurisdiction.

What is the function of a Chapter?

A chapter is a local organization which is responsible, subject to the supervision and direction of the division manager,

NOTE.—The new Red Cross building in Washington is now used for National Headquarters. This building, erected as a monument to the Red Cross, was completed in May, 1917, at a total cost, including grounds, of \$800,000. Of this sum the United States Congress appropriated one-half, and four individual donors the other half. Special interior decorations were furnished by a single donor. A beautiful motive is shown in a \$10,000 gift for the memorial windows; one-half by the Woman's Relief Corps, and one-half by the United Daughters of the Confederacy. On the other hand, a beautiful tribute is expressed in dedicating the building to the Women of the North and the Women of the South by a United Country. This building is more than a monument; it is a practical office building as well.

for all Red Cross activities under its jurisdiction and with authority to establish within its territory branches and auxiliaries.

What is the function of a Branch?

A branch is a subordinate part of a chapter with its own office, its own membership and with jurisdiction over part of the territory controlled by the chapter. It is organized for the purpose of increasing the effectiveness of Red Cross work in the community by localizing authority. The branch is a permanent organization.

What is the function of an Auxiliary?

An auxiliary is a temporary organization composed of a group of individuals, usually a club, school, church society or other organization, who are members of the Red Cross. It is formed within the jurisdiction of the chapter or branch for the purpose of doing one or more specified kinds of work.

JUNIOR RED CROSS MEMBERSHIP

What is the Junior Red Cross Membership?

The Junior Red Cross membership is the mobilization of school children and teachers into auxiliaries for Red Cross activities through the school organization.

What is the purpose of the Junior Red Cross

To give the 22,000,000 school children of the United States:

(a) Training in the permanent duties of good citizenship.

(b) An opportunity to do actual work to help win the war.

How does a school become an auxiliary?

Any school, with the permission of its principal, may become an auxiliary upon application to the School Committee of the local Red Cross Chapter and paying dues equal to twenty-five cents for each pupil, or giving a pledge of loyal service.

Who is eligible for membership in Junior Red Cross?

Any public, private or parochial school, or other recognized educational organization in the United States may join as

a unit. The school or other organization joins, not for individual students and teachers, but for all of its members. The dues are paid by the school as a whole.

What does the School Auxiliary do?

The School Auxiliary, in cooperation with the local Red Cross Chapter, carries on Red Cross activities adapted to its educational program, such as:

(a) Studies—learning the history and meaning of the Red Cross; learning patriotic significance of all school studies.

(b) Supply Service—particularly in the vocational classes, where the boys learn to supply local Red Cross workrooms and hospitals and the girls learn to apply cookery and sewing to war-time emergencies.

(c) Community activities—salvage, clean-up campaigns, health crusades, etc.

Red Cross Work in America

What in general are the phases of Red Cross work in America?

(a) Preparation for Relief Work in Europe.

(b) Work among Soldiers and Sailors in this Country.

(c) Work among our Civilian Population.

(d) Maintaining and Administering Funds for Work at Home and Abroad.

PREPARATION FOR RELIEF WORK IN EUROPE

How does the Red Cross cooperate with the Government in preparation for Relief Work in Europe?

Chiefly in the following ways: By organizing Base Hospitals, Ambulance Companies and Naval Hospital Units and turning them over to the War Department; by enrolling nurses and organizing them into units for service; and by the mobilization and administration of volunteer effort for manufacturing relief supplies.

What is a Base Hospital?

As organized by the Red Cross, a Base Hospital is composed normally of a medical staff of twenty-three physicians and

surgeons and two dental surgeons; a staff of sixty-five Red Cross nurses with a reserve of fifteen nurses; and 153 men of the enlisted Reserve Corps. A Base Hospital when equipped with personnel, beds, furniture and supplies, is a complete hospital in everything except the building. The approximate cost of organizing and equipping is \$75,000. Each organization is capable of conducting a hospital of 500 beds.

Does the Red Cross operate Base Hospitals?

No. Base Hospitals are organized and turned over to the Army Medical Corps for service in France or to the Navy Medical Corps for service where needed. Each division of the army in France has one Base Hospital. When called into active service the Base Hospital becomes part of the Army or Navy Medical Corps of the United States.

How many Base Hospitals has the Red Cross organized since the United States entered the war?

Up to March 1, 1918, fifty had been organized for the Army and five for the Navy. Already a number of these are in active service in France.

What is an Ambulance Company?

It is an organization of five officers, 119 enlisted men; with twelve motor ambulances of four litters each, three trucks, three motor cycles and one touring car. The approximate cost of equipping an ambulance company is \$35,000. Forty-five ambulance companies have been organized by Red Cross Chapters. Some of these have been assigned to camps and cantonments and some re-organized by the Government for work in France. Four ambulance companies are assigned to service with each Base Hospital.

What is a Naval Hospital Unit?

A Naval Unit, which is similar in character to a Base Hospital, is made up of five medical men, twenty-one nurses and twenty-nine enlisted men, detailed for service at Naval Stations. Hospital Units, may, however, be assigned to emergency work on hospital trains and ships.

How does the Red Cross provide Nursing Service for the Government?

By enrolling nurses and by organizing them into units for service at the call of the Army and Navy Departments. Thus the Red Cross nurses constitute a reserve for the Army and Navy Nurse Corps.

Does the Red Cross conduct a Professional School for Nurses?

No. It accepts graduates of approved hospitals.

What has the Red Cross done in supplying nurses for the War?

On March 1, 1918, eighteen thousand two hundred nurses had been enrolled by the Red Cross. Of these, five thousand seven hundred and thirty-five were engaged in active nursing service at home and abroad; twelve hundred were doing teaching and committee work; and approximately five thousand were enrolled with special units for immediate service. The present average rate of enrollment is 1,000 nurses a month. By a recent estimate of the Surgeon General's office, about 40,000 nurses may be needed for our army alone during the present year, and the allies are depending upon us to supplement their nursing service. The Red Cross is making an earnest effort to meet the demand.

Who pays the salaries of the Red Cross Nurses?

When nurses are turned over by the Red Cross to the government for military duty, they become members of the Army or Navy Nurse Corps and are placed on the government payroll. Nurses not in the government service who are assigned to regular Red Cross duties are paid by the Red Cross.

In addition to War Relief Work, what does Red Cross Nursing Service comprehend?

The Red Cross assigns nurses to disaster and emergency relief work whenever needed and supplies nurses upon request of the United States Public Health Service. It conducts a Town and County Nursing Service and offers educational courses in "Elementary Hygiene and Home Care of the Sick" and in "Home Dietetics."

(To be continued)



A Flying Chip is as Dangerous as a Shell Fragment—Wear Your Goggles!

IN one of his war narratives Arthur Guy Empey relates an incident which should make a deep impression on all employes of the Baltimore and Ohio who are required to use goggles while at their work.

While Empey was an inmate of a hospital he saw a badly mutilated Tommy being borne on a stretcher into the institution. When he had been placed in his cot a kind nurse sat on the side of the bed. There were tears in her eyes and her lips were trembling. Empey's eyes, too, were moist.

Several times he asked the nurse when he would be shipped back to "Blighty." The nurse, in a soothing voice, told him he should not worry about home, but that he should sleep and rest. After his thoughts of home and people had vanished he requested that the lights be switched on. It was then that tears

trickled down the pale cheeks of the nurse. Again she requested him to be quiet, but he insisted that those lights be turned on. After a painful silence the injured man snored loudly and immediately afterwards a groan, unearthly in its sadness, escaped him. He had realized that the light of day had been blotted out forever. Early the following morning he did go to "Blighty," but not the "Blighty" he had anticipated. He had gone where heroes go after death.

Now, you who are required to use your goggles at work, put yourself in the position of that Britisher. Imagine that you are suddenly blinded. Suppose the smiling face of your mother, or your wife or your dear little child had been blotted out forever. Ah, God! what wouldn't you offer to regain your sight?

Let that dying groan reach your ears when you begin a job.

Letters From France

THE valorous spirit of the Baltimore and Ohio boys who are now "over there" is shown by the following letters and extracts received recently. Although the war game is new to them, they have gone into the struggle like veterans and have proved themselves true representatives of the flag and the nation. In the fight for democracy and a permanent, honorable peace they are earning for themselves eternal glory in the nation's history.

While reading one of the letters we were coming to the point which we thought would be of deep interest when, alas! it was discovered that the censor's scissors had separated us from what we think would have fascinated us. The cruel, cruel censor! But we must abide by the powers that be. Here are the communications received from the boys:

FRANCE, April 21, 1918.

Dear Mr. Milholland:

Your letter of March 9 finally reached me after traveling all over France. It pleased me immensely and I certainly do appreciate your thoughtfulness in dropping me a line. Today I also received one from Stanley Biscoe, announcing the birth of a daughter, and one from Mr. Webber, of the Law Department.

Since sending you the postal card, several months ago, I have had some wonderful and exciting experiences. I was fortunate enough to receive orders to move to Paris, for station with Genral Atterbury's Headquarters, who, as you know, is the Director General of Transportation. (By the way, Paris is the only place which we are permitted to mention in our letters.) I remained there just about one month. While there I was assigned as secretary to the Deputy Director General of Transportation. During my stay in that city about four air raids took place and later on the Boches began to play on the city with their long range gun. Of course, these were excitable times, and I could not begin to describe in a letter all that went on. I enjoyed my stay in that city immensely and made visits to many places of interest. It sure is a wonderful city. However, I was again transferred to a new station. I am still with the same officer, but he has been promoted to a new and more important position and, glad to say, he was good enough to take me with him. He is now in charge of the organization of a new and large department, which includes all railroad transportation as one of its divisions, and the work is most interesting.

I have been fortunate enough to meet quite a few fellows from Baltimore so far. One of them is our friend, Walter Price. He is in our department and I see him quite often, Also Fred Miller, who was secretary to Auditor Passenger Receipts. One fellow is here with us by the name of Naughton—he was formerly secretary to Mayor Preston. So from all of this you can see that we are not so lonesome, and it does not seem so far away from home after all. Please tell Jim that his brother is in the best of health, and seems to enjoy himself very much, as do all of us. Only last night I was informed that about two hundred new arrivals are here and that they are from Camp Meade, so I suppose we will meet some more of our acquaintances. One cannot tell who he is going to meet next over here. I ran into Fred Miller one night in Paris on one of the big boulevards, and of course, we were both very much surprised. There is also another fellow here with us, in the same capacity as I am, whom you no doubt know, and he is Thompson, who was in vice-president Thompson's office of the Baltimore and Ohio. He is now connected with the general manager's office of the Transportation Department.

We were all watching with considerable interest the great activities in the northern part of France, as I suppose you all are, and everyone here is quite confident that it will mean much for the Allies. The great wastage of men and material is bound to materially hasten the end of the war, and that now seems to be merely a matter for the Hun himself to decide.

Please remember me kindly to Mrs. Milholland, Mr. Hawkins, Jim, Harry, Fred, and all others in the office. I will endeavor to drop each one a line now and then, as time permits.

I have just learned from Walter Price that our friend Sam is now in the army. Of course, not knowing what branch of the service he is in, it is quite impossible to look up his organization; but I am in hopes of running into him, also our friend Captain Woods.

With best wishes and hoping Mrs. Milholland, your little girl and yourself are in the best of health, I am,

Sincerely yours,

(Signed) HARRY J. HUNT.

Mr. F. X. Milholland, 306 Baltimore and Ohio Building, Baltimore.

Mr. Hunt is one of four connected with the President's office who were furloughed for military service. The others are S. S. DuBois, now in France, Charles McEvoy and H. A. Hallihan.

Here's the One the Censor Mutilated

ON ACTIVE SERVICE WITH THE AMERICAN
EXPEDITIONARY FORCE.

IN A DUGOUT "SOMEWHERE IN FRANCE."
April 6, 1918.

Dear Editor:

Am very glad to say that I received the February issue of our old reliable Baltimore and Ohio EMPLOYES MAGAZINE, containing one of my previous letters to you. Certainly was surprised to see it. My friends at Camden Station seem pleased with it.

We are having it right *quiet* where we are, but, nevertheless, we have our troubles as it has been raining for the past week and most of our time must be spent in our little dugout, which must have been built for a smaller race of people and not for a bunch of six footers, which our gun section consists of.

As we have lots of spare time, we spend it in reading and writing, and have decided to use some in trying, the best I can, to tell you of our first trip to the trenches, we being, by the way, the first from Maryland to fight.

Shortly after writing the letter you published we loaded our equipment, mortars, wagons, horses, etc., on the train, which consisted of fifty cars, box and gondola, we riding in the box cars (stencilled on the side, as every Sammie in France now knows—Hommes 40, Chevaux 8) or in plain English, forty men or eight horses.

The side door Pullman affords every one a good chance to view the country, which, by the way, closely resembles the Cumberland Valley. After a twenty-four hour ride, we detrained some few miles behind the lines. Then the fun started.

Very few of the horses had been harnessed for several months, and never with French harness, which, by the way, is somewhat different.

Our headquarters behind the lines was about twenty miles from the railroad station. Well, the wagons, bomb carts and mortars came straggling in, the last ones half a day

behind the first. The movie men, who, it seems, bothered us all the time at Camp Mills and on the boat—

(Here's where the censor got busy and cut out two pages, leaving only the closing paragraph—*Editor*.)

Hoping this reaches you safely, I remain,

Private JOHN H. GOCHNAUER,
117th Trench Mortar Battery, American Expeditionary Forces, via New York. (Formerly at Freight Office, Camden Station.)

George Heslau Cited For Bravery

In a letter to his parents, George Heslau, formerly employed in the Claim Department at Chicago, writes:

Outside of the usual excitement up here at the front, there is not much to tell about. Of course, this is an exciting place; something doing most of the time and, to be truthful with you, I have had two "close shaves" within the past week. On one occasion it was a case of high explosive shell, which killed a French soldier nearby. The other was a gas attack. I was asleep at the time, but I got my mask on in time and about the only thing I suffered from was a severe headache for a few hours. Those dirty Germans resort to almost anything when they try to "get" us, but we will get them in the long run. We have now gotten to hate them not only as a nation but as individuals. They sure are a dirty lot of soldiers.

I am enclosing herewith a copy of General Orders No. 9, from which you will note that I have received Honorable Mention by our Colonel. I am rather proud of myself to think that I am one of the first ten men of our regiment to receive such in the war. I knew that both of you will possibly shudder when you try to imagine what I went through on the night in question. It is far worse than what you think it is. Truthfully speaking, it takes nerve to go to the rescue of others when the Fritzies are dropping their shells of death about you. But it takes a real



GEORGE HESLAU (LEFT)

soldier to go through what we went through that night and I know that both of you are proud of me. It was dangerous—everything in this game is dangerous at any time during the day—but we came out of all of it O. K. and certainly received due credit from our Colonel. I do not mean to scare you any, but surely you appreciate that this is a dangerous game and I am trying to tell you about as much as the censors will permit. I told you when I left that what I wrote would be the truth or I would not tell it, so “there it is!”

The General Order in which Mr. Heslau was cited follows:

HEADQUARTERS 149TH FIELD ARTILLERY AMERICAN
EXPEDITIONARY FORCES, FRANCE.

March 14, 1918.

General Orders No. 9.

1. The regimental commander wishes to call the attention of the regiment to the gallant conduct of the following named men, who, on the night of March 8, 1918, volunteered to go to the aid of C Battery, from which a message had been received that several of the men had been buried as a result of a heavy shell fire:

Sergeant W. K. Tatsch. Headquarters Co.
Bugler A. Oglesby. Headquarters Co.
Private P. J. Mellan. Headquarters Co.
Private G. W. Heslau. . . First Battalion Headquarters.
Private E. Swanson . . . Headquarters Co.
Private G. Sahagian. Headquarters Co.
Private J. H. Gross Headquarters Co.
Private W. Symons. Headquarters Co.
Private W. Greising. Headquarters Co.
Private T. O'Brien. Supply Company.

2. The spirit of the true soldier is always indicated by a determination to perform one's duty and a readiness to help one's fellow soldiers. Both of these qualities were displayed by these men.

HENRY J. REILLY,
Colonel Comdg. 149th Field Artillery.

OFFICIAL:

(Signed) HUGH MONTGOMERY,
Captain 149th F. A., Adjutant.
F. S. MYGOTT,
Lieutenant 149th F. A.

From a Survivor of the Tuscania

Following are extracts from a letter written by Sergeant Charles A. Trageser, who was aboard the ill-fated transport Tuscania, sunk by a U-Boat. Mr. Trageser was formerly employed in the Bureau of Rates of Pay.

We were sailing that Tuesday afternoon on a perfectly calm sea within a heavy convoy escorted by warships. The boat rode easily and dipped and withdrew her bow as if she were proud to have the Yanks aboard. We were alert all day and had been from the time we entered the danger one. As darkness fell upon us we felt ourselves safe from the demons of the sea for that night. I spent my time during the trip mostly in the office, and on this particular night, while waiting for dinner, I joined in a game of cards to pass the time away. We had just finished one game and the man to my left was dealing cards for a second game when we were hit. Life boat drills had been practiced during the entire trip and I got to my life boat station in about five minutes. I got off without getting wet, waiting my turn and placing trust in our officers. I was on the disabled liner for two hours after she was hit. I landed, not in Larne as you supposed, but in Buncrana and was warmly received by the soldiers of our Allies. My first thought when I landed in that little spot called “Heaven”—and adequately called, for the people there are angels and saints—was of my mother. I had often jested with her about that place, but little did I think at those times that it would stretch out its arms to me at a time when I was most in need of help. So you see I got off perfectly safe without getting in the water. For further details you must wait until I return.

I am quite well, and recently balanced the scales at 151 pounds. When I left, I only weighed about 130 pounds. Calisthenics in the morning immediately after reveille is a wonderful developer. Oh, yes, I can speak some French. I can say “Yes,” “Do you understand,” “What,” “Very good,” “Good morning,” “Good evening,” and some other phrases. You should see me when I go to town and order a meal. I get there, and besides enjoy the meal.

FREIGHT CLAIM DEPARTMENT

CIRCULAR No. 17

Baltimore, Md., May 8, 1918

TO ALL AGENTS BALTIMORE AND OHIO SYSTEM:

Old Freight House at Cumberland, Md., has been assigned temporarily for storage of over freight without marks.

Effective at once, all over freight without marks from all points, exclusive of the Ohio, Indiana, Illinois and Toledo Divisions, will be forwarded to the Over Warehouse at Cumberland, Md. This freight should be tagged with Form 1974-B and waybilled to Agent Over Warehouse, Cumberland, Md., on Standard Waybill (Form 22).

This amends instructions contained in Circular No. 9 of March 17, 1917, and Circular No. 16 of May 3, 1918.

C. C. GLESSNER, Auditor Freight Claims.

Dining Car Department Aiding U. S. Food Administration to Prevent Potato Waste

 ONE of the staunchest supporters of the United States Food Administration in its efforts to solve the gigantic food problem is the Dining Car Department of the Baltimore and Ohio Railroad. The splendid cooperation of that department in helping the government to prevent 30,000,000 bushels of potatoes from going to waste is set forth in the following press notice which was sent out from Washington by the United States Food Administration under date of May 10:

Suggestions for helping to make use of this country's big potato crop are contained in a menu issued by the Dining Car Department of the Baltimore and Ohio Railroad, which besides giving the method of preparing potatoes in seventeen ways, quotes the prices at which these dishes will be served to patrons dining on the road.

"Thirty million bushels of potatoes may go to waste. Eat potatoes—save something else," the menu urges. This special potato menu card is printed in the form of a folding post card, so that it may be mailed by patrons of the dining cars to their friends.

The menu follows:

Au Gratin Potatoes—Raw potatoes cut in small dice, when cooked, mix with cream sauce, put in au gratin dish, sprinkle with grated cheese, bake in oven, 25 cents.

Algerienne Potatoes—Raw potatoes cut in large cubes, steam or boil, when cold, saute in butter, sprinkle with chopped parsley, 15 cents.

Cottage Fried Potatoes—Cold boiled potatoes cut in slices, saute in butter, 15 cents.

Hashed Brown Potatoes—Cooked potatoes, minced and fried in butter, 15 cents.

Julienne Potatoes—Raw potatoes cut in fine shreds lengthwise, fried in very hot fat, 15 cents.

Lyonnaise Potatoes—Cooked potatoes either minced or thinly sliced, seasoned with salt and pepper, minced fried onion, chopped parsley, 15 cents.

French Fried Potatoes—Raw potatoes cut in strips, fried in hot fat till done, drain, sprinkle with salt, 20 cents.

Hashed in Cream Potatoes—Raw potatoes cut in very small dice, when cooked drain, cover with cream sauce, simmer few minutes, 15 cents.

Barabant Potatoes—Cold boiled potatoes cut in squares, saute with minced shallot and chopped parsley, 15 cents.

Potato Croquettes—Steamed potatoes, dry mashed, salt, butter, raw yolks egg added, form in cork shape, breaded and fried, 15 cents.

Potatoes Maitre d'Hotel—Raw potatoes peeled, cut in section like quartered orange, steam till barely done, simmer Veloute sauce, chopped parsley, lemon juice, 15 cents.

Duchesse Potatoes—Steam potatoes mashed, mixed with yolk of egg, passed through pastry bag to a baking sheet, brushed with beaten eggs, and baked, 15 cents.

O'Brien Potatoes—Hashed brown potatoes, mixed with chopped pimentos, saute with butter, 15 cents.

Potato Pancakes—Raw potatoes, cook and mash warm, add egg yolks and milk, whip the white egg firm, and stir in just before frying, 15 cents.

Potatoes Natural—Plain cooked potatoes, cut in any shape, 10 cents.

Browned Potatoes—Cold boiled potatoes, fried whole in fat, 10 cents.

Potatoes LaMaire—Raw potatoes cut with a large column cutter, then sliced, boil till barely done, simmer till done in reduced cream, 15 cents.

James Taylor, Jr., of Car Service Department, Killed in Action

ANOTHER Baltimore and Ohio man has made the supreme sacrifice. James Taylor, Jr., for fifteen years connected with the Car Service Department, was killed in action "somewhere in France," April 21, after serving for two years with one of the Canadian heavy batteries.

"Jim" Taylor, familiarly known as "Big Six" by fellow employes, was a manly man, one who had high ideals of life and lived up to them. While he was not prominent in religious circles, he led an exemplary life in every respect.

Hanging in the office where he labored is a Service Flag, bearing fifteen blue stars surrounding one of gold—the tribute of co-workers, who revere his memory and who are not unmindful of the fact that "Jim" died that they might live, free from the yoke of slavery which the Kaiser and his hordes would fasten on citizens of the United States and their allies. Many a tear-dimmed eye has gazed at that star.

Taylor came of a fighting people. He was an Englishman, having been

born in that country July 20, 1881. When nine years old he came to America. He entered the Car Service Department July 2, 1901, and while in Baltimore lived at 645 North Calhoun Street.

The boys of the old Fifth Maryland Infantry, now stationed at Anniston, Ala., share in the sorrow of the employes of the Car Service Department, for at one time he was a sergeant in Company M of that regiment.

It was on January 22, 1916, that he resigned from Baltimore and Ohio service and announced that he was going to enlist under the colors of his native land. Owing to the fact that he was an American citizen he encountered some little trouble at first, but his determination won out and soon his friends in Baltimore received word that he was at the front.

One of the letters received was addressed

to Roy E. Brown, of the same department, who was one of his closest friends. He referred to the devastation of French villages by the Hun; of a trip he made to Monte Carlo, Paris and Nice while on



JAMES TAYLOR, JR.

a furlough, and of President Willard's activities. The latter knowledge, he said, he learned through English newspapers.

Mr. Brown has in his possession a souvenir received from "Jim" Taylor that money could not buy. He received it last fall with a note giving its history. It is a tobacco jar made out of old German shells picked up on No Man's Land, during a British advance. The base of the jar bears the following inscription "Karlsruhe, Aug. 1915. Patronefabrik. St. 186, HL21." The top, of copper, was made from a driving band and a neat knob was shaped from a bullet. The work was done by a wounded Tommy.

He also wrote a number of other friends in the office and last winter they sent him a Christmas box. Recently a club was formed to keep him supplied with the Overseas Edition of the *Baltimore Sun* and other publications.

Mr. Taylor is survived by his mother, who is living in Toronto, Canada; two brothers, one a lieutenant in the British Army on the Italian front and the other, A. M. Taylor, of the Valuation Department, who is located at Vincennes, Ind.

Following is the copy of a letter sent his mother by G. F. Malone, superintendent of car service:

May 8, 1918.

MRS. D. TAYLOR,
35 Grosvenor Street, Toronto, Canada.

My Dear Mrs. Taylor:

The news of the loss of your son and our fellow clerk, James Taylor, Jr., has reached us and caused a profound feeling of regret among the host of friends he had in this office.

After leaving our service quite a number of our employes kept in touch with him through correspondence and his progress at the front was a matter of interest to all who read his letters; to these, who looked upon him as their personal friend, his loss is most keenly felt.

Have had published in the *Baltimore Sun* an article appropriate to the occasion for the information of his friends who might not be otherwise promptly advised. Have also notified our Relief Department, in which he had retained his membership.

Voluntarily leaving congenial surroundings and a host of friends to take upon himself the hardships of war in defense of his country was a very commendable act on his part and we, who are left behind, should appreciate the great sacrifice so many of our young men are now making for us.

As head of the office in which he spent fifteen years' service, I wish to express my appreciation of his efficient and faithful work and to extend to you, not only my personal sympathy, but that of our entire force.

Yours truly,
G. F. MALONE,
Superintendent Car Service.

Baltimore and Ohio Glee Club Gives Benefit for Employes in Military Service

THE fourth annual concert and dance of the Baltimore and Ohio Glee Club was given April 13 at Lehmann Hall, North Howard Street, Baltimore, for the benefit of employes of the Company who have entered military service. The concert was a success in every sense of the word and the excellent program presented under the direction of Hobart Smock won well-earned applause from officials and employes who were present.

An especially pleasing feature of the concert was the work of the soloists—Mrs. Hobart Smock, contralto; Hobart Smock, tenor, and John Duke, pianist.

Members of club who participated were: First Tenors, John R. Blank, M. L. Dell, W. E. Ellison, A. S. Hardwick, E. M. Hoos, C. M. Perry, K. C. Row Lee, F. Tolle, R. M. Van Sant, H. Welker; Second Tenors, B. H. Andersen, R. Clymer, R. H. Dienhart, George Eichner, G. W. Elste, H. O. Fankhanel, C. X. Hale, J. H. Hart, J. H. Lang, B. A. Lippert, O. R. Lutz, C. P. W. Myerly, H. A. Sandlass, J. M. Schneider; First Bass, T. U. Forrest, H. Freeman, J. H. Krager, H. L. Leurs, C. E. Mitchell, J. E. Waugh; Second Bass, P. L. Andrews, C. J. Ball, G. W. Bangs, H. R. Dorsey, E. Hain, W. D. G. Hedeman, J. O'Toole, C. K. Townsend.

The hall was beautifully decorated with the national and state colors and a number of Baltimore and Ohio men now in military service were present. The audience not only had the pleasure of hearing the club sing but each person was presented with a program containing the words of each selection. The program was designed and printed by the Relief Department Press, George R. Leilich, manager.

A number of employes from various departments in the general offices assisted the club in providing for the comfort of patrons. The ushers were Misses M. T. Gessner, Emma McClayton, Ada

Gollery, Bertha Greaser, Aline McKnew. Miss Edna V. Weller was in charge of the box office and the ticket collectors were Misses Virginia Smith and Edna L. Weller. D. L. Lattin and William Niemeyer, Baltimore and Ohio messengers, were the program boys.

The Glee Club took advantage of the occasion to express publicly its gratitude to the officials of the Central Young Men's Christian Association for their kindness and courtesy in providing a room with heat, light, piano and ideal surroundings for rehearsals. The piano used was loaned by Charles M. Stieff.

W. W. Wood Stirs Cincinnati Audience

THE chief reason why we recall the name of a Scottish soldier of fortune of the Seventeenth Century is that he penned the words: "If a man were permitted to make all the ballads, he need not care who should make the laws of a nation."

We do not know which ballads most influenced the life of Andrew Fletcher of Saltoun, but we believe that the songs which recalled to him the sound of the pibroch—the skirl of the bagpipes—were the ones which nerved him to action.

History tells us that in every great war the marching armies kept step to the rhythm of national airs.

A recruiting officer backed by a drum and fife would gain more recruits than one who merely displayed the muster roll and tried to secure volunteers by telling his hearers that it was their legal duty to enlist.

Possibly the four hundred persons who gathered at the Hotel Sinton, in Cincinnati, on the night of April 23, to hear William W. Wood, special representative, speak on the subject of "A Pull Together for Victory," needed no artificial stimulus to recruit their energies for the use of our government, or to make them loyally keep step behind our national leader.

Here was an audience which was electrically responsive to the voice of the

orator when he said "We will lick them if it takes a thousand years."

Young America, as represented by the sixth, seventh and eight grade pupils of the Riverside school, in the southwestern end of Cincinnati, materially aided, by their rendition of patriotic songs and military music, in getting the speaker and audience together.

The pupils sang "America," "Keep the Home Fires Burning," "Over There," "Joan of Arc," "The Star-Spangled Banner," and the new Liberty Anthem.

An orchestra of twelve pieces—four violins, five cornets, clarinet, cello and drum—accompanied the singers.

During an intermission, two Boy Scouts—Robert Kennedy, bugler, and Wesley Ruddick, drummer—gave a number of military calls. The audience joined in the singing of "Over There," "America," "Here's My Boy," "We're Going Over," "Where Do We Go From Here?" "Onward to Victory," "Liberty Bell," "Dixie" and "The Star-Spangled Banner." The orchestra was led by the resourceful Miss Dorothea Robertson of the Riverside school. Miss Robertson is a daughter of William A. Robertson, the Relief Department building inspector for the Southwest District.

The audience was composed mainly of Baltimore and Ohio employes and their families, but the Big Four and other railroads were represented.—*H. Irving Martin.*



Champion Duck Pin Bowlers of the Baltimore and Ohio System

Upper—Machine Shop No. 2, Mt. Clare, winners of championship cup given by vice-president J. M. Davis.

Left to right: Carroll, Gollery, Beck, Bloomfield, Beaumont and Ryan.

Lower—John T. Broderick, supervisor of special bureaus, presenting cup given by Frank H. Clark, general superintendent motive power, to D. W. Baker, Accountant's Team, Mt. Clare, who had the high individual average wood duck pin score for the season—102.19

Bowling Prizes Awarded



THE 1917-1918 season of the Baltimore and Ohio System Bowling League was brought to a successful close on May 11, when the final contest was rolled off. The Welfare League and the hundreds of players who competed for honors deserve warm praise for the manner in which the contests were conducted. Briefly, the season was the best since the bowling league was organized.

The trophy winners follow:

Davis Cup, to the System duck pin champions, won by Machine Shop No. 2, Mt. Clare.

Clark Cup, to high individual average wood duck pin score, won by D. W. Baker, Accountant's Team, Mt. Clare. Average score 102.19.

Welfare Medal, high individual average rubber band duck pin score, won by L. M. Philer, Boilermakers' Team, New Castle League. Average score 128.

Welfare Medal, to high average team ten pin score, won by New Castle Yard Ten Pin Team, average score 745.

The final contest to decide the duck pin champions of the System was rolled on the Plaza Alleys, Baltimore, May 11, and drew a big gallery. The cup presented by vice-president J. M. Davis was the stake.

The competing teams were Machine Shop No. 2, Mt. Clare, and the New Castle Junction Yard Team. Three games with wood pins were rolled and three games with rubber band pins. The Mt. Clare men captured two out of three in each.

The scores follow:

Wood Duck Pins

MACHINE SHOP No. 2, MT. CLARE

Bloomfield.....	90	98	88
Gollery.....	84	100	84
Ryan.....	90	119	103
Beaumont.....	85	99	85
H. F. Beck.....	96	117	107
Totals.....	*445	533	467

NEW CASTLE JUNCTION YARD

Meade.....	90	91	88
Sweigert.....	81	86	91
Wolfgang.....	81	81	79
Muder.....	82	82	87
Wyman.....	111	82	82
Totals.....	*445	422	427

*In order to settle the tie score in the first game the last frame was rolled off and New Castle Junction Yard scored 52 against 44 by their opponents.

Rubber Band Duck Pins

MACHINE SHOP No. 2, MT. CLARE

Bloomfield.....	81	91	89
Carroll.....	68	84	77
Ryan.....	81	83	79
Beaumont.....	80	..	89
Beck.....	88	86	73
Gollery.....	..	79	..
Totals.....	392	423	407

NEW CASTLE JUNCTION YARD

Meade.....	78	93	80
Sweigert.....	73	76	93
Wolfgang.....	70	..	..
Muder.....	63	97	88
Wyman.....	80	94	78
Quehl.....	..	89	66
Totals.....	358	449	405

Clean sportsmanship prevailed throughout the contest. Every man was determined to do his best. The last game was a heart-breaker, being decided only when the last man scored. But two pins separated the winners and losers.

After the contest the Davis Cup was presented the winning team by Dr. E. M. Parlett, chief of the Welfare Bureau, in a short talk, who congratulated each individual and praised their splendid cooperation in making the season a successful one. Members of the New Castle team joined in the handshaking and expressed appreciation of the arrangements made to bring them to Baltimore and of the rousing reception given on their arrival.

As stated above, the cup offered by



MEDALS AWARDED BY THE WELFARE BUREAU

Frank H. Clark, general superintendent of motive power, was won by a Mt. Clare man, D. W. Baker. The trophy was handed him by John T. Broderick, supervisor of special bureaus. Since receiving it Mr. Baker has been furloughed for military duty and is now stationed at Camp Meade, Md.

C. W. Van Horn, superintendent of

the New Castle Division, on behalf of the Welfare Bureau, presented the medals awarded by that department. As stated, Mr. Piler captured the high individual rubber duck pin trophy. The ten pin team of the New Castle Division, which made the high average team ten pin score, was composed of Messrs. Muder, Meade, Beahm, Wolfgang and Wyman.

President Willard Offers Baseball Cup

THE baseball team capturing the championship of the Baltimore and Ohio System this season will be awarded a silver loving cup by President Willard. Mr. Willard is taking a deep interest in the activities of the Welfare Bureau, under whose auspices the games will be played, and no doubt will be present at the final contest to present the cup to the winners.

Vice-President Thompson's cup, which becomes the property of the team winning the championship three years in succession, is also at stake.

General Manager Begien will give a cup to the winners of the Eastern Lines championship.

General Manager Galloway will present a cup to the champions of the Western Lines.

R. J. Cole, First Editor of Employes Magazine, to Join Y. M. C. A. Workers in Italy

THE many friends and acquaintances of R. J. Cole, whose picture appears below, and who was the first Editor of the Baltimore and Ohio EMPLOYES MAGAZINE, will be interested to know that, at considerable sacrifice to himself and family, has heard the call of the Young Men's Christian Association for service "over there." He will be one of the few secretaries to be sent to Italy to organize the work of the association among the Italian soldiers. At present he is taking a course in Italian to enable him to carry on the work in a proficient manner. He expects to sail in a short time.

Mr. Cole makes a real sacrifice, for he will be separated from his wife and children and will leave behind his beautiful home on Long Island. "But the call for service and the great opportunity of helping preserve the morale of the troops is so wonderfully strong," he says, "that it more than overshadows any sacrifice."

He wishes to be remembered to all

of his friends and acquaintances on the Baltimore and Ohio System.

Mr. Cole's wife is the accomplished editor of the Woman's Page of the New York Sun.



R. J. COLE

Willard the First Town in Ohio to Capture Honor Flag in Liberty Loan Drive

THE first town in Ohio to go "over the top" in the Third Liberty Loan campaign and, of course, to be awarded the honor flag, was Willard. This town subscribed far more than its allotted quota, and as its population is comprised in the main of Baltimore and Ohio employes, every person in the service of the Company is mighty proud of this record. Most of the credit for this fine show of patriotism is attributable to the efforts of J. A. Tschuor, general foreman of shops, who acted as chairman of the following committee, which represented the Baltimore

and Ohio Railroad: K. E. Floeter, round-house foreman; B. L. Johnston, chief clerk to general foreman; Ray Crump, machinist; A. F. Shober, painter; C. C. Cross, machinist; C. B. Jacobs, electrician; C. F. Ansel, tank foreman; J. T. Dowell, storekeeper; C. W. Carpenter, assistant boiler foreman; Theodore Speth, foreman car inspectors; C. C. Davis, car department; W. G. Gullung, chief caller; Frank Pets, timekeeper, maintenance of way.

Willard was represented by the following committee: Leon Hunter, chairman, C. H. Strahm, Taylor Beelman, George Hoffman.

A monster parade was held to celebrate the affair, and never before was there such rejoicing at Willard. Soldiers carrying a large American flag led the procession, in which more than 3,000 persons took part. The flags of our allies followed "Old Glory." Then came in succession the official car, city officials, a band from Shelby, Willard's fire company, a sign requesting people to throw money into the large flag following, a Goddess of Liberty, Uncle Sam and a Liberty Bell, each in an autotruck. Following this were office girls representing Red Cross nurses carrying an American flag; shop girls in uniform carrying a Tobacco Fund flag for the boys "over there;" the Spirit of '76; 300 Baltimore and Ohio employes marching in double file; 65 colored Baltimore and Ohio employes; a five-inch cannon mounted on its own carriage; a boys' band; the Boy

Scouts; 800 school children. The following fraternal organizations were represented in the parade: Odd Fellows, Eagles, Masons, Knights of Columbus, Knights of Pythias and Elks. Last in line were a court of honor, farmers' grange and 150 automobiles, which were led by a beautifully decorated float, the work of W. F. Berk, a merchant of Willard. Mounted high in the center of this float was a little girl, supporting an American flag, representing the Star of Innocence.

The boys in France are now cognizant of the fact that Willard is squarely behind them in their fight against the Huns. They could have given no better evidence of this than by their showing at the recent drive for the Third Liberty Loan. Indeed, it is a fair indication that Willard is full of real full-blooded Americans.



RED CROSS GIRLS OF THE ACCOUNTING DEPARTMENT—GENERAL OFFICES

The novel plan of having girls employed in various offices of the Accounting Department don Red Cross uniforms originated with J. T. Leary, Comptroller. Each was assigned to visit certain offices and ask for contributions to the Second Red Cross War Fund. Their fellow clerks promptly responded—Who wouldn't?

From left to right: MISS EVA DAWSON, office of Auditor of Revenue; MISS MILDRED KRANTZ, office of Auditor of Disbursements; MISS MARGARET T. SCHUTTE, Relief Department; MISS SALLIE TAYLOR, office of Auditor Merchandise Receipts; MISS DOLORES MURRAY, office of Auditor Freight Claims; MISS ELSIE HARRIS, office of Auditor Coal and Coke Receipts; MISS JULIA GROB, office of Auditor Merchandise Receipts; MISS BLANCHE M. BRODERICK, office of Auditor Passenger Receipts.



CHANGES AND PROMOTIONS

ON May 1 Thomas J. Walters was appointed general coal freight agent, with headquarters at Baltimore, succeeding H. A. Cochran, who, after twenty-one years' faithful service with the Company, resigned to engage in other business. He entered the service of the Baltimore and Ohio in 1897, prior to which time he served other transportation companies in various capacities for sixteen years.

Mr. Walters was born at Glamorgan-shire, Wales, and received his elementary schooling in the British public schools. He came to this country as a youth and began railroad life as a clerk with the P. F. W. & C. R. R. in 1881. He remained with that company for nine years, during which time he was clerk, operator and agent, respectively.

In 1890 he went to the Erie R. R. as

chief clerk in the freight department and left that company two years later to go to the M. K. & T., where he held the position of traveling freight agent. He held a similar position with both the

Wisconsin Central Railway and the C. B. & Q. R. R. In 1897 he became agent with the Continental Line and in the same year entered the service of the Baltimore and Ohio as commercial agent. He remained in that position until 1910, when he was appointed division freight agent at Pittsburgh. While in that city he took a keen interest in the affairs of the Pittsburgh Traffic Club, of which he was secretary for a number of years. In October, 1916, Mr. Walters



THOMAS J. WALTERS

was appointed manager of the Continental Line and the Central States Dispatch, with headquarters at Cincinnati, which position he held until his appointment as general coal freight agent.

**P. C. Allen, Superintendent,
Baltimore Division**

PC. ALLEN was, on April 28, appointed superintendent of the Baltimore Division, with headquarters at Baltimore, succeeding C. B. Gorsuch, who was granted a leave of absence.

Mr. Allen entered the Baltimore and Ohio service in March, 1914, in which month he was appointed superintendent of the Philadelphia Division. In this position he remained until August, 1915, when he was transferred to the Baltimore Division. He held this position for two years, when he resigned. He returned to the Company in February, 1918, as superintendent of terminals, reporting to the general superintendent of the Maryland District.

**J. W. Deneen, Superintendent,
Cumberland Division**

JOHN W. DENEEN, who has been appointed superintendent of the Cumberland Division, with headquarters at Cumberland, Md., is one of those railroad men who has acquired success by sheer determination, hard work and ability. His appointment became effective April 28.

Mr. Deneen entered the service of the Baltimore and Ohio in July, 1892, as operator at Rawlings on the Cumberland Division. In July, 1902, he was transferred to Cumberland as copy operator. Eleven months later he was appointed train dispatcher at Cumberland, and in May, 1907, was made chief night dispatcher. On January 1, 1910, he was appointed assistant trainmaster and held this position for three months, when he was made night chief dispatcher. In May, 1913, he became trainmaster and was appointed assistant superintendent of Cumberland Division three years later. In November, 1917, he was made superintendent of Monongah Division, with headquarters at Grafton, W. Va.

**T. K. Faherty, Assistant Super-
intendent, Cumberland
Division**

TK. FAHERTY was appointed assistant superintendent of the Cumberland Division, effective April 20, with headquarters at Cumberland, Md. Mr. Faherty was road foreman of engines on the New Castle Division prior to his appointment as superintendent.

**Hugh Wilson, Superintendent,
Monongah Division**

HUGH WILSON, appointed superintendent of the Monongah Division on April 28, succeeding J. W. Deneen, began service with the Baltimore and Ohio in September, 1914, as a special engineer. In November of the same year he was transferred to Staten Island Rapid Transit Railway, where he served in a similar capacity. He remained in that position a little more than a year when he was transferred back to Baltimore. On January 1, 1916, he was appointed assistant superintendent of the Monongah Division and remained in that position until his appointment as superintendent.

**B. Z. Holverstott, Assistant Super-
intendent, Monongah Division**

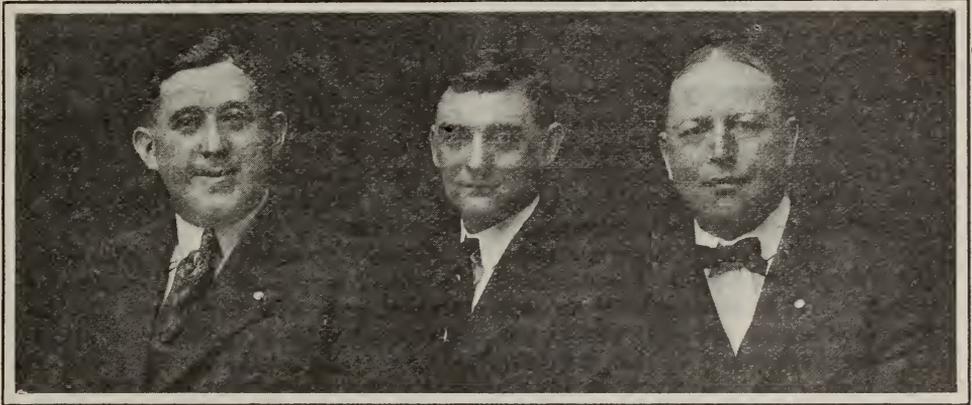
BERNARD Z. HOLVERSTOTT was appointed assistant superintendent of the Monongah Division on April 28, succeeding Hugh Wilson, promoted. He is a man who has "come up the line," having begun his railroad career as a switch lamp lighter in 1894 in the service of the Erie Railroad.

Mr. Holverstott held various positions as yard and station clerk during vacation periods until July 1, 1899, and from that date until August 1, 1900, he was joint bill clerk and transfer foreman for the Erie and C. L. & W. Railroad. He then entered the service of the Baltimore and Ohio as yard and car service clerk on what is now a part of the Pittsburgh Division at Etna, Pa. The same year

he was transferred to Butler as night yardmaster and ticket agent.

On June 21, 1901, he went to Fairmont, W. Va., as cashier and chief clerk to the freight agent. A year later he was promoted to division accountant in the superintendent's office at Grafton, where he became chief clerk to the superintendent on July 1, 1903.

In 1912 he was made trainmaster on the east end of the Cumberland Division and in the same year was transferred to Fairmont, W. Va., as assistant trainmaster on the Monongah Division. He was appointed trainmaster on the M. R. and Short Line Districts, Monongah Division, May 16, 1917, which position he held until his recent promotion.



LEFT TO RIGHT—C. E. MCGANN, W. R. EARLE AND F. P. PFAHLER

Farewell Reception Given F. P. Pfahler

ON April 29 a farewell reception was tendered in honor of F. P. Pfahler, departing master mechanic of the Cumberland Division, who leaves the Company's service to go to the United States Railroad Administration as Mechanical Engineer.

The reception was given in the auditorium of the Baltimore and Ohio Railroad Y. M. C. A at South Cumberland, with W. C. Montignani, secretary of the Y. M. C. A., presiding. There were about 500 officials and employes present, from all points on the division.

The Keyser shop forces turned out strong, headed by their general foreman, J. W. Andrews, and the famous Keyser Band furnished music for the occasion.

The Cumberland Shop Glee Club, headed by C. L. Colley, furnished the singing with a very well selected program. Selections were sung by the

Thuss Brothers, the famous Snoot Band, with their comedian, Earl Denning, and his circus recitation, and the Ukelele Quartette.

Talks were given by C. E. McGann, W. R. Earle, M. E. Mullen, Mr. Pfahler's assistant, and J. W. Andrews, general foreman at Keyser, W. Va.

In a well-spoken address, V. J. Lucas presented Mr. Pfahler with a diamond ring on behalf of the shop boys at Cumberland. On behalf of the boys of the Glee Club, he was presented with a meerschaum pipe set by W. C. Montignani. Mr. Andrews, in his droll way, presented Mr. Pfahler with a traveling bag on behalf of the shop boys at Keyser. Mrs. Pfahler was given a handsome bouquet of roses.

Mr. Pfahler thanked the employes of the shops for their happy thoughts in remembering him with their tokens of appreciation.

Connellsville Veterans Hold Patriotic Rally to Boost Liberty Bond Sale

PATRIOTISM and the Third Liberty Loan were the dominant topics at a social meeting of the Baltimore and Ohio Veterans' Association held recently at Maccabees' Hall, Connellsville, Pa. Several hundred persons, including officials of the road, veterans and their families, were present. James Wardley presided. Solos and music furnished by the Baltimore and Ohio band—"my band," superintendent M. H. Broughton styled it—enlivened the occasion. It is proposed to purchase uniforms for the musicians in a short time.

Addresses were made by Mayor John Duggan, superintendent Broughton, George Sturmer and J. S. Darr. Mayor Duggan at the outset said that he was in the Company's service from 1873 to 1879 and had he continued to be an employe he would be proud to be numbered among the veterans. He pointed out that the Baltimore and Ohio had put Connellsville on the map and that the citizens of that town owe the railroad a deep debt of gratitude. Dwelling on the war, he said that "the Kaiser has out-Neroed Nero and hoped that the Hun language would only be spoken in the regions the other side of the Styx." He was very forcible in his arguments anent the Third Liberty Loan and urged all those who could possibly afford it to secure at least a \$50 bond.

Superintendent Broughton opened his address with words of praise for the band. He said when he looks back to the time when he had charge of the oil house in 1884, he believed that he, too, can be numbered among the veterans. "I've been busy in the Liberty Bond drive for the past two weeks," he said. "In fact, when I am asleep I am told that I am heard to say, 'Don't take a \$50 bond, take one for \$200,' and I believe it's true.

I have in mind a track foreman east of here. I approached him about buying a Liberty bond. He said he did not want too as he had contemplated making a different kind of purchase. He was finally convinced that the Liberty bond was the better investment, and the track foreman purchased \$350 worth of the bonds. That's the best thing he could have done."

George Sturmer, that untiring worker in the interests of the Veterans' Association and who is always on the job whenever there is a chance of organizing a new branch, said that the association has a membership of 8,700, and is still growing. A convention of the veterans is planned to take place this summer at Pittsburgh, he said, and expressed the hope that before the date set for the opening that every employe who had been in the service of the Company twenty years will enroll. He promised his auditors that those who will go to Pittsburgh will not regret the trip.

Selections were rendered by a quartet composed of E. W. Haviland, Miss Elizabeth Workman and Mr. and Mrs. A. R. Boyer. Miss Jessie Rhodes was the accompanist. "A May Morning," sung by Miss Winnie Harrington, provoked applause and cries of "encore," to which Miss Harrington responded. Other soloists were Ray McClintock and Mrs. R. F. Lyttle. Interesting papers were read by Miss Gertrude Lindsay and Miss Brennan. Mrs. W. W. Haines and Mrs. A. M. Smith helped make the occasion a lively one by their piano accompaniments and selections. Ten boys wearing colonial hats and toy hatchets recited verses. One of the best numbers of the evening was a humorous recital into a telephone by Harry Schenck.



Employees who have been honorably retired during the month of April, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Dobbs, Henry F.	Car Repairer	M. P.	Wheeling	26
Vawter, Charles M.	Conductor	C. T.	Indiana	31

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

During the calendar year of 1917, over \$312,000 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, have amounted to \$3,347,933.75.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Carr, John	Engineman	C. T.	Wheeling	March 29, 1918	42
Cassidy, Michael T.	Foreman	M. of W.	Pittsburgh	April 6, 1918	10
Kenny, Patrick	Conductor	C. T.	Cumberland	April 23, 1918	42
Malloy, John	Section Foreman	M. of W.	Monongah	April 11, 1918	50
McCartney, George W.	Engineer	C. T.	Connellsville	April 8, 1918	36
Miers, Charles E.	Yard Clerk	C. T.	Baltimore	April 14, 1918	19
Perkinson, John W.	Helper	M. P.	Baltimore	April 26, 1918	34
Timms, John P.	Laborer	M. P.	Monongah	April 23, 1918	51



Baltimore and Ohio Employees Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Waste

EXTRAVAGANCE costs blood, the blood of heroes," says Lloyd George.

War savers are life savers. The sinews of war are gathered largely from thrift. The war cannot be won by stored-up resources, for a nation lives from hand to mouth. We must save out of the present products of labor. The British people had to learn, as we must learn it, that goods and services must be saved by all. Saving must become a habit. For war is a battle of resources. Germany saves with efficiency because she saves scientifically. She conserves her resources.

To waste in these times is to fight on the side of the Kaiser.

"Mittel-Europa"

MITTEL-EUROPA is in existence to-day," says Frederick Naumann, a prominent member of the Reichstag.

He is right. Germany stands possessed of all she hoped to gain when she forced this war. She has reduced her allies to military and economic dependence. She dominates Belgium, Northern France, Poland, Russia, Serbia, Montenegro, and Roumania. More than 200,000,000 people are under the dictation of Prussia.

If the war ends with conditions as they are at present, Germany's brutal policy of force will dominate the world.

Italy, France, and Great Britain have a combined population of 118,000,000. They are much smaller in area than the Mittel-Europa empire would be, are detached from each other, and confined within narrow limits on the south and west of Europe. Necessarily they would become second-class powers.

The United States, practically alone, would be left to face the aggression of a power with about twice its population, directed by autocratic rulers toward further conquest.

The only way to make ourselves safe is to win the war.

The American Army

THE people of the United States are an army of 110,000,000 volunteers. The troops in France are merely its representatives. As soon as we learn this and practice it we shall be on the way to victory. This is no "Let George do it" war.

Every man and woman in the country ought to find an answer to the question, "What can I do to help win the war?"

President Wilson says: "The object of this war is to deliver the free peoples of the world from the menace and the actual power of a vast military establishment controlled by an irresponsible government."

Then if we don't save—if we don't give ourselves and our money—we are slackers in the ranks. Thank God, most of us are eager to help, but we do not always know how.

The efficiency experts are on the job to show us. It is our part not to argue, not to make excuses, but to ginger up when we are shown the way.

The Price of Victory and The Cost of Defeat

NO matter what it costs in money, we shall find it cheaper to win than lose the war.

The Germans are the most ruthless tax collectors on earth. They expect America to pay for the war. Their newspapers talk of an indemnity of \$25,000,000,000. When they have the

power the Prussian autocrats have no difficulty in collecting.

Brussels, after many fines and taxes, was punished by a fine of 5,000,000 francs "on account of the attack made upon a German soldier by Ryckere, one of its police officials."

Luneville was fined 650,000 francs because of an alleged attack by some inhabitants.

Cardinal Mercier complains that 500,000,000 francs were imposed on impoverished Belgium by December of the first year. In November, 1915, the Prussians decreed that the contribution be increased to 40,000,000 francs a month from blood-white Belgium. Later it was raised to 50,000,000 francs monthly.

These instances may be increased indefinitely. At last the Belgian men were carried away into slavery. Later this was done in Poland.

It will be far cheaper to pay now than to pay when Germany sets the price.



"They Say! . . ."



It is impossible to exaggerate the danger which lurks in these words. They usually introduce a statement which is as romantic as it is unlikely. If any statesman fears an eclipse of free speech, let him go today to a card party or a dinner and listen to the rambling conversation of the guests.

For instance there is Mrs. X., who has heard stories of the privations suffered by our soldiers.

"They say that the poor fellows are freezing to death for want of sweaters. The Red Cross has tons and tons of them stored up in its offices in Washington, but it won't send them out."

"How perfectly awful," Mrs. Y. exclaims.

"Well, they say there's a reason for that," buzzes Mrs. Z., "the railroads are in such an awful state of congestion that not a single sweater nor an ounce of clothing can be sent through."

"You don't say so."

"Well, I only know what I'm told. But I'm not surprised. The government took an awfully big job on its shoulders when it took over the management of the railroads."

That last statement is absolutely true. It is the only one of the lot that is true. Because we have entered this greatest of all wars, our government is burdened with the biggest job it has ever had on its shoulders. If Mrs. Z. only knew how little she helps the national cause by repeating these rumors of the German propagandists, she would think twice before giving voice to them. It is strange behavior to buy Liberty bonds in the morning, and spend the afternoon and evening in spreading the malicious gossip invented by the enemy.

Win a Prize with Safety Article!

TEN dollars is being awarded each quarter of the year to the employe submitting the best original article on Accident Prevention. The present contest period ends June 30. Send your contributions to John T. Broderick, Supervisor Special Bureaus, Baltimore and Ohio Building, Baltimore.



Home Dressmaker's Corner

Courtesy "Pictorial Review"



An Apron Built on New Lines with Kimona Sleeves and Round Neck is Neat and Attractive

DEPARTING considerably from the bungalow and other house aprons, this model with round neck and short kimono sleeves is of especial interest to women who do their own housework. It is trimmed

with a patch pocket which is attached to the right side of the apron. Plain gingham, percale or unbleached muslin may be used to make the apron, average size requiring $1\frac{7}{8}$ yards 36-inch material.

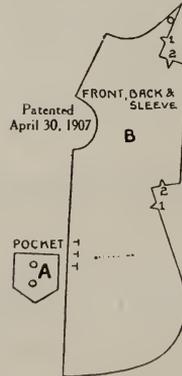
Section "B" takes in the entire apron, excepting the pocket. The triple "TTT" perforations are laid along the lengthwise fold of material so that there will be no seam. In the space remaining to the left of the pocket may be placed, the



APRON
7675
SKIRT
7339

APRON FOR LIGHT HOUSEWORK

CONSTRUCTION GUIDE 7675



large "O" perforations on a lengthwise thread. For tie strings, cut two strips of the material a yard long and $2\frac{3}{4}$ inches wide, when finished.

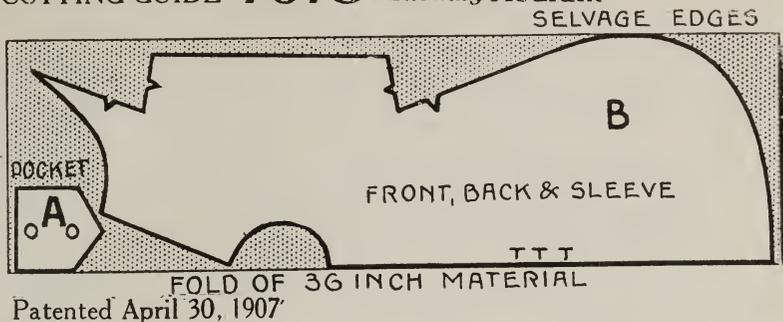
With the cutting done, the construction is easy. Close the underarm and sleeve seam as notched and underface the right back edge of the apron about one inch deep. Sew a narrow underlap

to the left back edge. Finish with buttons and buttonholes for closing.

If desired, the pocket may be underfaced or it can be hemmed. Adjust on the right side of the apron, with upper edge at indicating small "o" perforations and stitch side and lower edges to position.

After hemming the tie string, plait one end and attach to apron at the single large "O" perforation in back.

CUTTING GUIDE 7675 Showing Medium



ONE-PIECE APRON NO. 7675. Sizes, small, medium and large. Price, 15 cents.

SKIRT NO. 7339. Sizes, 24 to 32 inches waist. Price, 20 cents.

Pictorial Review pattern on sale at local agents.

Fascinating New Frocks That May Be Worn With Grace and Ease

By Maude Hall

FROM "somewhere in France" have come delightful frocks that bespeak the coming summer. They are fascinating and may be worn with utmost ease and grace, for in them the designers seem to have caught and imprisoned the spirit of youth. While there is no standardization of modes, nor is there likely to be any, the straight and narrow line is generally accepted by all of the leading couturiers. And yet, after all, the narrowness is often a matter of impression rather than of fact, as some of the modish frocks depart quite radically from absolute straightness of line. Many of the tunic and overskirt draperies widen the skirt line very emphatically at one point or another, and many a waist is swathed simply enough to hint at curves while avoiding compression.

Rather a new way of giving width to the hips is exploited in a frock of gingham taffeta. The checks are marked off in quadruple lines, grouped narrowly, but placed far apart. Three shades of blue figure in the color scheme. The two-piece skirt is gathered and attached

to a simple waist under a girdle of blue satin. The front gore is made in two sections with pockets trimmed with large buttons of white organdy. The collar and plait down the front of the waist are also of organdy, for Paris revels in odd combinations this season.

Many of the most successful novelties in costumes owe their originality to unusual association of materials. Another instance in which the French dressmakers take a radical departure is a dark blue serge costume trimmed with pique in block pattern. The skirt has two deep flounces stitched upon a narrow foundation, the uppermost being hemstitched and trimmed with large pockets. A deep hem and narrow binding of the pique give particular prominence to the pockets, while both flounces are hemmed with pique. Skirt and waist are joined under a straight pique belt and a large collar of plain white linen is hemmed also with pique.

Another novelty is a little frock of cotton marquisette, made very simple and trimmed with gold embroidery. The trimming is put on in blanket stitch

to outline the panel front and back of the blouse and there is a belt of gold gauze ribbon. The sleeves are not only well made, but they are interestingly cut, the part that flares beyond the deep cuff being in one with the upper portion of the sleeve. A bit of gold stitching gives just the right touch of individuality. When one does not prefer gold threads for embroideries and fancy stitchings there is that other high favorite at the court of fashion—angora wool, which is found even on the sheerest of handkerchief linens and batistes.

Undoubtedly it is a silk season, for everyone is conserving wool, and silks are considered the materials exclusive for semi-dress models. But there are always times when sheer cotton fabrics, organdies, batistes, etc., rise to the occasion as nothing else can, therefore particular attention is paid to frocks designed in thin materials. A dainty dress in white batiste with a shaded blue dot is combined with plain blue organdy most effectively. Skirt and waist are both quite simple and much of the smartness of the design is achieved by the addition of an organdy fichu about the neck. The lines of the fichu are unusually soft and caressing, the edges being finished with narrow frills with picoted edges.

Frequently the collar and cuffs are the only trimming of a simple frock, but my! what distinctive ideas are crowded into these little accessories. Every kind of material imaginable is employed in their development. Fine white cotton net, that right bower of ingenuity and economy, is appearing in many collar and cuff novelties and it also makes dainty undercuffs to wear with the flowing sleeves now so fashionable.

Numbers of attractive collars are bound with satin and silk in white, black and colors. Embroidery and braiding were never used in such magnificent effects as this season and one finds many of the most fetching braids employed to trim the little Eton jackets which add so much in the way of youthfulness and grace to costumes of smart fabrics.

So favorably do the French designers regard black and white combinations that some of the leading houses are confining the majority of their models to these two colors. A straight white taffeta has a long narrow collar of black satin, with cuffs and belt of the same trimming, and it is as charming a model as anyone could wish. The addition of a bit of fine lace makes it appropriate for evening wear. There are numbers of black and white foulard designs which have attracted no end of smart attention. Some are in daringly figured designs and are combined with white satin or some other white material, such as embroidered organdy.

Of somewhat severe type, yet inexpressibly smart is a dress of oyster white pongee. It is uncompromising in its slimly built, untrimmed lines, buttoning from just below the bust to the hem of the skirt with business-like nickel buttons. A black ribbon sash drawn from the side seams, to tie closely across the front and hang in long ends, softens what would otherwise be a hard line.

With many of the new summer frocks, even these made of the sheerest materials possible, velvet is used, sleeveless jackets of black velvet bound with silk braid adding a smart air to a costume while providing comfort on a chilly afternoon or evening.

**It ain't the individuals
Nor the army as a whole,
But the everlasting team-work
Of every bloomin' soul.**

—Kipling



The Needleworker's Corner

Initials That May Be Used Effectively For Marking Personal Belongings

Courtesy "Pictorial Review"

TIME was when monogrammed linen was a luxury, reserved for fashion's favored and fortune's elect, because it was worked either by women who could afford to pay for it or those who had the leisure to devote to needlework.

Nowadays the woman who is clever with her needle can crowd in the time between household duties, business cares and club meetings to adorn her household linen, even though it be not of the exquisite texture of olden days. Beautiful damasks come at reasonable prices and these can be ornamented to make elegant dining and bedroom linens. Cheaper qualities of Irish and Scotch linens used for bed linen by women of moderate means are just as effective as the costly weaves, if the initials and monograms employed in their making are skilfully done.

The alphabet shown on this page is unexcelled for its beauty and originality of design. The success of initial embroidery, whether single or in monogram, lies very largely in careful stitchery. A style of lettering that is very popular with French needleworkers is illustrated above. The outlines are all worked solid. The solid parts should be padded very evenly and this is best done in a frame. Too much attention cannot be paid to this humble part of the work, not only

for the design in question, but for all letters and monograms, for if the padding is poorly done, the finished work is very uneven.



No. 11998— $\frac{1}{2}$, 1, 2, 3 AND 4 INCHES

Pictorial Review TRANSFER PATTERN NO. 11998, blue, 15 cents for each letter. Five sizes, $\frac{1}{2}$, 1, 2, 3 and 4 inches of any one letter of the alphabet with 12 transfers of each size are given in this pattern.

Show Your Patriotism by Contributing to the
American Red Cross



Safety First Roll of Honor

Staten Island Division

At 1.25 p. m., March 18, engineer George Hartman discovered fire under truck of coach 85, which was standing on rear end of storage track, South Beach. He took prompt action by pulling car up to water plug, where fire was extinguished. Meritorious mention has been placed on his record.

Towerman Gillooly noticed hot boxes on car in train No. 11, April 6, and train No. 29, April 5. He had same remedied. Meritorious mention has been placed on his record.

Conductor Hugh Morrow, train No. 187, March 25, discovered fire under platform 2, North Shore Terminal, St. George. He took prompt action and had fire extinguished before doing any damage. He has been commended for his prompt action and keen observation.

On March 26 trainman C. H. White discovered defective rail on track 43, St. George Yard; engine 1639 was coming down track at the time. He signalled engineer to stop before he fouled this rail and guided him over this portion safely. He then took measures to have defective rail rectified.

At 3.30 p. m., March 28, on extra 1639 west, trainman C. H. White, who was riding in caboose, noticed when train rounded curve at Snug Harbor sparks flying from a car. He immediately signalled engineer to stop. Inspection of train developed car was off centre and it was set off at Arlington.

On March 30 while extra 1632 west was running west of Arlington, trainman C. H. White noticed sparks flying from one of the cars. He had train stopped and inspection made, which developed that brake rigging on one of the cars was down. He had defect corrected.

For the above three cases Mr. White has been thanked by the management and merit marks placed on his service record.

On train 748, 5.17 p. m., April 14, trainman H. Dougherty noticed an unusual jar on a coach while train was running between Tompkinsville and Stapleton. When train stopped at Stapleton he made an examination and found a defect, necessitating setting car off on siding. Meritorious mention has been made on the record of Mr. Dougherty.

Engineer Manion, in charge of train No. 747, engine 7, Sunday evening, April 14, after leaving Arrochar noticed boudler weighing over 100 pounds in the centre of westbound track, on the curve. He had it removed and train proceeded with slight delay. The management has thanked engineer Manion for his keen observation, and meritorious mention has been made on his record.

At 8.50 a. m., April 6, towerman James Flaherty discovered defective equipment on first car in train No. 17, passing Clifton Junction Tower. He had same remedied. A meritorious mention has been made on his record.

Philadelphia Division

On April 16 operator F. C. Breitenbach noticed defective equipment on extra west 4125 and succeeded in attracting the attention of trainmen on rear end. The train was brought to a stop half a mile west of Childs. This action on the part of Mr. Breitenbach is very commendable.



F. C. BREITENBACH

While extra west, engine 4084, was passing over Susquehanna Bridge, April 7, W. E. Cox, conductor, and C. J. Nickol, flagman, noticed bridge on fire on west side of the island. They stopped on west end of bridge, notified bridge watchman and then hurried back and put the fire out. Their prompt action is commendable.

Cumberland Division

At 3.45 a. m., April 2, west end engineer W. H. McFarland discovered a defect in eastbound running track at Grafton while enroute with engine 7107 to his train. He left brakeman at that point to protect and reported matter to yardmaster, who arranged to hold other engines until trouble was rectified. Superintendent Brooke has written engineer McFarland a letter in which he thanked him for the interest and prompt action taken in this case, and assured him of the appreciation of the officers of the Cumberland Division and the management.

As extra 4853 east passed Martinsburg at 7.28 a. m., March 24, operator J. L. Schroder noted defect on sixth car from caboose. Information was sent to the crew by helper engine.

At 5.32 a. m., March 25, as extra 4844 east passed Martinsburg, operator J. L. Schroder noted defective equipment under R. I. G. car 131042, thirty cars from caboose. Crew was informed and defect given attention at Opequon.

On March 29 as extra 4848 east passed Green Spring, operator J. D. Rockwell noted door open on one of the cars, exposing contents. Train was stopped at Okonoko and car given attention.

While extra 4839 west was passing McKenzie at 10.32 a. m., March 31, operator F. L. Byrd noted hopper bottom down under fourth car from engine. Train was stopped at Rawlings and repairs made.

At 8.00 p. m., while on his way home from work, Western Maryland track foreman W. J. Staggs discovered a defective rail in the eastward track a short distance west of McKenzie Tower. He made a prompt report of the matter to operator Biggs at McKenzie Tower and arrangements were made to protect the defect until trackmen arrived to renew the rail. Mr. Staggs' interest and promptness in reporting the defect is appreciated.



MRS. G. C. HELSLEY

On April 16 while extra 4212 east was passing Sleepy Creek station, Mrs. G. C. Helsley, wife of agent at that point, noted defect on the forty-sixth car in train. She promptly telephoned the information to operator at Sleepy Creek Tower, who held trains on adjoining tracks until the condition could be remedied. The promptness with which Mrs. Helsley covered the situation is commendable.

At 3.59 a. m., April 9, while extra 4234 east passed Martinsburg, operator J. L. Schroder noted hot box on fifty-second car from engine. He informed conductor, who made examination at Opequon and found it necessary to set car off at Hobbs.

Monongah Division

F. England, third trick operator, on April 21 discovered a defective rail about three hundred yards west of Seventeen Cut and reported the matter to the operator at Bridgeport, who in turn called out sectionman and had repairs made.

Cleveland Division

On April 3 yard brakeman F. Wells discovered a defective rail on P. C. & T. connection east of No. 10 track switch, Akron Junction, and promptly reported this condition to night yardmaster, who had it repaired immediately. He has been commended by the superintendent.

Newark Division

On April 5 while train No. 70 was passing, operator A. B. Leabold, working at Toboso,

heard an unusual noise and immediately took his lantern and investigated the cause. He discovered a defective rail near the station and stopped the train. He has been commended for his alertness.

On April 6 R. Connizzaro, repair track gang foreman, discovered fire in a pile of lumber near the repair tracks and immediately called Emmett Parson and John Livingston, fellow workmen. They moved the lumber and extinguished the flames before much damage was done. They have been commended for the interest displayed in protecting the Company's property.

Connellsville Division

Numerous complimentary mentions of the way in which engineer D. Quinn made stop when the tender was derailed on No. 15 at Pinkerton Tunnel, April 16, have been received by superintendent Broughton, who sent the following to Mr. Quinn: "I feel that you should be acquainted with the fact that the people noticed the manner in which you handled the air."

While walking along tracks near Cheat Haven on the morning of April 4, Miss Fern Nicola, Cheat Haven, Pa., discovered a defective rail about one half-mile west and another one mile west, and took immediate action by flagging work train.



MISS FERN NICOLA

This act is very commendable and superintendent Broughton has expressed his appreciation of Miss Nicola's interest in the welfare of the Company of which her father is a foreman.

New Castle Division

Conductor Solomon, on extra 4214 west, March 30, at BD Tower, Akron Junction, discovered defective equipment on caboose C-27. Same was set out at Akron Junction and crew proceeded to Willard, Ohio.

Conductor W. A. Cavany, extra 4127 west, April 2, dismounted at BD Tower to inspect train while pulling in Akron Junction yards. He discovered brake beam down, and made repairs without delay.

Lester Godwin, flagman on hill engine at BD Tower, while heading into clear, discovered points of switch not fitting up properly and he reported it to officials at New Castle Junction.

Illinois Division

On February 16 while coupling up track at Indian Refining Company's plant at Lawrenceville, fire from engine ignited oil in holes in center of track where oil is drained from empty tank cars. Fireman C. A. Reed discovered the fire and quickly extinguished it by throwing dirt in the holes, thus preventing damage. Mr. Reed has had a commendatory notation placed on his record for his quick action and interest in the Company's welfare.

A short time ago flagman E. B. Milligan, on caboose C-142, turned in 110 pounds of scrap brass and babbitt for which the Transportation Department received a credit of \$22.00. Mr. Milligan is to be commended for his action in gathering up this scrap and the interest he shows in the Company's welfare. Several other men have turned in various amounts of scrap of different kinds for which the Transportation Department has received credit. These men are all to be commended for the interest they show in the Company's welfare. In doing such work as this the men are "doing their bit" to help win the war.

On February 22 a short time before extra west 2036-2623 started to pull out of the yards at Flora, car inspector William Black in going over the train discovered defective equipment on one of the cars. Car inspector Black is to be commended for his watchfulness.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

With arms outstretched we welcome J. P. Williams, head clerk of the Tidewater Bureau, to the ranks of the married. Mr. Williams took the "leap" April 25, and with his bride honeymooned around New York City. We suppose it will only be a matter of time before the usual cigar will have vanished and the corncob pipe take its place, but, the hearty good wishes of the entire office are extended to the happy couple. May they live long and happily.

Opposites attract each other, to wit:—"Bobby" Burns and Miss Owings dancing at the Glee Club concert.

Car Service Department

The Car Service office is proud to record its performance in doing its bit towards making the Third Liberty Loan a success.

George H. Pryor, auditor of disbursements, was selected by the management to address our force on this subject, after which two committees were put to work taking subscriptions to the loan. Miss Elna R. Sellman was chairman of one committee with Miss Florence Schaeffer and J. A. Biddison as assistants, while the rival committee was headed by Miss Ellen Sims with G. H. Smith and M. P. Sherwood as assistants, and through their efforts

87.2 per cent. of our office force became subscribers to the Third Loan, aggregating \$12,300.

Adding to our percentage those who felt unable to participate in the Third Loan on account of carrying first and second issues would bring our percentage of subscribers up to 95 per cent. If the ratio established by our force on the Third Loan was maintained throughout the United States the three billion loan would have been over-subscribed by one and one-half billion dollars.

We are arranging to display a service flag in our office carrying sixteen stars. Thirteen per cent. of our male employes have entered the service. It will be seen from the above that we are doing our best to have a "For Rent" sign placed in the front window of the Imperial Palace at Berlin.

New York Terminal

Correspondent, T. A. KAVANAGH, *Freight Agent*, West 26th Street, N. R.

Divisional Safety Committee

W. B. BIGGS.....	Chairman, Assistant Terminal Agent
A. L. MICHELSON.....	Terminal Cashier
C. E. FLOOM.....	Terminal Claim Agent
J. J. BAYER.....	Freight Agent, Pier 22, N. R.
J. T. GORMAN.....	Freight Agent, Pier 21, E. R.
T. KAVANAGH.....	Freight Agent, 26th Street, N. R.
T. F. GORMAN.....	Freight Agent, Pier 7, N. R.
M. F. STEINBERGER.....	Freight Agent, St. George Lighterage
J. E. DAVIS.....	Freight Agent, St. George Transfer
E. J. KEHOE.....	Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

E. A. ENGLISH.....	Marine Supervisor, Chairman
C. H. KEARNEY.....	Assistant Marine Supervisor, Vice-Chairman

Staten Island Rapid Transit Railway Company

Correspondent, S. A. TURVEY, *Trainmaster's
Clerk, St. George*

Divisional Safety Committee

H. R. HANLIN.....	Chairman, Superintendent
B. F. KELLY.....	Vice-Chairman, Trainmaster
S. A. TURVEY.....	Secretary, Trainmaster's Clerk
H. W. ORDEMAN.....	Division Engineer
W. A. DEEMS.....	Master Mechanic
W. L. DRYDEN.....	Signal Supervisor
R. F. FARLOW.....	Master Carpenter
DR. F. DE REVERE.....	Medical Examiner
A. J. CONLEY.....	Road Foreman of Engines
J. D. GIBB.....	Trainmaster
J. F. MCGOWAN.....	Division Operator
E. R. MCCHER.....	Division Agent
W. J. KENNEY.....	Attorney
C. A. WILSON.....	Supervisor Crossing Watchman

ROTATING MEMBERS

W. NEIDERHAUSER.....	Towerman, Tower B
J. B. GEROW.....	Freight Conductor
GUY FETZER.....	Painter
W. SMITH.....	Locomotive Engineer
J. NAPLES.....	Locomotive Fireman
W. A. MARSHALL.....	Clerk to Agent, Tompkinsville
G. J. GOOLIC.....	Inspector

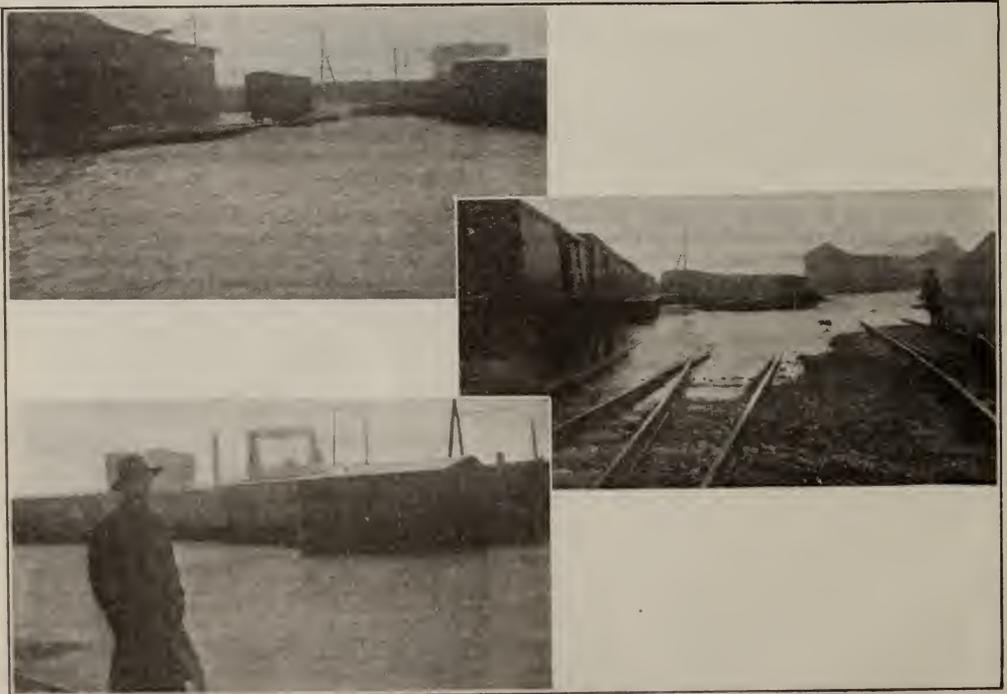
Trainmen Robert Seigle and Ralph Mansch have enlisted in the Stevedore Corps as privates.

Mr. Robert Kelsey, former dock foreman, has been furloughed to enter the service of Uncle Sam as first lieutenant in the Stevedore Corps. All the boys extend their best wishes to "Bob" (his pet name) for a speedy return together with an abundance of glory.

The following men have been called in the draft: "Gus" Trabant, J. S. Gibbs and F. Van Nostrand, freight trainmen; A. G. Wood, passenger trainman and Bert Loftus, refer inspector.

The Staten Island Rapid Transit Railway Company, living up to its reputation, has come through in the crisis and showed the railroads at large what it can do. Owing to the heavy perishable movement from the south, a portion of the business formerly handled via the Pennsylvania Railroad is being diverted to the Baltimore and Ohio, which means that the S. I. R. T. must handle the goods to destination in New York. This commodity is being handled at Pier 7, N. R., in a most efficient manner. Several records have been broken since the movement of this commodity over our lines. On April 24 a train arrived in St. George with perishables for Pier 7. Float 168 was loaded with twelve cars and ready to move to Pier 7, N. R., in ten minutes after train arrived in yard—some fast movement. Captain Milovich, of tug boat "Randolph," who handled this float, towed it to Pier 7, a distance of seven and one fifth miles, placed it in berth, and was back at St. George float bridges in two hours, ready to tow another float. This is a record that all employes of the New York Terminal Lines of the Baltimore and Ohio Railroad should be proud of.

The Long Island Railroad has opened floating service with our line at their new Bay Ridge



ST. GEORGE, S. I. YARD—APRIL 12, 1918, WHEN IT WAS VISITED BY THE HIGHEST TIDE IN TWENTY-FIVE YEARS



"JOE" MASSA

float bridges. This means the cutting off of about four miles extra towing to Long Island City, which was necessary heretofore.

A Vision of Joy

By Luke Ward, Labor Agent,
74 Bowery, New York City

I've travelled up and down the coast,
I've roamed o'er all the earth;
From every game I've got the most—
I've had my money's worth.
But one more sight I want to see
Before I leave this land
And that is, Kaiser "Bill"
With a lily in his hand.

For nigh four years he's plundered
Fair lands east of the Rhine;
His mightiest guns have thundered
And have razed each sacred shrine.
Now Uncle Sam is in it;
He'll go to Kaiserland
And force "Bill" to the limit—
Place a lily in his hand.

In this I know you'll all concur,
You want a lasting peace.
Then stand by Mr. Wilson, sir,
Your Liberty Bonds increase.
The Prussian's power let us kill
With all that we command,
So that we may see Kaiser Bill
With a lily in his hand.

Second trick tug dispatcher H. Flood has resigned to accept a position as captain of the "Mary Tracy," a tug boat owned by the Tracy Towing Lines. W. B. Enright, third trick dispatcher, has been moved up to fill the vacancy created by Mr. Flood's resignation. W. Kelly, mate, has been promoted to fill the vacancy created by Mr. Enright's promotion.

The sale of Liberty Bonds of the third issue has been met in a remarkable manner by the employes of the New York Terminal Lines—the present comes up to \$70,000, and is still going strong.

Staten Island Railroad Club

On Thursday, April 11, we held a masquerade party at the club house, which was a decided success, despite the bad weather. Everyone attending was rigged up in some sort of a costume; the hall was decorated with Japanese lanterns, etc., all of which made a pretty scene.

Regular ladies' night entertainment was held Thursday, April 25, and a pleasant evening was enjoyed by all.

Baseball practice has been resumed for this year, and it is hoped that a strong team can be put in the field to compete with the other divisions.

Philadelphia Division

Correspondent

J. C. RICHARDSON, *Chief Clerk*

Divisional Safety Committee

R. B. WHITE	Chairman, Superintendent
C. E. OWEN	Vice-Chairman, Trainmaster
T. BLOECKER	Division Engineer
J. P. HINES	Master Mechanic
J. E. SENTMAN	Road Foreman of Engines
H. K. HARTMAN	Chief Train Dispatcher
T. B. FRANKLIN	Terminal Agent
J. N. GODMAN	Captain of Police
F. H. LAMB	Division Claim Agent
DR. C. W. PENCE	Medical Examiner
E. G. OWENS	Road Engineer
W. E. BURNS	Road Fireman
H. F. LANE	Road Conductor
J. F. COONEY	Yard Conductor
WM. TISDALE	Machine Shop Foreman
R. F. MINNICK	Car Builder
FELICE CORI	Section Foreman
W. M. DEVLIN	Secretary

W. M. Devlin, secretary to superintendent, was called for military service and left for Camp Lee, April 25.

E. F. Kenna, clerk in superintendent's office, has been appointed secretary to superintendent, vice Mr. Devlin.

J. C. Anderson, motive power clerk, East Side, resigned April 15 to engage with a private firm in Philadelphia.

W. J. Scott, motive power timekeeper, has been appointed motive power clerk, vice Mr. Anderson.

Subscriptions to the Third Liberty Loan on the Philadelphia Division, up to April 24, were \$35,600.

W. J. Wilde, clerk in superintendent's office, Philadelphia, has taken position as crew dispatcher, Philadelphia Terminal, at East Side.

W. E. LeBrock, timekeeper in division accountant's office, has taken position as clerk in superintendent's office.

The old Baltimore and Ohio spirit, which is the true American spirit, is very much alive on the Philadelphia Division.

In the recent Liberty Loan campaign, a part of the Maintenance of Way Committee took a trip to an outlying point to cover a carpenter gang living in camp. A meeting was called and a number of men reported that they had already subscribed through their banks. This did not stop them, however, and they subscribed to the Baltimore and Ohio offer, with the exception of one man. This man had had serious difficulties, sickness and death, and felt unable at the time to commit himself to further expense. A motion, therefore, was made then and there that those present buy a bond for him, and first payment was made, the motion having been carried unanimously.

With such a spirit prevailing the rank and file, America cannot lose. All honor to the true patriots.

The spirit evinced at this meeting had a fine effect on those present, and every man left a better man for having taken part.

The Veteran Employes' Association, at their meeting April 17, voted for and have subscribed for two Third Liberty Bonds of \$100 each.

Baltimore Division

Correspondent, J. B. MORIARITY, Superintendent's Office, Camden Station

Divisional Safety Committee

- P. C. ALLEN Chairman, Superintendent
- W. E. NEILSON Vice-Chairman, Assistant Superintendent
- Y. M. C. A. DEPARTMENT

- T. F. STACY Secretary, Riverside
- E. K. SMITH Secretary, Brunswick
- C. H. WINSLOW Secretary, Washington



CORPORALS C. P. BUJAC AND A. A. JACOBS



MATERIAL DISTRIBUTERS, STOREKEEPER'S DEPARTMENT, EAST SIDE

RELIEF DEPARTMENT

- DR. E. H. MATHERS Medical Examiner, Baltimore
- DR. J. A. ROBB Medical Examiner, Washington
- DR. J. F. WARD Medical Examiner, Winchester
- R. B. BANKS Divisional Claim Agent, Baltimore
- J. M. POWELL Captain of Police, Camden Station

TRANSPORTATION DEPARTMENT

- S. A. JORDAN Assistant Superintendent, Brunswick, Md.
- C. A. MEWSHAW Trainmaster, Camden Station
- E. E. HURLOCK Division Operator, Camden Station
- E. C. SHIPLEY Road Foreman of Engines, Riverside
- J. J. McCABE Trainmaster and Road Foreman, Harrisonburg
- W. T. MOORE Freight Agent, Locust Point
- D. M. FISHER Freight Agent, Washington
- W. E. SHANNON Freight Agent, Brunswick
- W. E. NEILSON Freight Agent, Camden Station
- J. L. HAWES Freight Conductor, Riverside
- W. T. EDGAR Yard Conductor, Camden Yard
- C. W. McDANIELS Passenger Fireman, Riverside
- J. W. CAVEY Passenger Engineman, Riverside

MAINTENANCE OF WAY DEPARTMENT

- H. M. CHURCH Division Engineer, Camden Station
- S. C. TANNER Master Carpenter, Camden Station
- C. A. THOMPSON Signal Supervisor, Camden Station
- J. FLANAGAN General Foreman, Locust Point
- C. W. SELBY Supervisor, Gaithersburg
- S. J. LICHLITER Supervisor, Staunton, Va.
- W. O. RUNKLES Section Foreman, Brunswick
- C. RITTER Signal Repairman, Mt. Royal Station
- R. W. MITCHELL Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

- T. F. PERKINSON Master Mechanic, Riverside
- G. B. WILLIAMSON General Car Foreman, Riverside
- T. O'LEARY Car Foreman, Washington
- C. W. C. SMITH Machinist, Brunswick
- C. B. BOSIEN Machinist Apprentice, Riverside
- J. W. PEYTON Leading Car Inspector, Brunswick
- G. N. HAMMOND Material Distributor, Locust Point

Reproduced on this page are pictures of two former Baltimore and Ohio employes who showed their patriotism when the call came by joining the colors. They are (right) Corporal A. A. Jacobs, 313th Infantry, Camp Meade, and (left) Corporal C. P. Bujac, Headquarter's Company of the same regiment. Corporal Jacobs was formerly a signal foreman at Cumberland, Md., while for a number of years Corporal Bujac was employed as electrician. Some time ago Corporal Bujac obtained a furlough and won a bride in the person of Miss Helene Whitman of Cumberland. Both men are determined sons of Uncle Sam and, doubtless, will give as good an account of themselves when they go to France as have those Baltimore and Ohio boys who are already "over there."

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary*,
Y. M. C. A.

Divisional Safety Committee

G. H. WINSLOW, Chairman, Secretary, Y. M. C. A.
DR. JAMES B. GRIER, Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

W. M. GRANT, Boiler Foreman
H. A. BRIGHT, Gang Leader
C. J. AYERS, Gang Leader
A. F. KREGLOW, Storekeeper
T. E. CROSON, Yard Engine Dispatcher
N. TIPPET, Foreman, Car Shop
H. A. BAREFIELD, Assistant Foreman
A. A. PACE, Foreman, Station
J. J. DESMOND, Gang Leader
G. VALENTINE, Yard Engine Dispatcher
B. HOWARD, Assistant Foreman
R. HEINDRICH, Foreman, Station

TRANSPORTATION DEPARTMENT

P. H. DELEPLANE, Train Director
L. T. KEANE, Conductor
E. M. FARMER, Conductor

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL, Master Carpenter
F. W. HODGES, Foreman, Carpenter Shop
H. L. BELL, Foreman, Carpenter Shop
A. M. BRADY, Track Foreman
J. T. UMBROUGH, Track Foreman
P. C. RICHMOND, Signal Maintainer

About three hundred and fifty employes of the Washington Terminal Company participated in the Liberty Loan Day parade. They made a fine appearance in the march down Pennsylvania Avenue, and compared favorably with any other section of the fifty thousand persons who took part in the parade. The section was led by W. J. Wilson, superintendent, followed by the officials of the Company. A band playing martial airs, under the leadership of C. W. Guest, kept the line in step. The service flag, containing 112 stars, made by the Washington Terminal Women's Auxiliary of the Red Cross, under direction of Mrs. W. W. Bowie, Mrs. S. J. Harry, Mrs. W. L. Whiting, Mrs. M. B. Tyng, Mrs. C. R. McKinsey, Mrs. C. S. Heritage and Mrs. Esther Hughes, was one of the most attractive in line. Mr. Bradford, draughtsman in the engineering department, worked out the design suggested by the ladies. The Women's section of the Washington Terminal employes, headed by Miss Marie McGrain, was greeted with frequent applause along the line of march and the railroad men felt proud of them. All the departments of the Company were well represented. The employes signified their earnestness in boosting the Third Liberty Loan, not only in marching in the parade, but also by subscribing for over \$100,000 of bonds. Most of the men already hold First and Second Liberty Bonds.

Hon. Clarence B. Miller, Congressman from Minnesota, gave an interesting address before employes and friends of the Washington Terminal Company, April 25. Last year Congressman Miller spent several months in the European war countries studying the war in all its phases, visiting our army "over there" and the armies of our allies, from the training camps to the front line trenches. He told, out of his

personal knowledge, many interesting stories of camp and trench life, conditions, overseas, and causes that brought on the war. He inspired enthusiasm among his hearers and all went away with renewed determination to do all possible to help win the war. At the close of his address several thousand dollars' worth of bonds were subscribed to the Third Liberty Loan.

The meeting was presided over by superintendent Wilson, who spoke of the great opportunity for railroad men to show their loyalty and to help our army in the war for liberty, justice and humanity. George O'Connor and our own "Matt" Horne delighted the audience with patriotic songs.

As well as subscribing to the Liberty Bonds the employes of the Company have bought, to date, about \$5,000 worth of War Savings Stamps. A committee for 1918, representing the different departments of the Company, was appointed to explain and push the sale of thrift stamps and certificates and several meetings were held and addressed by prominent men of the city, but especial mention should be made of the addresses of M. O. Leighton and C. W. Darr. The committee consisted of J. T. Nolan, O. J. Rider, B. R. Tolson, C. S. Heritage, G. F. Harbin, C. B. Cramer, M. E. Horne, W. J. Fittall, C. B. Vincent, E. Birch, C. H. Freed, J. A. Hanley, W. F. Hayes, E. G. Valentine, B. W. White, O. Norris, A. C. Hudson, R. E. Davis, W. H. Hobbs, W. C. Tilghman, L. E. Sullivan, W. L. Bruchey, C. A. McMahon, E. S. White, T. J. Bridges, P. H. Delaplaine and James McCauley.

Assistant yardmaster James McCauley leads the "Liberty Loan boosters," having obtained subscribers for over \$10,000 in the yards.

Thrift stamps can be purchased at the mileage bureau in the main waiting room or at the office of the Terminal Railroad Y. M. C. A.

Arrangements are being made for an entertainment in the gymnasium for the benefit of the Red Cross. The program will be an exceptionally good one and all railroad men and friends should be present and help the work along.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

We are now in the midst of a strenuous "Third Liberty Loan" campaign. All our spare moments are being devoted to bringing the boys in line to purchase bonds, not that they need very much persuasion to induce them to invest, and so far, up to the time of writing these notes, our campaign has been very successful. We hope to have a long list of subscribers to report to the treasurer before the week is ended.

Our official force has been recently augmented by the appointment of C. R. Grimm as assistant agent. Mr. Grimm comes to us from Parkers-

burg, W. Va., at which station he has been in the service of the Baltimore and Ohio for a number of years, in the capacity of cashier, chief clerk and in other positions. We all extend Mr. Grimm a hearty welcome and hope that he will continue to be with us for a long time to come.

We are very glad to welcome back to his position as yard clerk, Thomas P. DeVaughan, who underwent an operation for appendicitis some time ago. He says he has thoroughly recovered from the operation and is ready for all the work that may come his way.

Our coal clerk, E. C. Scaggs, had a serious attack of acute indigestion one morning in the office, but prompt action on the part of those around revived him sufficiently to enable him to be taken to his home, and after a day's rest he appeared at his usual place the following morning. It takes more than a thing like "acute indigestion" to knock out a veteran like "Eugene."

We had a patriotic meeting the other morning on our platform, at which our freight agent, D. M. Fisher, addressed the entire platform force. He impressed on them the necessity of doing the very best work they are capable of, as much depends on railroad men at the present time if the soldier boys now at the front, and others ready to go, are to be properly cared for. Mr. Fisher called particular attention to the message of Director General McAdoo of March 19, in which he placed railroad men in a preferred class, as they are necessary at the present time in the work of forwarding supplies to the soldiers. But he also reminded the men that there is a bill before Congress now which, if it becomes a law, will make it necessary for every railroad man up to the age of forty years to report, and become liable for active service. Mr. Fisher urged all the men to be patriotic

and remember that they are now a part of the United States Government organization, and that it is the duty of everyone to cooperate with the officials at all times, as cooperation and the feeling that we have one great object in view, are the only means by which the war can be won, and above all other things, WE MUST WIN THIS WAR!

The accompanying photograph will undoubtedly be of great interest to Baltimore and Ohio "Old Timers," who will readily recognize the faces of those portrayed.

It is "Old Number 590," well-known to Baltimore and Ohio men, showing her engineer, Harmon Hessen, ready to take her out. This photograph was taken at Martinsburg, W. Va., in the year 1892.

A Well Spent Day

By B. W. L. Whiting
Washington, D. C.

That is a day well spent,
When memory dwells
On daily tasks with ardor done,
On problems solved, and victories won!
That is a day well spent,
A day that tells!

That is a day well spent,
If we can say
One word a brother's doubt to clear,
Perchance some saddened heart to cheer!
That is a day well spent,
A happy day!

That were a day well spent,
If twilight brought
The memory of a kindly smile,
Making a brother's task worth while;
That were a day well spent,
A gladsome thought!



"OLD 590"—ENGINEER HARMON HESSEN

Mount Clare Shops

Correspondent, V. F. RILEY

Divisional Safety Committee

- L. FINEGAN Chairman, Superintendent of Shops
- E. P. POOLE Vice-Chairman, Asst. Supt. of Shops
- V. F. RILEY Secretary, Secretary to Supt. of Shops
- J. HOWE General Foreman
- H. A. BEAUMONT General Car Foreman
- G. H. KAFINOS Supervisor of Shop Machinery and Tools
- DR. F. H. DIGGS Assistant Medical Examiner
- P. F. WAGNER Shop Hand, Erecting Shop
- H. T. STICKELL Boilermaker, Boiler Shop
- G. F. KLEIN Piece Work Inspector, No. 1 Machine Shop
- E. B. BUNTING Machinist, No. 2 Machine Shop
- W. H. ROBINSON Pipe Fitter, Pipe and Tin Shop
- G. M. KISER Moulder, Foundries and Re-Rolling Mill
- J. T. GILES Blacksmith, Blacksmith Shop
- G. SCHMALE Machine Operator, Bolt and Forge Shop
- W. P. MAY Machinist, Air Brake Shop
- C. KESSLER Patternmaker, Pattern Shop
- A. G. MERCER Machinist, No. 3 Machine Shop
and Steel Car Plant
- T. U. DOVER Shop Hand, Tender and Tender Paint Shop
- H. ALKER Shop Hand, Axle Shop and Power Plant
- J. E. LEARY Gang Foreman, Freight Car Track
- J. JANKIEWICZ Car Builder, Passenger Car Erecting Shop
- W. F. ZOELLER Upholsterer, Passenger Car Plant,
Finishing and Upholstering Shops
- J. J. PITSINGER Mill Machine Hand, Saw Mill
and Cabinet Shops
- W. BANAHAN Foreman, Stores Department

Isaac Aleshire, one of Maryland's "First 800" and the first Stores Department employe to join the forces of Uncle Sam, died at the Naval Hospital at Portsmouth, Va., a victim of pneumonia. He was the son of Mr. and Mrs. James Aleshire, of 214 East Lafayette Avenue, and was born June 19, 1898. He entered the service of the Baltimore and Ohio January 11, 1917, as a clerk in the Stores Department, which position he held until April 11, 1917, when he obtained a military furlough to join the ranks of Maryland's "800." At the time of his death, Mr. Aleshire was stationed on the U. S. S. "Charleston." He was buried with military honors from the residence of his parents, eight soldiers from Camp Meade acting as pallbearers.

We extend our sincere sympathy to the bereaved parents, and regret that we must place the first gold star in Mt. Clare's service flag, although we are proud to claim Mr. Aleshire as one of our boys.

There was much merriment at the seventh annual dance and entertainment held by the Mt. Clare Welfare, Athletic and Pleasure Association at Lehmann's Hall on April 11. Although the weather man was unkind in that the evening was dreary, the attendance was far in excess of that expected.

The program was opened by the association's recently organized orchestra, directed by C. W. Hake and led by Louis Schwatora, which had been practicing for several weeks in preparation for the affair. The Star-Spangled Banner was the opening number and was followed by several other fine selections. The orchestra is deserving of warm praise for its accomplishments, which are parallel with those of many an older organization.

One of the most interesting as well as one of the most entertaining features of the evening was Miss Katherine Hook's delightful act.

She won much applause. J. D. Wright's solo was also well received. Graceful and pleasing were the three little toe dancers, the Stickell Sisters and Miss Bauer. They made a decided "hit." A trio that helped make the affair a success was that composed of the Messrs. Jefferson, Hittel and Kuhl. They are songsters of promise. Another trio that was in fine voice was that comprising the Messrs. Beaumont, Forney and McCarthy. The closing feature of the entertainment was a playlet entitled "Precious Baby," written by James E. Tatum, of the paint shop at Mt. Clare. Miss Lillian Land and Charles Henchen were the "stars" in this act, which was delightful and clever. A word of praise should be said for Miss Stella Hittel, who accompanied the soloists at the piano and who was untiring in her efforts to make the affair a success. Much credit is due her for the enjoyable evening. At the close of the entertainment prizes, consisting of leather purses and neckties, were awarded.

Then, "on with the dance, let joy be unconfined," was the word of the night. The hall was decorated with patriotic colors and emblems of the association. Lights shone near each flag and emblem and when the signal was given to commence the terpsichorean art, all bright lights were extinguished. The effect of the decorations was beautiful. The affair was so enjoyable that much regret was felt when the closing number was played.

Needless to say, the refreshment hall had many visitors until the "wee sma' hours." The association supplied a liberal quantity of ice cream and cake.

The program was in charge of H. A. Beaumont, chairman of the entertainment committee, and, under his direction, was one of the most successful affairs held by the association. Mr. Beaumont is a "top notcher" when he takes a hand in conducting dances or entertainments.

Cumberland Division

Correspondents

- E. C. DRAWBAUGH, *Division Operator*
- THOMAS R. REES, *Secretary to Superintendent*
- W. C. MONTIGNANI, *Secretary, Y. M. C. A.*
- LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

Division Artist

- MABLE R. CRAWFORD, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

- J. W. DENEEN Chairman, Superintendent
- H. W. GRENOBLE Vice-Chairman, Assistant Superintendent
- T. R. REES Secretary
- E. P. WELSHONCE Trainmaster, West End
- E. C. GROVES Trainmaster, East End
- L. J. WILMOTH Road Foreman, East End
- M. A. CARNEY Road Foreman, West End
- F. F. HANLEY Division Engineer
- T. R. STEWART Master Mechanic
- E. C. DRAWBAUGH Division Operator
- DR. J. A. DORNER Medical Examiner
- DR. J. H. MAYER Medical Examiner
- G. R. BRAMBLE Freight Agent

W. D. STROUSE..... Joint Agent
 L. O. MILLER..... Car Foreman, East End
 R. A. TULL..... Car Foreman, West End
 F. L. LEYH..... Storekeeper
 E. A. WORKMAN..... Storekeeper
 ROBERT CHILDERS..... Division Claim Agent
 J. Z. TERRELL..... Freight and Ticket Agent
 I. S. SPONSELLER..... General Supervisor
 H. D. SCHMIDT..... Captain of Police
 F. A. TATLOR..... Master Carpenter
 W. L. STEVENS..... Shop Clerk
 W. C. MONTIGNANI, Secretary, Balto. and Ohio Y. M. C. A.
 M. E. MULLIN..... Assistant Master Mechanic, Keyser, W. Va.

ROTATING MEMBERS

J. C. HAUSER..... Conductor
 F. HADDIX..... Engineer
 H. H. GRIMM..... Fireman
 J. D. DEFIBAUGH..... Machinist
 C. W. ROBINSON..... Car Inspector
 F. B. RATHKE..... Yard Brakeman

Baltimore and Ohio Athletic Association
 of Cumberland, Md.

PRESIDENT

GRIFFIN A. MCGINN..... Chief Clerk to Superintendent

VICE-PRESIDENTS

F. F. HANLEY..... Division Engineer
 F. P. PFAHLER..... Master Mechanic
 E. C. DRAWBAUGH..... Division Operator
 H. D. SCHMIDT..... Captain of Police
 A. J. KELLY..... General Yardmaster

TREASURER

G. R. BRAMBLE..... Freight Agent

SECRETARY

T. R. REES..... Secretary to Superintendent

The accompanying pictures show that some of the stations along the South Branch Sub-Division of the Cumberland Division, between Green Spring and Petersburg, W. Va., is a lumber producing territory. Large shipments of ties, bark and mine props are forwarded from Romney. Cunningham, twenty miles further west, is also a heavy shipping point for the same class of freight. It being necessary to take advantage of good roads in dry weather, quantities



LUMBER READY FOR SHIPMENT ON THE CUMBERLAND DIVISION

1—Romney, W. Va. 2, 3, 4—Cunningham, W. Va. 5, 6—Petersburg, W. Va.



DIVISION ACCOUNTANT'S FORCE, CUMBERLAND, MD.

of ties, mine props and sawed lumber are accumulated at that station to be forwarded when bad roads exist. Petersburg, the western terminus of the branch, as the picture indicates, also furnished quantities of ties, sawed lumber and mine props.

The above photograph represents the division accounting force at Cumberland, Md.

Standing, left to right: C. F. Moehle, C. W. Fries, N. K. Harrison, R. M. Bernard, W. M. Naughton, E. C. Robertson, W. M. Gatehouse, R. F. Heron, D. M. Entler, Miss Bowden, Miss Zihlman, Miss Ambrose, G. F. Messman, A. P. Connell, J. B. Higgins, J. W. Kirk, F. P. Keyser, R. J. Ward, E. W. Bryner, F. R. Reynolds, A. Fuller.



HOME OF JAMES CASSIDY, ALTAMONT, MD.

Seated, left to right: E. R. Clark, C. W. Shaffer, Miss Burns, Miss Ritter, Miss Bauer, Miss Dicken, J. E. Taylor, Miss Wirgman, Miss Barrick, E. D. Keech.

The picture on page 59 shows one of the first properties that was purchased by the aid of the Savings Feature of the Relief Department, and was the home of James B. Cassidy of Altamont, Md. In order that the date and claim of being one of the first properties on the System in which the Relief Department was interested that department was consulted and advised as follows: "The search we have made indicates that the first loan was made to a widow on property at Baltimore, and the second loan, about ten days later, was to James B. Cassidy to assist him in purchasing a property at Altamont, Md."

Effective May 1 J. L. Hayes was appointed division freight agent, with office at Cumberland, Md., and jurisdiction over the Cumberland Division, Martinsburg to Grafton, both exclusive, including branches.

Keyser

The employes of the Baltimore and Ohio at Keyser showed their patriotism in fine style when, on April 5, they subscribed for and raised an American flag to open the Third Liberty Loan campaign. Governor Cornwell and Brigadier General Heiner, of Camp Lee, were present and made stirring speeches. Between the passenger and freight stations is a large lawn known as Community Park and in the center a tall flag staff was erected. The flag which formerly had flown from the staff was dirty and wind-whipped and, through the efforts of Harry B. Kight and O. S. W. Fazenbaker, it was replaced by a new one.



MASTER MECHANIC'S FORCE, KEYSER, W. VA.

Governor Cornwell, in true American style, paid a beautiful tribute to the emblem and impressed upon his auditors the fact that we at home should buy bonds in order to back up the boys who have left our shores to meet the Hun on the battle-torn fields of France. "We should give up our money to help the heroes who are willing to give up their lives," was the gist of the Governor's address.

General Heiner, in a short address, referred to the boys in khaki from the vicinity of Keyser and who are now at Camp Lee. He spoke of the men in eulogistic terms.

About one thousand school children, all carrying small American flags, were there and added to the patriotic spirit which pervaded the atmosphere. McIlwee's band furnished the music, and their patriotic airs were stirring.



KEYSER WRECKING CREW

The photograph on page 60 is of the master mechanic's office and force, Keyser, W. Va. Reading from left to right, back row: G. P. Murphy, G. W. Avers, M. Orndorff, S. D. Blair, R. G. Lippold, J. M. Salgard, E. E. Crosslin (chief clerk).

Front row: Misses E. Lee Harmison, Verda Smith, Nell Crabtree, Ruth Welch and Lena Crabtree, "Tater" Arnold and V. L. Harrison. The "mascot" is J. W. Smith, center.

An enjoyable entertainment was given by the Baltimore and Ohio Glee Club of Cumberland recently at Keyser, W. Va., and was such a success that the members were requested to return for another engagement at an early date. The folks of Keyser were delighted with the affair and showed their approval by their applause. As one Baltimore and Ohio man puts it: "It was a night of minstrelsy and song," and he expressed the hope that "the 'fellers' would call again and bring their ukelele quartette." The club is always welcome in that section of West Virginia.

George W. Sturmer made a patriotic speech at the shop and pointed out the value of the industrial soldier to his country. His talk was much enjoyed and was deeply appreciated. "That 'old fellow' was no slouch at speech-making," one of the shop men said, and every one agrees that he was "out there." They have worked harder ever since to turn out all the equipment possible to help win the war.

On April 10 W. W. Wood spoke in the Keyser High School auditorium. He made a fine address, after which lantern slides and motion pictures depicting war scenes were shown on the screen, Mr. Wood explaining each picture. The auditorium was well filled with the town people, business men and Baltimore and Ohio employes.

The Baltimore and Ohio men at Keyser are a patriotic "bunch" and we appreciate the fact that the Baltimore and Ohio sends men here to enlighten us on the war. Always glad to see them. Hope they send some more.

Announcement of the birth of a daughter to Mr. and Mrs. Homer Johnston, of Garrett, Ind., master mechanic's office, have been received. Homer is a former Baltimore and Ohio Keyser boy. Congratulations, "Pop."

"Neuter" Wright, former yard brakeman, has landed safely in France. "Neuter" will charm all the French girls with his smile. Good luck, "Neuter."

Martinsburg Shops

Correspondent, W. L. STEPHENS

The employes of the Baltimore and Ohio working in the shops here, together with many other employes from Cumberland, in the yards, men of the main line living at Martinsburg, and quite a number of the Veterans' Association, gave quite an exhibition of loyalty to our government when, on April 6, Martinsburg and



J. H. COPENHAVER

Berkley County held a monster parade to help launch the Third Liberty Loan. The line formed by the Baltimore and Ohio boys was the largest of any industrial organization. The shop men carried a handsome banner on which was inscribed "Maintenance of Way Repair Shops," and "No Slackers Here." A service flag on which there were twelve stars was also carried in the parade.

The Liberty Loan drive was a great success and the men of the shop feel gratified that they had a hand in making it a "go." Our shop, to a man, is for America first, last and all the time.

Above is a photograph of Joseph H. Copenhaver, who was first employed in the blacksmith shop at Martinsburg under master mechanic G. W. Edwards, March 4, 1881, and afterwards transferred to the boiler shop and learned the trade of boilermaker. In 1897 he was transferred to the bridge shops at Martinsburg. In 1901 he was assigned to the water station department, returning to the bridge department at Martinsburg April 15, 1903, in which he is at this time giving high and efficient service. During all of his thirty-seven years' service Mr. Copenhaver has rendered the best of service and faithful in the discharge of his duty to the Baltimore and Ohio, which entitles him to a high place in the ranks of the Veterans. Mr. Copenhaver stands A No. 1, and it affords us pleasure to "render unto Caesar the things that are Caesar's."

The lecture given by W. W. Wood in the loft of the machine shop was enjoyed by our men. Mr. Wood is a splendid speaker and the pictures of the war were fine. A large audience greeted the lecturer in the Y. M. C. A. at night, when a meeting was held to which the general public was invited. Those who heard Mr. Wood at

the shop and the "Y" are hoping for another opportunity of hearing him again.

Superintendent Brantner held an interesting noon hour meeting in the interest of the Liberty Loan. J. R. Poland, chairman of the loan committee, Third Ward, and Mr. Brantner, addressed the men. Quite a number of the bonds of previous issues have been purchased by our men and the present issue will go close to the fifty per cent. sale. Twelve stars in the service flag; buying the bonds; keeping our efficiency to a high standard; conserving food—surely we are fighting the Hun!

A stairway has been placed at the Burke Street bridge giving a convenient and safe means of getting to and from the shop for all employes living in the south and southwestern parts of the city. The stairway leads up from Burke Street on the east side of the bridge and workmen using it can get to the shop without crossing the tracks. The stairway is built of steel and concrete, and is a fine job.

The sad intelligence coming to the shop on April 2 announcing the death of L. D. Davis, supervisor of scales and weighing, was received with profound regret. Mr. Davis' interests were closely linked with the shop here, where much of the work under his supervision was repaired and fabricated. That he was a deep thinker and planned for the future is amply proven by the measure of success he attained in his very responsible position. The following quotation found in a note book given by Mr. Davis to foreman Oliver of the scale shop is further proof of the above statement: "As it was necessary for a Gorgas to make the Isthmus of Panama sanitary before the canal could be built, so railroading, instead of working for the present and seen losses, must provide for the future and unseen losses."

Whether this quotation is original, or gathered from some other source, does not alter its silent testimony to the splendid qualities of the man. The loss of the services of such a man as he, is one of the "unseen losses" for which it is most difficult to provide.

Monongah Division

E. S. JENKINS, *Secretary to Division Engineer, Grafton*

C. F. SCHRODER, *Operator, Grafton*

J. LYNCH, *Car Inspector, Fairmont*

Divisional Safety Committee

- HUGH WILSON Chairman, Superintendent, Grafton
- J. McCLUNG Trainmaster, Grafton
- J. A. ANDERSON Master Mechanic, Grafton
- C. E. DOTSON Road Foreman, Grafton
- G. F. EBERLY Division Engineer, Grafton
- H. L. MILLER Car Foreman, Grafton
- J. O. MARTIN Division Claim Agent, Clarksburg
- DR. C. A. SINSELE Medical Examiner, Grafton
- DR. E. A. FLEETWOOD Medical Examiner, Clarksburg
- P. B. PHINNEY Agent, Grafton
- J. D. ANTHONY Agent, Fairmont
- S. H. WELLS Agent, Clarksburg
- R. L. SCHILL Agent, Weston
- E. J. HOOVER Agent, Buckhannon
- W. E. CLAYTON Assistant Chief Clerk to Superintendent

Miss Ethel Bradford, secretary to division superintendent, was operated on at St. Mary's

hospital for appendicitis. The operation was a success and we hope to have Miss Bradford back with us soon.

Storekeeper T. L. Nuzum and Miss Anna Kenney were married April 22 at the home of the bride. Congratulations.

It is a pleasure to the old employes of the superintendent's office to welcome "Dick" Kelley, dispatcher, back to the office, after having been located at Lumberport for the past two years.

Wheeling Division

Correspondent

C. F. MILLER, *Office of Superintendent*

Divisional Safety Committee

- E. V. SMITH Superintendent
- E. C. WIGHT Division Engineer
- F. C. SCHORNDORFER Master Mechanic
- C. MALONE Trainmaster
- M. J. WALSH Road Foreman of Engines
- M. E. CARTWRIGHT Terminal Trainmaster
- J. A. FLEMING Agent, Wheeling, W. Va.
- DR. J. E. HURLEY Medical Examiner
- M. C. SMITH Claim Agent
- F. M. GABER Car Foreman
- DR. D. L. NORRIS Medical Examiner
- H. H. FEDERICK Track Supervisor
- H. K. REID Engineer
- G. E. GATEWOOD Conductor
- L. O. SWANN Fireman
- H. PARKER Machinist Helper
- L. C. NICHOLS Brakeman
- A. J. SONNEFELD Secretary

Ohio River Division

S. S. ROUSCH, *Office of Superintendent*

MISS HELEN WRIGHT, *Office of Division Engineer*

Divisional Safety Committee

- J. W. ROOT Superintendent
- F. G. MORAN Trainmaster
- J. G. KIRCHER Road Foreman of Engines
- O. J. KELLY Master Mechanic
- L. E. HAISLIP Division Engineer
- F. R. DAVIS Terminal Trainmaster
- DR. J. P. LAWLOR Medical Examiner
- E. CHAPMAN Captain of Police
- F. A. CARPENTER Agent, Parkersburg
- S. E. EASTBURN Agent, Yardmaster, Huntington
- H. F. OWENS Secretary

ROTATING MEMBERS

- P. M. ROE Engineer
- O. W. McCARTY Fireman
- H. NEAL Conductor
- M. F. CALDWELL Brakeman
- A. C. SMITH Car Department
- C. R. TAYLOR Locomotive Department
- J. E. ROSIER Stores Department

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent, Cleveland*

Divisional Safety Committee

- H. B. GREEN Superintendent
- G. B. GYMER Secretary
- J. J. POWERS Trainmaster
- W. J. HEAD Trainmaster
- A. R. CARVER Division Engineer
- G. R. GALLOWAY Master Mechanic
- P. C. LOUX Road Foreman of Engines
- G. H. KAISER Road Foreman of Engines
- A. J. BELL Terminal Agent
- DR. A. A. CHURCH Medical Examiner
- G. J. MAISCH Claim Agent
- M. E. TUTTLE Division Operator

ROTATING MEMBERS (to serve six months)

J. HICKMAN.....	Relief Agent, Cleveland
F. E. WEEKS.....	Dispatcher, Cleveland
P. ESPOSITO.....	Section Foreman, Akron
T. RIDLEY.....	Carpenter Foreman, Canton
D. ROBINSON.....	Brakeman, Lorain
W. L. CUTTER.....	Engineer, Lorain
E. C. HAVILAND.....	Engineer, Cleveland
N. WILBOIS.....	Conductor, Akron
J. F. HERT.....	Conductor, Cleveland
J. J. HURLEY.....	Enginehouse Foreman, Cleveland
V. LUCAS.....	Steel Car Foreman, Lorain

Everyone who attended safety moving picture shows demonstrated by our Company and held at Akron, Ohio, on the evening of March 25; at Cleveland shops, noon hour, March 27, and at Lorain, Ohio, on the evening of April 2, were well pleased.

G. W. Gordon left his duties as maintenance of way clerk at Cleveland, April 1, to serve with the colors at Camp Sherman, Chillicothe, Ohio. He writes, "some people may like the cows and chickens, but this is the life." Suppose it is if you don't weaken. Everyone is anxious to see George make good.

Harry Kline, former trainmaster's clerk at Cleveland, is again with us, performing duties of maintenance of way clerk.

T. C. Bumgarner, brakeman on trains Nos. 48 and 47, spent his honeymoon in Baltimore and Washington, having been married on March 20 to Miss Elsa M. Esch. The Rev. Meldrum, of the Old Stone Church, Cleveland, officiated. His friends and fellow employes wish him and his wife a long and happy life.

William Huber, alias "Shrimp Flynn," office boy in the superintendent's office, is helping Uncle Sam by buying War Saving Stamps.

C. J. Wilcox, assistant ticket agent at Cleveland, of "Beau Brummel" fame, has been lately forced to a back seat by the activities of "Father Time" Beggs, car distributor.

Edward Keffer, stationmaster at Cleveland, was recently presented with a bird labelled a "German Turkey." Said bird was identified by several as being a wild duck, a sea gull and a wild goose, and all the time it was a loon.

Roundhouse foreman J. J. Hurley has recently visited friends at Zanesville.

Machine shop foreman Voss, at Cleveland, who has been attending automobile school from two to four nights a month all winter, is now getting practical experience on his new Ford machine, which he recently purchased.

E. C. Mishler, former night chief dispatcher's clerk in "V" office, is now holding down the dispatcher's chair on the east end, and we are all pulling for his success.

Dispatcher F. E. Weeks was ill recently. He is now back on the job.

Miss Emma Suek, of the terminal agent's office, Akron, who was called home because of the illness of her mother, has returned to her desk and the electric cars have again resumed operations on the Kent line.

"Doc" Childs, who left our service some time ago to accept a position in traffic depart-

WHY WEAR Overalls?

Pat. June 3, 1915



Union Made

When there is something **Lots Better**

The Patented "Sensible" Is Different

and better than any other work garment. At your dealers or write for descriptive circular.

Popular Prices

JOHNSTON & LARIMER
MFG. COMPANY,
Dept. 80 Wichita, Kans.



Patented skirt-down skirt showing neat jacket effect.



Skirt-up showing suspenders which are attached to back of jacket.



Showing the convenient drop seat arrangement.

SENSIBLE®

COMBINATION WORK SUIT

ment of the American Sewer Pipe Co., at East Akron, has returned and taken up the duties of chief clerk to terminal agent Troesch, at Howard Street.

Dispatcher C. M. Trisch, of the Akron office, was ill with the grippe for a few days. Extra dispatcher Rinker, of Cleveland, relieved him.

Frank Chapman, the "genial gentleman from West Virginia," has been promoted to chief rate clerk at Akron, Howard Street station, vice "Pop" Taylor, who resigned to accept a similar position at Clarksburg, W. Va. We wish "Chappie" success.

Frank Marren, the veteran conductor on the Elyria shifter, recently took a two weeks' vacation. Conductor Harry Olmutz relieved him. No one seems to begrudge him his annual recreation, as they all feel that the faithful services he rendered through the long hard winter justified a much needed rest and all hope he was much benefited.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS.....	Chairman, Superintendent, Newark
J. P. DORSEY.....	Vice-Chairman, Trainmaster, Newark
C. R. DIEMAR.....	Division Engineer, Newark

R. A. VERNON.....	Road Foreman of Engines, Newark
W. D. JOHNSTON.....	Master Mechanic, Newark
A. R. CLAYTOR.....	Division Claim Agent, Newark
D. J. HOST.....	T. M. & C. T. D., Columbus
C. D. MILLER.....	Shopman, Newark
DR. M. H. KOEHLER.....	Medical Examiner, Newark
F. BACKENSTOS.....	Conductor, Newark
W. H. RISSLER.....	Fireman, Newark
L. C. DECKER.....	Engineer, Newark
O. A. COLLINS.....	Car Repairer, Newark
F. STREAR.....	Blacksmith, Newark
D. E. SHOCK.....	Yard Conductor, Newark

After having served the Company for forty years, Paul L. Sutor, veteran train baggageman, has applied for retirement. Mr. Sutor was born in Columbus, Ohio, on March 2, 1853 and has been in the service since May, 1878. His record with the Company is clear, and it is hoped that he will live many more years to enjoy the fruits of his labor. He is a man of kindly manner and has ever been loyal to his employers as well as a host of friends, who, without doubt, have always enjoyed association with him and join in well wishes for his future.

Below is a photograph of Clyde F. Farmer, formerly dairy freight agent with this Company at Newark, and at present a member of the Thirty-sixth Engineers at Camp Grant, Ill.

The many friends of David Glick, agent-operator at Plymouth, regret to learn of his death, which occurred on April 12, after an illness of three days from pneumonia. He was born on July 11, 1882, and first entered the service of the Baltimore and Ohio on October 4, 1901, as a telegraph operator and worked at various offices on the division until April, 1907, when he was selected to fill the agency at



CLYDE F. FARMER



FRANK M. HOWARD

Ankenytown. He was transferred to the position of agent at Plymouth on May 25, 1909.

It is with regret that we report the death of fireman Everett L. Hamilton, which occurred on March 30 at his home near Barnesville, Ohio, where he has been confined account of illness for the last six months. Mr. Hamilton entered the service on April 9, 1907, as a brakeman at Zanesville and resigned from that position on June 27, 1907. He re-entered the service as a fireman on May 21, 1917, and was taken sick shortly after that time.

Above is a photograph of Frank M. Howard, who was born at Cameron, W. Va., on February 11, 1856. Mr. Howard spent his boyhood days on his father's farm near that city. He entered the service of our Company on his twenty-first birthday as a brakeman and worked between Wheeling and Grafton until February, 1879, when he resigned from the service to enter another line of work. He came to Newark on April 3, 1881, and entered the service as a fireman and on October 2, 1883, was promoted to engineer, which position he has held to the present time, with the exception that he served as an assistant road foreman of engines from August 20, 1903, to January 1, 1904. He has the distinction of running the last camel engine operating in through freight service on the division. Mr. Howard possesses marked ability and great skill in handling locomotives, reflected to a degree by his service record, which is clear, entries of merit being the only ones on his record. Since June, 1899, he has worked as a passenger engineer on the Newark-Cincinnati through runs. Possessing exemplary personal habits as a man and efficiency and loyalty as an employe of this Company, he can enjoy that satisfaction resulting from having well served his employer and fellow-man.

Connellsville Division

Correspondents

- P. E. WEIMER, *Office of Sup't*, Connellsville
- S. M. DEHUFF, *Manager of Telegraph Office*, Connellsville
- C. E. REYNOLDS, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

- M. H. BROUGHTON..... Chairman, Superintendent
- C. M. STONE..... Assistant Superintendent
- A. E. MCVICKER..... Trainmaster
- A. P. WILLIAMS..... Division Engineer
- T. R. STEWART..... Master Mechanic
- G. N. CAGE..... Road Foreman of Engines
- DR. F. H. WEIDEMANN..... Medical Examiner
- G. M. TIPTON..... Freight Agent
- W. G. CARTER..... Freight Agent
- C. A. ALBRIGHT..... Freight Agent
- H. B. PIGMAN..... Division Operator
- F. T. ROBINSON..... Engineer
- A. G. WATSON..... Fireman
- J. E. LECKEMBY..... Conductor
- J. T. DENEEN..... Brakeman
- H. T. ROBINSON..... Machinist
- J. G. PERCY..... Boilermaker
- S. M. MAY..... Road Foreman of Engines
- J. S. GILMORE..... Trainmaster
- J. J. RYLAND..... Secretary



BERT W. HOWARD

On this page appear photographs of Mildred C. and Bert W. Howard, aged fourteen and twenty years respectively, daughter and son of conductor William Howard of Connellsville Division. It is needless to mention that Bert is doing his bit for democracy. He has spent three years in the navy and is at present aboard the "Denver," which vessel has been in convoy service for the past several months. Three round-trips through Hun-infested seas is young Howard's proud record and he claims he enjoys it better every trip. He is also a very proficient writer and has contributed accounts of his trips to the Connellsville dailies, which have made excellent reading. As for Miss Howard,

it is a safe bet to say that some lucky "Sammie"—probably several—are wearing sweaters "over there" that have come from her hands.

Great interest was manifested amongst the employes on the Connellsville Division towards boosting the subscriptions for the Third Liberty Loan, and it is certainly gratifying the way the employes on the S. & C. did their bit—a patriotic duty, a safe investment, and an excellent way of saving money. We hope to "go over the top" by winning the honor flag for the Connellsville Division.

H. L. Schneider, first trick operator at Hooversville telegraph office, has a grin from ear to ear—it's a big baby boy. Mother and son are both doing nicely.

The sharp curve "Tates," near MacGregor Mines, between Rockwood and Somerset, was removed on April 9. This was brought about by releasing a great amount of slag and refuse at this point. The first train to pass over the new track was extra engine 6013 west, at 10.45 a. m., April 9.

During the past three months the notes from the Connellsville Division have been few; therefore, the cooperation of all employes on the line is solicited, and will appreciate any notes or photographs sent to me from the employes concerned on the S. & C. Branch.—C. E. REYNOLDS.

On Wednesday, March 6, the following motion pictures were shown in the auditorium of the New High School Building at Connellsville, Pa.: New Coal Piers in operation at Curtis Bay; Championship Baseball Game played by the Baltimore and Ohio teams competing for the Thompson and Davis Cups; Fire Fighting at Locust Point; The Rule of Reason.

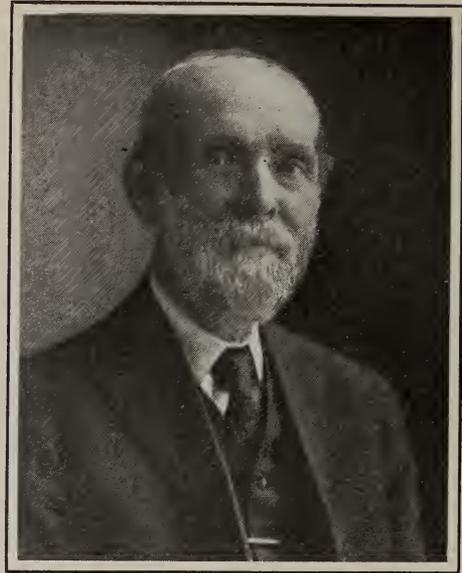
These pictures were shown in the interest of Safety First and it is felt that much good was derived from seeing them. The meeting was



MILDRED C. HOWARD

opened by an address by M. H. Broughton, superintendent of the Connellsville Division, after which several solos were given by Lester Crawford, which were enjoyed very much by the audience. Kiferle's Orchestra furnished very splendid music for the meeting. There was a fine turnout—about 550—and all in all the meeting was a success.

In the next column is a photograph of Daniel C. Hood, retired Baltimore and Ohio employe. Mr. Hood served in various capacities with the Company up until the time of his retirement in 1890, his last position being foreman of car inspectors at Connellsville, Pa. Mr. Hood was born in Chambersburg, Pa., in 1824 and his parents migrated to Fayette County one year later. At the present time Mr. Hood is acting superintendent of the Highland Chemical Company, located at Connellsville and although far past the allotted number of milestones, he is as hale and hearty as are most men of fifty years. Mr. Hood attributes his remarkable health and age to regular habits and clean living. He also says he is still loyal to the Baltimore and Ohio and makes it a point to see that practically all of the Highland Company's shipments travel via that line.



DANIEL C. HOOD

Pittsburgh Division

Correspondent, EARL TOVEY, *Office of Superintendent, Pittsburgh*

Divisional Safety Committee

T. J. BRADY	Chairman, Superintendent
T. W. BARRETT	Vice-Chairman, Trainmaster
J. M. MUEHLBAUER	Secretary
H. H. MARSH	Division Engineer
M. C. THOMPSON	Road Foreman of Engines
G. W. C. DAY	Division Operator
R. B. STOUT	Superintendent of Shops
A. J. WEISE	General Car Foreman
F. BRYNE	Claim Clerk
W. F. DENEKE	Terminal Agent, Pittsburgh
DR. A. J. BOSSYNS	Medical Examiner
G. S. DIETZ	Brakeman

Effective April 16 F. A. Dant was appointed assistant storekeeper, with headquarters at Tenth Street, Pittsburgh, Pa., vice J. B. Layne, furloughed for military duty.

The Pittsburgh Division was well represented in the Ladies' Liberty Loan parade held in Pittsburgh on Saturday, April 20, when one hundred of our patriotic girls marched. They were led by a band which played patriotic airs fitted for the occasion and featured the parade by the presence of women in their band. A banner bearing the Baltimore and Ohio name and carried by Misses Mary Delahanty and Emily Publow followed the band and Miss Helen Farrar, carrying an American flag, led the girls. The following were marshals: Misses Margaret Maloney, Lena Van Nort, Loretta Kinney, Gene Smith, Edna Corcoran and Mrs. Naomi Hetzel. To them much credit is due for the wonderful showing our girls made in this grand spectacle of patriotism. Their straight lines and their peppery step drew applause from the large crowd which had come from far and near. Never before has such

patriotism been displayed in this city as was shown by the women, who marched the entire distance (eight miles) in a drizzling rain. The officials and fellow-workers extend their heartiest congratulations to the girls.

It is a pleasure to announce the recent promotion of J. M. Courcey, tonnage clerk in the superintendent's office, to time clerk in the division accountant's office. Stick right to it "Joe." Accept our congratulations on your new position.

Ross Hackett, messenger in the division accountant's office, has left the service of the Company to accept a position with the National Tube Company at McKeesport. Ross is a good boy and should succeed in his new position. We all wish him success in his new position.

"Jack" Langford has been promoted from time clerk in the division accountant's office to chief clerk to the yardmaster at Willow Grove. "Jack" is missed very much, but we all wish him success.

Miss Anne Gilday has accepted the vacancy as tonnage clerk in the superintendent's office, vice J. M. Courcey, promoted.

Miss Loretta Kinney, utility clerk in the superintendent's office, came to work on Wednesday, April 24, with several new pieces of jewelry. Evidently she has passed another milestone. She is wearing a broad smile, too. Miss Kinney is a little modest and refused to tell us what milestone it was.

Our new assistant chief clerk, H. H. Strome, has won many friends on the Pittsburgh Division. He is always willing to help a friend in need.

Latest dispatches from Camp Lee, Petersburg, Va., advises us that former employes, W. H. Suckling and H. M. Hartigan, of the division accountant's office, are now enjoying camp life, and they are still living up to their good qualities as attested by their recent promotions to sergeant-major and corporal respectively.

Motive power timekeeper E. J. Riley is the proud possessor of a little "Universal" car and any Sunday or evening, after the completion of almost the working day, you can see "Dick" driving the whole family about town.

The little daughter of C. T. timekeeper E. C. Fisher, who has been very sick, is now progressing very favorably and will soon be able to be about.

The clerks of Pittsburgh held a euchre and dance, May 15, at Barker's Hall, Second Avenue and Elizabeth Street, Hazelwood. Everybody spent an enjoyable evening with old friends.

New Castle Division

Correspondents

- J. A. LLOYD, *Chief Clerk to Superintendent*
- C. S. MAYNARD, *Operator, Chardon, Ohio*
- V. P. McLAUGHLIN, *Operator, BD Tower, Akron Junction, Ohio*

Divisional Safety Committee

- C. W. VAN HORN..... Chairman, Superintendent
- C. P. ANGELL..... Vice-Chairman, Trainmaster
- D. W. CRONIN..... Division Engineer
- A. H. HODGES..... Master Mechanic
- T. K. FAHERTY..... Road Foreman of Engines
- JAMES AIKEN..... Agent, Youngstown, O.
- DR. F. DORSEY..... Medical Examiner
- C. G. OSBORNE..... Claim Agent
- F. H. KNOX..... Agent, New Castle, Pa.
- W. P. CAHILL..... Division Operator
- W. DAMRON..... Terminal Trainmaster
- A. T. HUMBERT..... Master Carpenter
- J. J. FISHBURN..... Secretary

ROTATING MEMBERS

- E. J. HUNT..... Road Conductor, New Castle Junction
- G. C. ANDERSON..... Road Fireman, New Castle Junction
- S. O. LEWIS..... Road Engineer, New Castle Junction
- N. THATCHER..... Machinist, New Castle Junction
- G. H. GLENN..... Yard Engineer, Haselton, O.
- F. D. LANCASTER..... Yard Conductor, Painesville, O.
- MISS E. R. BIGGERSTAFF..... Clerk, New Castle Junction
- MISS PEARL D. CLARK..... Chief Clerk to Agent, Youngstown, O.

Patrick Foley, for twenty-six years crossing watchman at Phelps Street, Youngstown, Ohio, died at Youngstown City Hospital, April 6, from pneumonia. Mr. Foley was seventy-three years of age, and had been a resident of Youngstown for forty-five years. He was very well known, having been a heater in the old Mahoning Valley Works, afterwards made a part of the Republic Iron & Steel Co. For some time he was a policeman and later worked for the street department. He later followed contracting work at the mills in the Youngstown District and then entered the service of the Baltimore and Ohio. Mr. Foley was born in Cork, Ireland. The Company loses the services of an honest and conscientious employe in the demise of Mr. Foley.

C. P. Angell, for the past four years senior trainmaster on the New Castle Division, has

been promoted to assistant superintendent, Pittsburgh Division, in charge of Pittsburgh Terminals. We are all glad to see Mr. Angell going up the line and hope he will continue his advancement.

P. F. Walthour, formerly employed with Baltimore and Ohio, and for several years dispatcher at Gates Mills, Ohio, with the Cleveland & Eastern Traction Company, has returned to the fold, having accepted position as clerk and operator at Niles, Ohio.

John J. Green, second trick dispatcher on west end, New Castle Division, died at his home in New Castle on Friday afternoon, April 12, after a short illness. He leaves a wife and three daughters. Mr. Green was in service as operator and dispatcher on the P. & W. for a number of years, leaving the east for the western part of the United States in 1904 and

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worked for the Santa Fe and Chicago Great Western as operator and dispatcher, as well as being in business for himself. He returned to his old home in May, 1917, and secured a position as dispatcher on the Lake Branch, being located at Painesville during the Lake season and was placed on second trick, west end, at the closing of navigation season. The funeral was conducted from the residence, April 15. The pallbearers were W. P. Cahill, division operator, and train dispatchers A. F. Kelsey, J. M. Garner, J. A. Phelps and E. C. Bock and night chief dispatcher C. M. Trussell. As one of the operators on the road expresses himself: "Mr. Green having answered the last 'call,' let us all try to emulate his genial manners and strict attention to duty, thus bettering our own lives and those of our brother employes with whom we come in contact."

Paul D. Hunt, clerk of the car distributor, was united in marriage on April 6 to Miss Florence M. Spiers, the ceremony being performed by the Rev. A. J. Randles. A slight attack of the grippe delayed the honeymoon trip for a few days, the destination being that mecca of honeymooners—Niagara Falls. Paul is now back on the job looking very much satisfied with himself, and the best wishes of the force is extended to him and his bride.

The Baltimore and Ohio Dramatic Society, composed of young ladies and men from the division offices, under the leadership of A. C. Harris, president, is rapidly whipping into shape a play which they expect to give in three or four weeks for the benefit of the Comfort Packet Committee. This society has been doing silent work and a good many of the employes are probably not aware of its existence. Any employe desiring membership in this organization should communicate with A. C. Harris.

The City Industrial Basketball League, composed of six teams from the various industries in New Castle, dropped their last team and a team from the Baltimore and Ohio took over this place in the league, played six games and ended the season in third place. Messrs. McCarthy, Hammond, Travers, Nicholson, Burnett, Dickson and Sisley turned the trick. It is expected to get this aggregation together at the first of next season and walk off with the pennant, which we feel can be done very nicely.

As a side issue of the winter's bowling contests in the Baltimore and Ohio League at New Castle, a sharp competition arose between the division accountant's office bunch and the other office men, who are located downstairs in the division offices. Several sets were played, all of which were won by the superintendent's team. The final series was won by the same team and the division accountant's team stood for the dinner at the Elks' Club on April 11. After the dinner the division accountant's team felt so good they decided to have another game right away, and again they were walloped.

One thing they do have, and that is—the staying quality, as they are dickering again for a return match.

George Mace, who until lately was in the service of the Baltimore and Ohio at Kent, Ohio, as signalman, was laid to rest at Standing Rock Cemetery, Kent, Ohio, Wednesday, April 10. Mr. Mace resigned in order to serve his country, and was stationed at Camp Sheridan, Montgomery, Ala. He contracted pneumonia, from which he died. He was buried with military honors. The 134th Field Artillery Band accompanied the body to his late home. The family has the sympathy of all who knew him. He was an only son.

The daughter of Clem Emrick, one of our oldest employes at Akron Junction, died at her father's home on Perkins Street, Akron, April 12, and was laid to rest April 15, together with her three-day old daughter. Mr. Emrick and family have the sympathy of all.

We learn that H. D. Purdy, formerly first trick operator at BD Tower, who resigned several years ago to accept a position at Kent, Ohio, State Normal School, is again in the telegraph service at Cairo, Baltimore Division.

The following changes in Telegraph Department have been made:

J. J. Dieter, third BD to Nova third; J. F. Titus, BD third, pending bid; A. Day, assigned third Niles Junction, no bids; H. S. Weed, assigned second Haselton, no bids; W. R. Hargett, third Ohio Junction.

Operators Ault and Titus doubled at BD Tower account operator McLaughlin being on sick list. Operator O'Connor, third at XN, breaking the third day double, causing operators Brennehan and Weinmann to double at XN.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON	Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS	Vice-President, Trainmaster, Garrett, Ind.
T. E. JAMISON	Trainmaster, Garrett, Ind.
JOHN TORDELLA	Division Engineer, Garrett, Ind.
G. P. PALMER	Division Engineer, Chicago, Ill.
D. B. TAYLOR	Master Carpenter, Garrett, Ind.
F. N. SHULTZ	Division Operator, Garrett, Ind.
W. F. MORAN	Master Mechanic, Garrett, Ind.
D. HARTLE	Road Foreman of Engines, Garrett, Ind.
J. E. FISHER	Road Foreman of Engines, Garrett, Ind.
DR. W. A. FUNK	Medical Examiner, Garrett, Ind.
DR. C. W. HEDRICK	Medical Examiner, Willard, O.
J. D. JACK	Claim Agent, Garrett, Ind.
J. F. MILBURN	Act. Sec'y, Y. M. C. A., Willard, O.
JOHN DRAPER	Agent, Chicago, Ill.
W. P. ALLMAN	Agent, Avilla, Ind.
H. C. BARETTA	Engineer
W. J. WISENBAUGH	Fireman
C. B. MAXWELL	Conductor
A. C. SMITH	Brakeman
S. R. YINGLING	Machinist
W. G. MEILL	Machinist
J. N. DAVIS	Machinist
C. F. WESSEL	Car Inspector
H. J. BLAKE	Air Brake Repairman
C. D. BERGSTRESSER	Yard Brakeman

South Chicago

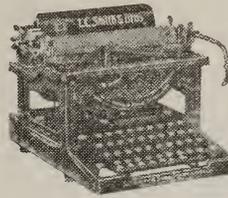
Correspondent, **MRS. BERTHA A. PHELPS,**
Wheelage Clerk

The manner in which the employes at this station responded to the call for the Third Liberty Loan was very encouraging. At this writing the subscriptions are pouring into the cashier's window at a good rate and we hope to show a 100 per cent. loyalty record. Supervisor Hogan is to be commended on the campaign he has made among the track men. All are helping to "Halt the Hun" and President Willard's statement that the Baltimore and Ohio employes have never lacked in patriotism, is proven among those at South Chicago.

On the night of March 19 the employes at this station met at Kavanagh's Hall in South Chicago to bid good bye to J. M. Shay, general foreman of the shops, who has been promoted to master mechanic at Cincinnati, and is succeeded by J. E. Quigley, who was also extended a hearty welcome. W. J. Coombs was master of ceremonies and after the singing of "America" by the audience, speaking was in order. J. H. Davis, machinist, made the opening address, stating that the meeting was for the manifestation of our esteem of Mr. Shay. Trainmaster Huggins dwelt on Mr. Shay's qualities as a man and co-worker. Freight agent Altherr in his talk said Mr. Shay was always ready to assist in solving the problems of railroading and helped to make the Baltimore and Ohio wheels go round, and the freight agent and his department regretted to lose him, but would gladly extend their support to Mr. Quigley. Frank A. Edwards, representing the engineers, said Mr. Shay takes with him the best wishes of all the employes. Others who spoke were car foreman R. A. Kleist, machinist G. Strouse and night foreman F. King. Mr. Shay in responding said his success at South Chicago was due to the help received from the employes, that the engineers in particular had given him much encouragement, and that his stay here would be remembered among the pleasantest of his life. He was presented with a platinum stick pin with diamond setting, gold cuff buttons, and umbrella for Mrs. Shay. At the close the audience was treated to a few songs, etc., by professionals, which were well received.

With the opening of the Third Liberty Loan on April 6, a patriotic meeting was held at South Chicago shops. At 9 o'clock the flag was raised amid cheers while all the whistles and bells in the vicinity of South Chicago were put in motion, the Baltimore and Ohio pealing out loud and clear above all others.

General foreman Quigley was in charge of the demonstration, all the shop and office employes being present. Thomas H. Berry, veteran operating engineer, made a very fine opening speech, giving the story of the flag in words easily understood by our employes at the shops, who represent many nationalities. Trainmaster Huggins in his talk urged the men to buy bonds and pointed out the value of the



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Alive is the best word the dictionary can offer in defining agent Altherr's attitude in regard to the present situation. He is a very convincing speaker and made it plain to us that the railroads and ships are the things that will win the war. He also made a splendid appeal to the foreign-born employes to make the most of their citizenship as Americans at this time. The slogan was—"Buy a Bond."

Miss Margaret Smurdon, stenographer, has received a copy of *Trench and Camp*, a paper printed weekly for the Y. M. C. A. by courtesy of Chattanooga *Daily Times*, Fort Oglethorpe, Ga. The paper is very interesting and will surely help in the moral uplift of the atmosphere of the camp.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

J. L. NICHOLS.....	Chairman, Superintendent
J. W. DACY.....	Trainmaster
C. P. PALMER.....	Division Engineer
R. L. FAITHORN.....	Assistant Engineer
ALEX CRAW.....	Division Claim Agent
J. A. QUINN.....	Captain of Police
C. L. HEGLEY.....	Examiner and Recorder
H. McDONALD.....	Supervisor, Chicago Division
WILLIAM HOGAN.....	Supervisor, Calumet Division
F. K. MOSES.....	Master Mechanic
F. S. DEVENY.....	Road Foreman of Engines
CHARLES ESPING.....	Master Carpenter
DR. E. J. HUGHES.....	Medical Examiner
C. O. SIEFERT.....	Signal Supervisor
E. J. DOYLE.....	Assistant Agent, Forest Hill
EDWARD MATTINGLY.....	General Car Foreman

ROTATING MEMBERS (to serve three months)

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RAY ELDER.....	Car Foreman, East Chicago
W. A. MOORE.....	Engine Foreman, Blue Island
L. R. SHEARER.....	Engine Foreman, East Chicago
J. E. CARTAN.....	Engine Foreman, Robey Street
W. H. CURRY.....	Locomotive Engineer, East Chicago
P. S. PEARSON.....	Locomotive Engineer, Blue Island
JOHN LATSHAW.....	Locomotive Engineer, Robey Street
O. NORWOOD.....	Machinist, Robey Street
W. H. SMALLMAN.....	Machinist, East Chicago
J. MCBRIDE.....	Boilermaker, East Chicago
ROBERT DOVE.....	Boilermaker, Robey Street

Report of the Third Liberty Loan shows that on April 24 the Baltimore and Ohio Chicago Terminal had 1,795 subscribers for a total of \$110,850. This is a percentage of 78. The average amount per subscriber now stands at \$62.07.

In connection with the Liberty Loan campaign the following is highly worthy of mention. Mrs. Christina Weber, who is employed as scrubwoman at the Grand Central Depot, and who has been employed at the depot for twenty-seven years, bought a \$100 bond and paid cash for it. She is sixty years of age and has two children, one son being in the army. Mrs. Weber was born in Germany, but this is indisputable evidence of her patriotism.

Miss Catherine Mullinger, formerly clerk to D. M. Julian, car foreman, has resigned to accept another position. She has been succeeded by Miss Helen T. Smith.

The following Valuation Department employes at Chicago, Ill., have entered military and naval service:

Edward B. Erickson, chainman, assistant paymaster U. S. S. Pocahontas; Arnold Olsen, chainman, corporal, Headquarters Detachment, 67th Field Artillery Brigade, A. E. F.; Ralph S. Hillegass, chief of party, sergeant, Headquarters Company, 321st Field Artillery, Camp Gordon, Ga.; Sylvester J. Burkhard, assistant abstractor, 1st Company Infantry, 3rd Officers' Training Camp, Camp Pike, Ark.; Stanley B. Williams, draftsman, 26th Recruit Company, Ordnance Department, Columbus Barracks, Ohio; Edward P. Jones, topographer, U. S. School of Military Aeronautics, Ohio State University, Columbus, Ohio; Thomas F. Rodgers, topographer, Ordnance Department, Columbus Barracks, Ohio.

The bowling season of the Baltimore and Ohio Chicago Terminal Athletic Association has ended with the following results:

	WON	LOST	PER CENT.	PIN AVERAGE
Engineers.....	54	30	.642	758
Transportation.....	51	33	.607	706
Baltimore and Ohio				
Local.....	45	39	.533	765
Lincoln Street.....	42	42	.500	737
Maintenance of Way..	41	43	.488	704
Car Accountants.....	37	47	.440	699
Accounting.....	33	51	.392	702
Valuation.....	33	51	.392	658

TEAM PRIZES

	PIN AVERAGE	GAMES WON	HIGH AVERAGE THREE GAMES	HIGH GAME
Baltimore and				
Ohio Local.....	\$7.00	\$15.00	\$6.00	2d \$2.50
Engineers.....	6.00	18.00	3.00	1st 5.00
Lincoln Street.....	5.00	14.00		
Transportation.....	4.50	17.00		
M. of W.....	4.00	13.65		
Accounting.....	3.50	11.00		
Car Acc'tants.....	3.00	12.35		
Valuation.....	2.50	11.00		

INDIVIDUALS

High average, three games, H. L. Hines, 195 $\frac{3}{4}$
 High game for season, H. L. Hines, 237

FIVE HIGH AVERAGE MEN

NAME	TEAM	HIGH GAME	AVERAGE
J. T. White....	Baltimore and Ohio Local..	214	161
H. L. Hines....	Engineer.....	237	161
H. DeHart....	Baltimore and Ohio Local..	213	160
C. LaFlare....	Lincoln Street	216	159
T. A. Hansen...	Baltimore and Ohio Local..	215	153

Congratulations are being extended to I. F. Barton, roundhouse foreman, whose wife has presented him with a little girl. Mother and daughter are doing fine.

Nearly everyone has some particular (and peculiar) place where he secretes valuables when traversing a lonely stretch all alone about 3 a. m. Those of the male sex often

utilize their shoes, their trousers, cuffs, inside of their vests and the like; while the female of the species often uses her—well, you often noticed it on a windy day.

Now, it so happened that H. O. Wertenberg (than whom there is no more late stayer-out on Wednesday and Sunday nights) felt that he should conserve the little of the coin of the realm left him, and so placed in his hatband a new crisp five-case note. Time, one year ago. (Curtain. One year passes.) Time, the present. "Tom" Williams, who always has a lot of things under his hat, chanced to look into Wertenberg's chapeau, and, presto! there he finds an almost obliterated five dollar bill. He gave it to Wertenberg, which proves that Williams is an honest man, but what does it prove about Wertenberg? We are wondering at Williams' interest in Howard's hat.

Ohio Division

Correspondent, W. L. ALLISON, *Operator, DO Office, Chillicothe, Ohio*

Divisional Safety Committee

- E. W. HOFFMAN Chairman, Superintendent
- R. MALLON Trainmaster
- J. M. MENDELL Road Foreman of Engines
- W. F. HAYES Master Mechanic
- A. H. FREYGANG Division Engineer
- J. G. SELBY Medical Examiner
- E. COLE Supervisor
- G. E. WHARFF Agent, Portsmouth, O.
- T. J. DUNKLE Conductor
- E. W. FOSTER Brakeman
- C. DEININGER Engineer
- C. N. VARIAN Fireman
- H. M. CUNNINGHAM Yard Conductor
- W. F. OTTMAN Painter Foreman
- G. H. MEDERT Machinist

When Uncle Sam called upon the young manhood of America to defend "Old Glory," E. C. Henson, who was a telegraph operator on the Ohio Division, and now a sergeant in Company C, 307th Field Signal Battalion, at Camp Gordon,



SERGEANT E. C. HENSON



"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."

This is the story of thousands of successful men. They did their work well, and in spare time, with I. C. S. help, trained themselves for advancement. That's the thing for you to do. Whatever your chose a work may be, there is an I. C. S. Course that will prepare you right at home for a better position with bigger pay.

More than 100,000 men are getting ready for promotion right now in the I. C. S. way. Let us tell you what we are doing for them and what we can do for you. The way to find out is easy. Just mark and mail this coupon.

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INTERNATIONAL CORRESPONDENCE SCHOOLS
BOX 8508, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

- | | |
|---|---|
| <input type="checkbox"/> ELECTRICAL ENGINEER | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Electric Lighting and Railways | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Electric Wiring | <input type="checkbox"/> Window Trimmer |
| <input type="checkbox"/> Telegraph Engineer | <input type="checkbox"/> Show Card Writer |
| <input type="checkbox"/> Telephone Work | <input type="checkbox"/> Sign Painter |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Railroad Trainman |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> ILLUSTRATING |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> Cartooning |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Cert. Public Accountant |
| <input type="checkbox"/> MINE FOREMAN OR ENGINEER | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Metallurgist or Prospector | <input type="checkbox"/> Railway Accountant |
| <input type="checkbox"/> STATIONARY ENGINEER | <input type="checkbox"/> Commercial Law |
| <input type="checkbox"/> Marine Engineer | <input type="checkbox"/> GOOD ENGLISH |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Teacher |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> Common School Subjects |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Mathematics |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> AUTOMOBILE OPERATING |
| <input type="checkbox"/> PLUMBING AND HEATING | <input type="checkbox"/> Auto Repairing |
| <input type="checkbox"/> Sheet Metal Worker | <input type="checkbox"/> Navigation <input type="checkbox"/> Spanish |
| <input type="checkbox"/> Textile Overseer or Supt. | <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> French |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Poultry Raising <input type="checkbox"/> Italian |

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 Present Occupation _____
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 and No. _____
 City _____ State _____

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YARD CREW, CHILLICOTHE, OHIO

Left to right: H. M. CUNNINGHAM, Foreman; H. FRANCIS, Fireman; B. IRWIN, Engineer; CLIFF H. WOMACK, Switchman; W. R. ROBERTS, Switchman

Atlanta, Ga., was not slow to join the colors. His photograph appears on this page. Judging from Henson's appearance the Hun who meets him will have a tussle that he has never had before. Sergeant Henson is a brother of J. E. Henson, agent at Musselman, Ohio.

Employees on the Ohio Division, have in the past few months, doubtless scanned this column in the MAGAZINE in vain for some news or items of interest and wondered why. Work of this kind generally devolves on one man and the rest are satisfied to read the items when the MAGAZINE arrives, and not consider the time and effort required to hunt them up, compile them and send them in to the editor. This would not be hard to do if the correspondent has the cooperation of the heads of the different departments at the terminals, as well as the men employed out on the road. With no encouragement or assistance, this soon becomes a thankless job and it was under these conditions last winter, with the work piling up, that the correspondent decided to shift the burden on to some willing or unwilling brother and shirk with the rest. However, recently things have been looking up and help and cooperation have been promised. It is the intention to make this column the best in the MAGAZINE. You can help by sending to the correspondent photographs, pictures, sketches and items of interest. Will you do it?

J. W. Brown, general agent for the Baltimore and Ohio at Carr Sherman, has severed his

connection with this Company and has entered the traffic department of the National Cash Register Company, Dayton, Ohio.

C. M. Schriver, trainmaster on the Portsmouth Sub-division, has received a commission as lieutenant of railroad engineers for service abroad, and is awaiting the call to go east and take up his new work. Men are leaving this division almost daily to take service under Uncle Sam and while we regret to lose them as friends and co-workers, we are proud of them in their patriotism to their country and wish them God-speed and good luck.

Night engine caller "Boob" Michaels is off sick with the mumps. This is tough on "Boob," as well as he likes to eat. He might be reducing and using this for an excuse.

Engineer Albert H. Mallow, who has been on the sick list since last October, is still unable to report for duty. Mallow was injured in a collision at Guysville years ago and it was thought for a time he would not get well. He finally recovered and went back to work after being off about two years. His many friends sympathize with him in his present trouble and hope for his speedy recovery.

Conductor Charles Noel was taken to the City Hospital at Chillicothe and operated on for appendicitis, April 10. "Charlie" is still in the hospital at this writing, his condition improving each day.

Engineer Earl Brandenburg, who has been ill with pneumonia, is improving rapidly and will soon be out.

The new book of rules issued by the Baltimore and Ohio has been placed in the hands of the employes and examinations on this division will begin early in May. It is well to be thoroughly familiar with the rules when called upon and this requires a certain amount of close study. We can accomplish this in our spare time without much inconvenience and make the examination a pleasure as well as profit to ourselves and the examiner. W. W. Woodward, train dispatcher, and O. C. Cavins, engineer, have been appointed examiners for the Ohio Division.

In a conversation with our division freight agent, Mr. Jones, he commented on the new demurrage charge on cars unloading at various points on the division. The old demurrage charge was \$1.00 per car per day, which was increased to \$2.00 a day some three years ago. The new demurrage charge, which went into effect February 10 of this year, has raised the price per car to \$3.00 the first four days, \$6.00 per car the next three days and \$10.00 per car each succeeding day after seven days. This has the effect of releasing empty cars much more promptly all over the System, not only for business interests, but for government service as well and will be the means of relieving a great deal of unnecessary congestion and delays to emptys and provide another channel for speeding up the work of war.

Mr. Jones also showed how they conserved scratch paper at the division freight office. By taking the envelopes received in correspondence, cutting out the backs, pinning the different sizes together in pads with paper fasteners and using the inside to figure on,



PATRICK CLIFFORD

you have an excellent substitute for scratch paper. Thousands of envelopes used in correspondence are thrown away as useless every day. If every agent and freight house employe would follow this plan, it would save the Company many a dollar that goes for soft clip and scratch paper. The division freight office does not claim to be the originator of this idea, but it's a good plan, so let's try it.

Above is a photograph of Patrick Clifford, who recently was placed on the pension roll of honor after serving the Company faithfully for fifty years.

A determined looking soldier is Sergeant A. M. Perry, Company C, 307th Field Signal Battalion, Camp Gordon, Atlanta, Ga., whose picture appears on this page. Sergeant Perry was a telegraph operator on the Ohio Division. Like Sergeant Henson, of the same division, he did not turn a deaf ear to Uncle Sam's call. Needless to say, he will give a good account of himself when he meets the despised boche. *Bon voyage*, sergeant.



SERGEANT A. M. PERRY

Just to create a little diversion and excitement while things were a little dull the other day, passenger brakeman Harry Sands rushed into the division operator's office and challenged Lieutenant Benner, one of the receiving officers for the incoming draft, to a foot race and offered to bet \$5.00 that he would win the race. The lieutenant accepted as a matter of pride and training after sizing Harry up, and, with the writer holding stakes, they repaired to a cinder path out in the yards and ran fifty yards with much effort—to a decision in favor of the lieutenant, who won by a nose. Harry had him worried at that and with a little training, would make a first class sprinter. He is looking for a fast man among the railroad boys to put against the lieutenant and get his money back. Incidentally, Harry has tried to enlist

on two different occasions and has been turned down on account of his age. He is going to New York to try to enlist there. This is true patriotism.

J. B. Simpson, who was employed recently in the telegraph department, Ohio Division, now working second trick at Leesburg, extra, is no stranger from parts unknown, but a former employe of the Baltimore and Ohio, working between Loveland and Cincinnati on what was then called the Cincinnati, Washington and Baltimore Railroad. Mr. Simpson's duties at that time were strenuous, to say the least, or would be at this day and age, as he ran a passenger local from Loveland to Cincinnati each morning, worked as dispatcher-operator during the day and captained the train back again at night. We welcome Mr. Simpson back to our midst.

The April bulletin issued from the division operator's office shows the following positions awarded: Martinsville, agent-operator, E. C. Harper; Canaanville, third operator, E. L. Litter; Frosts, night operator, R. A. Frame; Portsmouth, third operator, A. J. Coon; Black Fork, agent-operator, D. L. Woodruff.

The vacation period for the agents and operators has arrived and will be provided as rapidly as relief men are available, which will not be excessive, owing to the demands made upon the division operator for men for army service. We must have patience and remember that these are serious times and not depend too much on finding ways and means for enjoying ourselves on summer vacations at this time. Remember that the soldier at the front isn't getting a vacation now. He is fighting every day, Sundays included. If it becomes necessary, we can do our bit at home by cultivating a war garden during our vacation time or working straight ahead and investing the additional compensation received in Liberty Bonds.

The following telegraphers were recently employed by division operator Plumly: J. B. Simpson, J. Debold and J. W. Starnes.

Telegraphers called to the colors the past month from this district include W. A. Lamb, Canaanville, and F. Mitchel, agent, Lyndon. This makes a total of nine men from this department in the past few months.

Shop men drafted in April and in training at Camp Sherman: C. F. Steel, Elsworth Rowland, Otto Orth and Harry Page. Enlisted in navy and awaiting call: Oscar W. Sharp, Howard A. Wagenman and Albert Scheur.

The drive on the Ohio Division for subscriptions for the third Liberty Loan is on, with the goal set at \$150,000.

At this writing, April 21, after four days' soliciting by the various chairmen, the amount totals well up over the \$35,000 mark and is steadily mounting. In a circular issued from the office of superintendent Hoffman he put the situation squarely up to the employes of being either a patriotic, red-blooded American



EAST END NORTH VERNON YARD

and supporting the government with our time and money for a world's victory or a slacker, and all that the word implies. As the superintendent puts it, "There are two alternatives before us: Buy bonds to win the world for our homes and civilization and save money for ourselves or let the Kaiser have it."

Much enthusiasm prevails and the chances are good for the Ohio division to go "over the top."

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

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, Cincinnati, O.
S. A. ROGERS	Road Foreman of Engines, Seymour, Ind.
M. A. MCCARTHY	Division Operator, Seymour, Ind.
P. T. HORAN	General Foreman, Seymour, Ind.
E. MASSMAN	Agent, Seymour, Ind.
J. E. SANDS	Agent, Louisville, Ky.
J. E. O'DOM	Claim Agent, Cincinnati, O.
F. O. BUNTON	Secretary, Seymour, Ind.

ROTATING MEMBERS

V. L. DOWELL	Fireman, Seymour, Ind.
W. F. CLAUSE	Conductor, Seymour, Ind.
JOE STEWART	Engineer, Seymour, Ind.
L. D. HARRINGTON	Section Foreman, Blocher, Ind.

T. R. Moore was appointed agent at Dabney, Ind., temporarily April 8 by reason of A. E. Huntington, who has been in charge of agency at Dabney for a number of years, securing position as operator at Osgood.

A very lively interest is being manifested by all employes in the Third Liberty Loan issue and many subscriptions are being forwarded to the treasurer daily from this office.

We are very sorry to note the absence of Harrod Stants from his desk in the division accountant's office, made necessary by illness, and hope that he will soon be able to again be with us.

A. C. Ljvensparger, telephone maintainer at Seymour, is receiving congratulations by reason of the arrival of a very fine boy at his home.

C. E. Morton, chief clerk to division engineer, has accepted the appointment of representative of the Southwest District, Baltimore and Ohio

Athletic Association, vice C. R. Duncan, chief clerk to superintendent, Chillicothe, Ohio, who has been looking after the interest of this feature for the past several years.

P. T. Horan has returned from his old home at Cameron, W. Va., where he was completing arrangements to move his household effects to this point. He hopes to soon be established in his own property at Seymour.

A very enthusiastic assembly of Jackson County citizens, including many Baltimore and Ohio employes, met a special train operating through this section Tuesday, April 16, in the interest of the Third Liberty Loan Campaign.

We have had in our midst for the past several days a lieutenant who recently returned from the front in France, and it has been noticed that one of the young lady stenographers in the division office building seems to feel more secure when in his company.

E. J. Olinger, who has been employed in the division accountant's office for the past several months, has answered the call of his country to the extent that he has resigned his position as general clerk and taken up the occupation of tilling the soil. This position is now filled by Miss Lenora Carpenter Stanfield.

L. E. Isenogle, better known as "Izzy," motive power accountant in division accountant's office, Seymour, has answered the call of his country, and this vacancy has caused the promotion of a number of clerks in the division accountant's office.

Cincinnati Terminal

Correspondent, T. W. CALVIN, *Transportation Department*

Divisional Safety Committee

- E. T. HORN..... Chairman, Supervisor of Transportation
- J. H. MEYERS..... Trainmaster
- J. M. MENDELL..... Road Foreman of Engines
- L. A. CORDIE..... Assistant Terminal Agent
- DR. G. R. GARVER..... Medical Examiner
- J. M. BURKE..... Car Foreman
- H. P. HOGAN..... General Foreman
- G. A. BOWERS..... General Foreman
- T. MAHONEY..... Supervisor

ROTATING MEMBERS

- E. R. HOTTEL..... Machinist
- H. W. KIRBERT..... Engineer
- C. R. DOOLITTLE..... Yardmaster
- G. HURDLE..... Inbound Foreman
- R. H. SEARLS..... Claim Clerk

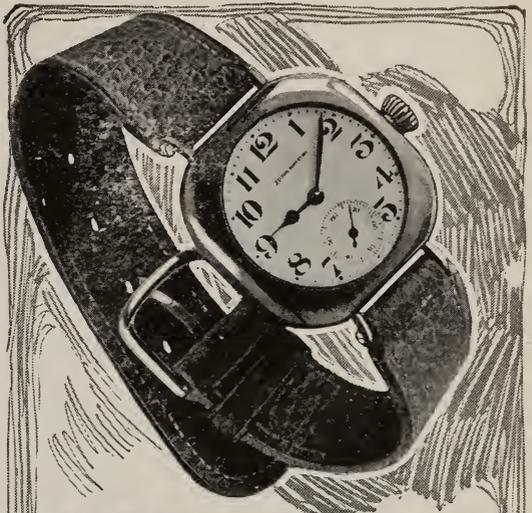
Illinois Division

Correspondents

- WALTER S. HOPKINS, *Chief Clerk to Division Accountant, Flora, Ill.*
- OMER T. GOFF, *Secretary to Superintendent*

Divisional Safety Committee

- C. G. STEVENS..... Chairman, Superintendent
- OMER T. GOFF..... Secretary, Secretary to Superintendent
- K. S. PRITCHETT..... Trainmaster
- J. W. ODUM..... Trainmaster
- R. E. CHAMBERLAIN..... Division Engineer
- W. F. HARRIS..... Master Mechanic
- C. H. CREAGER..... Road Foreman
- M. A. MCCARTHY..... Division Foreman
- H. E. ORR..... Master Carpenter



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\$2.50 a Month

Yes,—all of this for \$2.50—only \$2.50 a month for this masterpiece of watch manufacture. Now sold direct to you at positively the exact price that the wholesale dealer would have to pay.

Write for **FREE Book** showing the latest designs in our **New Regular Model Watch.**

Send the Coupon for Watch Book

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 know why a man who has become accustomed to the convenience of a wrist watch would never go without one again. Send the coupon today for book and our special offer. Mail it now.

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Chicago, Illinois

Burlington Watch Company
19th and Marshall Blvd.
Dept. 7435 Chicago, Illinois.

Please send me (without obligations and prepaid) your free book on watches with full explanation of your cash or \$2.50 a month offer on the Burlington Watch.

Name.....
Address.....

C. S. WHITMORE.....Signal Supervisor
 M. F. WYATT.....Supervisor
 G. H. SINGER.....Agent, East St. Louis
 C. S. MITCHELL.....Agent, Flora, Ill.

ROTATING MEMBERS

W. H. MULLEN.....Engineer
 PAUL NANEY.....Fireman
 C. O. DAVIS.....Conductor
 J. E. BURRIS.....Brakeman
 H. C. SMITH.....Machinist
 GEORGE QUAYLE.....Machine Man
 FRANK O'SHAZ.....Car Inspector
 ED WIDDOWS.....Track Foreman

With the departure of the next contingent of drafted men from Flora, Ill., there will be added to the service flag hanging in the division accountant's office, two more stars, which will represent the affiliation of two more clerks with Uncle Sam. It is with great regret that we must lose the companionship of Howard L. Vermilion, who for the past several years has been connected with the C. T. timekeeping department, and Warren E. Smith, maintenance of way material clerk. By the departure of these two young men Mr. Groscup will lose two of his most proficient clerks, as their experience in their particular line of work both before and after the establishing of the division accounting organization made them valuable men.

While I say it is with regret that we must lose these two young men, still we are certainly very proud that we have men who are capable of representing us on the western front and it is with considerable pride also that we add to our service flag two more stars and can say that we have made a sacrifice towards the great cause now before the world.

The regular meeting of the Division Safety Committee was held at Flora, Tuesday, April 16. Superintendent Stevens at this meeting impressed on all present the importance of



HOWARD L. VERMILION



WARREN E. SMITH

purchasing Liberty Bonds of the third issue. Other matters of importance were discussed. The meeting was well attended and much interest manifested.

J. K. Waite, former assistant supervisor at Vincennes, has been promoted to the position of chief bridge inspector, with headquarters at Cincinnati, Ohio.

Considerable enthusiasm has been manifested on the Illinois Division regarding the sale of the Third Liberty Loan Bonds. The superintendent's chief clerk, Mr. Conley, in order to assist in the sale of bonds, also to stir the enthusiasm to a higher pitch, auctioned off several bonds, the first one, a fifty dollar bond, going to C. D. Russell, assistant chief dispatcher. The second, a one hundred dollar bond, was won by C. K. Beaver, machinist. The bonds were sold so easily that it soon became a popular pastime as well as beneficial to the country in the sale of the third issue. Mr. Conley was also a winner, he having drawn the bond auctioned by Mr. Russell. We feel quite sure that the Illinois Division will rank well towards the top in the sale of the Third Liberty Loan.

P. H. Groscup, division accountant, was called to Baltimore by the sudden death of his father.

The baseball movement is again on foot and while several of the former stars have been called to the front, they are being succeeded by some of the older players, who were at their best in the early days. However, in conversation with the "old heads" they seem positive that they can come back and will show the youngsters that they can still swing the stick and shoot them to first as they did some years

ago. No definite line-up has been made but the spirit is there and we have hopes of having the winning team.

E. E. Marshall, stores clerk in the division accountant's office, has ambitions to be a chaplain and is spending his leisure time in study. Mr. Marshall feels that while he has passed that stage wherein he might have been a good fighter, he can still do his bit by walking up and down the trenches encouraging the boys to greater deeds.

The usual monthly meeting of the Freight Claim Prevention Committee was held in the committee room of the Merchants' Exchange Building, St. Louis, Mo., March 12. The meeting was called to order by chairman Singer, after which many things interesting to this movement was discussed.

Some talk of a tennis club being organized. "Tom" McCarthy suggested it and is enthused over the matter. We have no doubt but what if somebody will organize the club, have the grounds properly prepared, put Mac's name on the list as a member of the club and come for him in a machine, that he would consent to take part in the festivities.

The accompanying photograph is that of former brakeman and extra conductor Walter H. Platz, who was called to the colors in the draft of last September. Mr. Platz has for some time been located at Camp Shelby, Miss., 303rd Field Bakery Company, and from the letters received he is enjoying army life, having gained sixteen pounds.



WALTER H. PLATZ

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

- R. B. MANN.....Chairman, Superintendent
- H. W. BRANT.....Trainmaster
- F. J. PARRISH.....Division Engineer
- I. E. CLAYTON.....Division Operator
- F. MCKILLIPS.....Yard Conductor
- F. IREY.....Road Engineer
- M. DIBLING.....Machinist
- H. T. HELLMAN.....Secretary to Superintendent
- DR. F. H. HUTCHINSON.....Medical Examiner, Lima, O.
- DR. R. C. POTTER.....Medical Examiner, East Dayton, O.

Sandy Valley & Elkhorn Railway

Correspondent, L. E. GATEWOOD, *Chief Clerk*

Divisional Safety Committee

- H. R. LAUGHLIN.....Chairman
- A. W. WHITE.....Supervisor M. & W. Department
- D. W. BLANKENSHIP.....Section Foreman
- S. H. JOHNSON.....Engineer
- E. E. CASSIDY.....Fireman
- J. M. MOORE.....Conductor

George Dixon, former chief clerk to superintendent, has been promoted to position of trainmaster, Sandy Valley & Elkhorn and Long Fork Railways. He is succeeded by L. E. Gatewood, who was transferred from accounting department of the Ohio Division at Chillicothe, Ohio.

The Long Fork Division was officially opened as of March 1. This new addition to the Baltimore and Ohio System branches off the Elkhorn & Beaver Valley Branch of the Chesapeake & Ohio at Martin, Ky., and extends twenty-three miles through the famous Elkhorn coal field to Weeksbury, Ky., which is the end of the line.

George Dixon, trainmaster, was recently discharged from the hospital, where he was confined six weeks with typhoid fever.

In Flanders Fields.

(Written during the Second Battle of Ypres, April, 1915, by Lieutenant Colonel Dr. John McCrae of Montreal, Canada.)

In Flanders fields the poppies blow
Between the crosses, row by row,
That mark our place, and in the sky
The larks, still bravely singing, 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 grow
In Flanders fields.

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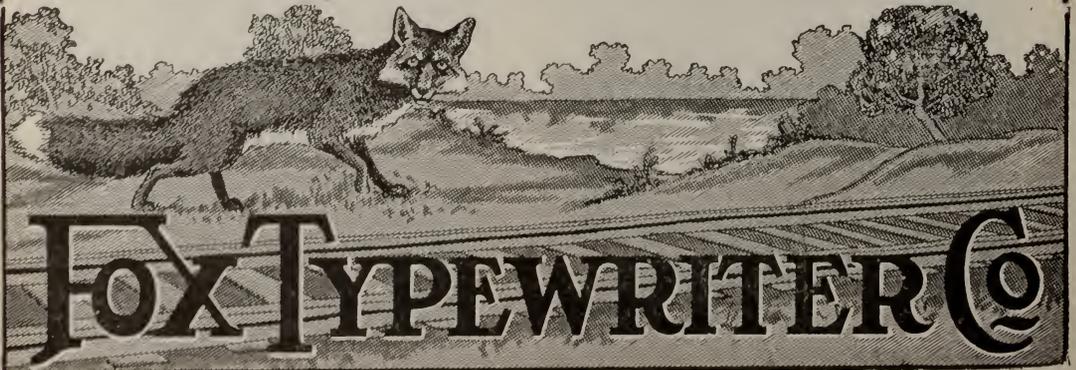
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June - July



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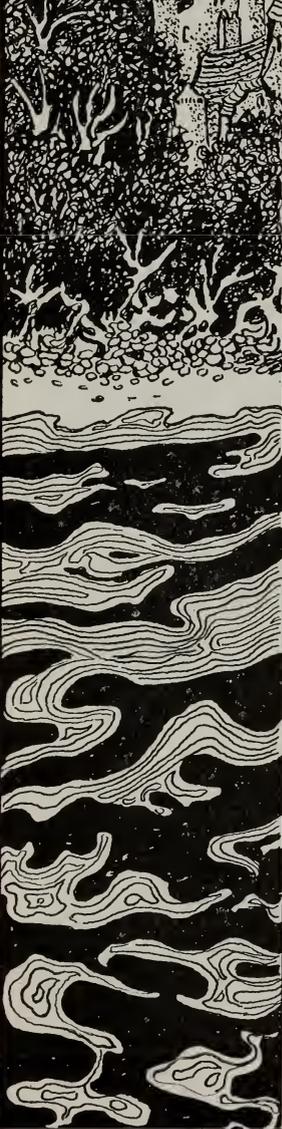
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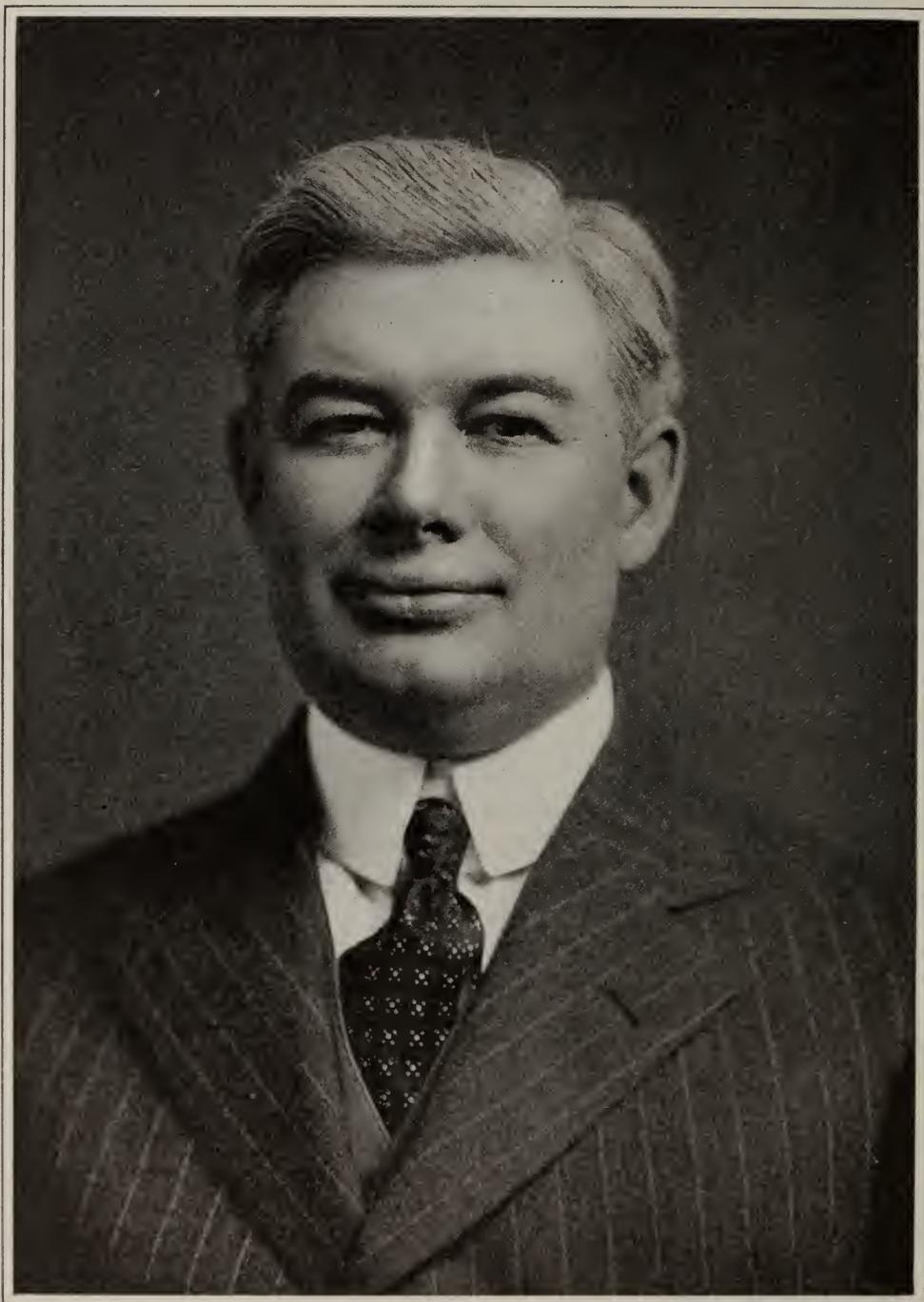
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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.





ARTHUR W. THOMPSON

Arthur W. Thompson and Charles W. Galloway are Made Federal Managers For Baltimore and Ohio Lines

THE selection of two Baltimore and Ohio men—Arthur W. Thompson and Charles W. Galloway—by the United States Railroad Administration as Federal Managers of lines east and west, respectively, is a source of gratification to officials and employes of the Company and has caused much favorable comment by the press of the country.

Mr. Thompson is Federal Manager of the Baltimore and Ohio in the Allegheny District, his jurisdiction extending over the lines east. He assumed his new duties on June 1. A further honor was given him on June 11 when the Western Maryland Railway and Cumberland Valley Railroad were placed under his direction. Mr. Galloway's jurisdiction covers the western lines of the Baltimore and Ohio and also the Dayton and Union Railroad.

Before taking up their duties with the United States Railroad Administration, Mr. Thompson and Mr. Galloway resigned as officers of the Baltimore and Ohio. Mr. Thompson gave up the position of vice-president in charge of the traffic, operating and engineering departments of the Baltimore and Ohio System and Mr. Galloway resigned from the office of vice-president of the Baltimore and Ohio Southwestern and general manager of the Baltimore and Ohio Lines West.

Both Federal Managers have been associated with the Company for many years. They are thoroughly familiar with the work to which they have been assigned and this, together with the esteem in which they are held by the rank and file of Baltimore and Ohio men, assures a continuance of the state of high efficiency which prevails along our lines.

Arthur W. Thompson

ARTHUR W. THOMPSON'S career as a railroad man is one that should serve as an inspiring lesson to any young man. His rapid rise to success is due to his ambition and willingness to work. He applied himself with energy to the duties of every position he held, and as a result one promotion followed closely upon the heels of the last.

Mr. Thompson was born on May 8, 1875, at Erie, Pa. He is the son of Sheldon and Lavern B. (Webster) Thompson, both of whom come of old American stock. His father's and mother's people came from Massachu-

setts and his mother from Kentucky. After a sound public school education he entered Allegheny College at Meadville, Pa., and was graduated from that institution in 1897 with the degree of civil engineer. He spent his vacation prior to the year he left college with the P. B. & L. E. R. R. as rodman on location. With the exception of a brief period during which he worked for a private concern—immediately after receiving his degree—he has been in railroad service.

In 1898 he became associated with the Pittsburgh & Lake Erie Railroad as instrumentman. The following year he



CHARLES W. GALLOWAY

entered the Baltimore and Ohio service and was placed in charge of parties on surveys, etc., in which capacity he served until July, 1900.

From that time to September, 1901, he was assistant division engineer of the Pittsburgh Division. In 1901 he was made division engineer at Cumberland and the following year returned to Pittsburgh in a similar capacity. In 1903 he was appointed superintendent of the Cumberland Division and remained in this position until 1904, when he was transferred to Wheeling, W. Va., to supervise that division. Three years later he was made chief engineer, maintenance of way, and in 1910 was appointed chief engineer of the Baltimore and Ohio System. He was general manager from 1910 to 1912 and in the latter year was made third vice-president. Afterward he served as third vice-president of the Baltimore and Ohio, C. H.

& D. and Staten Island Lines. On July 1, 1916, he was appointed vice-president in charge of traffic and commercial development and on December 1 of the following year was made chairman of general operating committee, Eastern Railroads, with headquarters at Pittsburgh. A month later he was made vice-president in charge of traffic, operating and engineering departments, and remained in this position until his recent appointment as Federal Manager.

Mr. Thompson is a member of the following bodies: Acting President of American Railway Association, American Society Civil Engineers, American Railway Engineering Association, Engineers' Society Western Pennsylvania, and American Academy of Political and Social Science. He is also president of the board of trustees of Allegheny College, Meadville, Pa.

Charles W. Galloway

CHARLES W. GALLOWAY is a railroad man of broad and varied experience, having started as a general utility boy in a telegraph office and by his assiduity won promotion after promotion until he was appointed to the position which he held prior to his being called by the government. He is one of the most popular officials on the Baltimore and Ohio.

Mr. Galloway was born on December 11, 1868, in Baltimore, and entered the service of the Baltimore and Ohio in 1883. The family of which he is a member has been connected with the Company from its earliest days. Back in the "twenties" of the last century, shortly after Charles Carroll of Carrollton laid the cornerstone of the first American railroad, William Galloway, Sr., grandfather of Charles W. Galloway, entered the employ of the road.

The annals of American railroading give the Galloway family its first promi-

nence in recording the memorable race between the first locomotive built in this country and a horse—William Galloway, the elder, having driven the horse in this historic test of endurance. Later Mr. Galloway became an engineer, which position he filled for fifty years.

The next in line was his son, Charles B. Galloway—father of the Federal Manager—who, like his ancestor, was a locomotive engineer.

Between 1870 and 1880, when the "cannonball" express trains made schedules of forty miles an hour to the awe of the traveling public, Charles B. Galloway sat at the throttle of his road's limited trains. He worked in this capacity until his death, which occurred in an accident while on duty.

It was then that Charles W. Galloway entered Baltimore and Ohio service at the age of fifteen years. He started as an office boy—a telegraph messenger—in the general offices at Baltimore. While serving in this capacity he mas-

tered the problem of manipulating the telegraph key. He then applied himself to the study of stenography until he was qualified to take the position of secretary and began writing for the master of transportation, the superintendent of car service, the superintendent of transportation and the general superintendent. This was back in the "nineties."

On September 23, 1897, he was promoted to his first official position, when he was made trainmaster of the Baltimore Division. He was advanced to assistant superintendent on July 1, 1899. On November 1, 1901, he was promoted to superintendent of the Cumberland Division. His record at Cumberland was a notable one and he was advanced

to the superintendency of the Baltimore Division on April 21, 1903.

The next step forward in railroad service was to the office of superintendent of transportation, then to general superintendent of transportation of the Baltimore and Ohio lines, embracing the Baltimore and Ohio Southwestern district. In September, 1910, he was transferred to Cincinnati as general superintendent of the Baltimore and Ohio Southwestern lines and filled that office until April 11, 1912, when he was promoted to general manager of the Baltimore and Ohio, with headquarters at Baltimore. Mr. Galloway was later promoted to the position he held until his recent appointment as Federal Manager

President Willard's Message on Federal Control

Baltimore, Md., June 17, 1918.

To All Officers and Employes of the Baltimore and Ohio Company:

The Baltimore and Ohio Railroad Company having relinquished the control and operation of its property during the period of Government possession and control, I wish, as President of the Company, to thank all officers and employes for their loyal and efficient service in the past, and to urge that the same support be given to those who may be placed in charge of the property while it remains under Federal control.

The Baltimore and Ohio Railroad, because of its location, is a very important transportation agency, and I hope that every officer and employe in its service will continue as in the past to do everything possible to make it an efficient agency of the Government in this great crisis. There is nothing so important at the present time as the winning of the war, and we should all be willing to make any sacrifice and every effort that may be necessary in order to accomplish that end.

Samuel Willard



American Big Guns

By An Ordnance Officer

NAPOLEON started on his career as an artillerist in a time when it was thought that every decisive military engagement must be decided by the bayonet. He said that the most important element in the success of any military operation was the strength and support of its artillery.

In looking over his marvelous military career, the student finds that the dominating factor in his success was the superiority of his artillery and the excellence of the French artillerist. The Germans in their preparations for this war followed in his footsteps. Their marvelous heavy ordnance is one of the greatest surprises of the present struggle.

Today the two dominating factors in the struggle for world supremacy are still the bayonet and heavy artillery. Without the support of either success is impossible.

Big guns play a major part in deciding battles, now as in the day of Napoleon. For this reason it is interesting to know something about the different kinds of big gun being made for our army in France.

Artillery may be divided into two classes—mobile artillery, which includes

all guns used in the field, and seacoast artillery, which is used in fortifications on fixed mounts.

It is the mobile artillery which we are vitally interested in at the present time for offensive work on the French front. This mobile artillery is divided into three distinct types—guns, howitzers, and mortars.

Guns

The first of these are long-range rifles distinguished by high muzzle velocity and long barrels of from 30 to 50 calibers; that is to say, the length of barrel ranges from thirty to fifty times the diameter of the bore, giving a range of from 6,000 to 30,000 yards with a low angle of fire.

These guns are classified as wheel mounts, antiaircraft (truck mounts), emplacement mounts, and railway mounts. The wheel mounts are subdivided as pack artillery (mountain guns transported on pack mules); field guns, drawn by horse teams and attached to rumbles; motorized field guns, drawn by big ammunition trucks; tractor-drawn guns of large caliber; and the so-called horse artillery, drawn by horses,

with all cannoneers mounted, for fast field work in support of cavalry.

The wheel-mount guns include the famous French 75 (3-inch) and the 4.7-inch guns, which have created such havoc among their German opponents and which have been responsible for breaking down the greatest military offensives of the Germans in the past three years. The 4.7 are of greater range and caliber but of practically the same type as the 75 mm.

Next in order, according to size, come the 5-inch and the 6-inch seacoast guns, such as our allies have withdrawn from the fortifications and mounted on improvised wheel mounts, for use as mobile artillery.

The second class are the anti-aircraft guns, for which purpose 75s and 4.7s are provided, mounted on a carriage which will allow an elevation of about 85° and a traverse of 360°, set up on a motor truck.

Emplacement mounts are large-caliber guns that are partially mobile. They are taken apart and moved around in sections in tractors as needed, and set up in concrete emplacements. They are, more strictly speaking, siege guns.

The railway-mount guns are converted seacoast and naval long-range rifles of from 8 to 14 inches caliber. They have a mount consisting of a specially designed carriage on a railway car and they are operated, due to their extreme range and accuracy, far back from the front lines over the heads of our own troops.

Howitzers

The howitzer is distinguished from the rifle by a low muzzle velocity, ranging from 1,200 to 1,900 feet per second, and a short barrel, approximately eighteen times the caliber of the gun, developing a range at high angle fire of from 10,000 to 23,000 yards.

The commonest sizes of howitzers in use are the 155-mm., the 8-inch, the 240-mm., and, of course, the famous 16-inch howitzer which we heard so much about in the early days of the war, when the Germans, who first used them, created such dreadful havoc, de-

stroying with them the fortifications of Liege.

The smaller sizes, such as the 155-mm. and the 8-inch, are used principally for field work, but also for the bombardment of permanent fortifications when necessary.

Howitzers have the advantage of being cheaper to make than guns, and use cheaper ammunition. Also the life of the gun is longer. Indicative of this the life of a howitzer of the same caliber as a gun would be about two-thirds longer. But they are not as accurate and have not as long range as the guns and consequently are not adapted for all work.

The life of the guns ranges from 8,000 rounds for the small field type down to 600 or 700 for the converted seacoast guns.

These figures denote only the actual accuracy life. It is probable that the guns will be fired up to fifty per cent. above these figures before retiring them. By relining the barrels the life of the gun is practically renewed.

Mortars

Mortars are distinguished by even lower muzzle velocity, from about 480 to 2,000 feet per second, and by a length of barrel of about ten calibers, with a range of from 2,500 to 15,000 yards. This extreme range is obtained by a very high angle of elevation. The common French type is the 240-mm. mounted on a railway carriage.

This practically covers the principal guns which are used by our allies today and with which our troops will be equipped in France. The 3-inch and 4.7-inch guns, U. S. Army Model of 1906, are practically the same in general principle as the French 75 and 155, which are of the corresponding caliber. But it must be remembered that our allies have had three years actual experience with which to perfect many of the minute details which are so important in the effectiveness of the field gun and which are only discovered under actual field conditions of long duration. This has led to great improvements over the guns originally in use.

As indicative of the tremendous amount of material that one regiment of 75s comprises, it is interesting to know that there are approximately 300 vehicles, exclusive of the actual fighting material, to each regiment. These vehicles are trailers, tractors, and trucks, and artillery repair trucks and supply trucks. In the actual fighting material there are 24 guns, 36 caissons, 60 limbers, and the reel carts for the field telephone, making a grand total of approximately 430 vehicles to a regiment.

The estimated cost of the motorization of the artillery alone of the United States Army is \$500,000,000, of which approximately \$210,000,000 had been expended on the 1st of February. Ammunition trucks and vehicles are being completed faster than they can be shipped. Up to the present time the sum of \$776,000,000 has been expended by the Procurement Division of the Ordnance Department in the purchase of projectiles. With this sum about 65,000,000 projectiles have been purchased. These include shrapnel, high-explosive type, and gas and anti-aircraft shells for howitzers and guns, weighing from 12 pounds to 1,600 or 1,700, and costing from about \$10 to \$125 each, exclusive of the cost of explosives or of loading the complete round.

The rapidity with which our ordnance work was accomplished is marvelous when one realizes the enormous amount of preparation that it required. When war came to Europe in 1914 there was not a single manufacturer in the United States properly equipped to turn our large quantities of field artillery. The work was rapidly taken up by our manufacturers for our present allies. The magnitude of the problem is indicated by the fact that thousands of duplicate gauges had to be made to equip machinists for large quantity production.

First, there must be made what are known as grandmaster gauges, flawless in their dimensions. The grandmaster gauge is only used to check up a number of master gauges, and these master gauges in turn are relied upon to keep a large number of actual work-

ing gauges up to standard. Not only are tens of thousands of gauges required to equip a factory for the production of arms and artillery but the gauges must be regularly replaced. Nearly a year was spent by private manufacturers in this country preparing gauges for machine tools for arms for Great Britain, France and Russia. Even after production had been started various adjustments had to be made to keep up with the evolution of their guns into the present types. Both the allies and the Germans are constantly improving on various parts in the construction of their heavy ordnance, with the result that the standard type today may be changed before the dies have been made to carry on the work. We, for our part, had to train the man to use the guns as well as make the guns themselves, and we depended upon our allies to hold the forces of the enemy in check until such time as we could be adequately equipped to take the field. As the result of the efforts of our observers at the front and the Ordnance office at home, we have today reached a production of field artillery which is equal to fifty per cent. of that of France.

The United States Government has maintained a large staff of military observers on all fronts since the war began, and it has been their duty to report the result of the allied armies' experience in the field, so that our own forces might be supplied with the very best possible equipment with which to meet the enemy.

It is a fact well known in military circles that British, French and Italian artillerists do not entirely agree in their theories of the proper construction of artillery and the control of artillery fire. It has been the duty of our observers in reporting from the front to sort the good points from each of our allies' methods and incorporate these in our own guns, with the result that foreign military observers in this country admit that the artillery which is to be supplied to the American troops by the American arsenals and munition plants will be unsurpassed by anything used on the front today.

Wins Praise of Newton D. Baker

Secretary of War Congratulates Baltimore and Ohio Man After Hearing Him Sing at Divine Service in a French Church

A SIGNAL honor was paid Overton H. Holder, a furloughed employe of the Baltimore and Ohio at Seymour, Ind., when Newton D. Baker, secretary of war, personally complimented him on his singing at divine service in a church "somewhere in France." Mr. Holder enlisted in the navy July 6, 1917, and was a member of the crew on board the ship that carried the secretary of war to France. Mr. Baker not only complimented him, but also inquired for his name, age, address, etc.

Mr. Holder is the son of Dr. and Mrs. U. H. Holder, of Washington, Ind. He was born May 5, 1895, at Oakland City, Ind., and when he was five years old went with his parents to Washington, Ind. When he was seventeen years old he entered the service of the Baltimore and Ohio at that town, and was later transferred to Seymour, Ind., where he was

employed as stores department clerk in the division accountant's office. In that position he remained until called to the colors.

Following is a graphic letter which Mr. Holder wrote to a friend:

As we are nearing the U. S. and I can send mail I will write you now and mail it when we land.

A few days after I got back to the ship from a short furlough we hauled anchor and started on another trip—this time with three transports in convoy and Newton Baker, the secretary of war, on board our ship going over to France. After about eleven days out, or to be exact, on Sunday, March 10, we landed at —, France, where I was the first sailor from



OVERTON H. HOLDER

our ship on shore. I went ashore with the chaplain almost as soon as we dropped anchor. We went at once so we could get some moving pictures to

show on the ship, as we always have them each night we are in port. At first we had no idea where to go to find the American Y. M. C. A., where we thought we could get the films, but as the chaplain could speak French a little we finally found it only a short distance from the dock.

Here we found many U. S. soldiers and sailors as ——— is a supply base for both the army and navy. Also met several American men and women doing Y. M. C. A. work and let me tell you I never met a finer group of people than the Y. M. C. A. people in charge of the American Y. M. C. A. in ———.

The chaplain found that one of the men was a fraternity brother and this naturally caused him to treat us both very good. He took us through an old fort or castle built by Julius Caesar during his conquest of Gaul. Later on in the afternoon another "Y" man took us out riding in a Ford—through the town and out into the country about three miles. Some of the streets were so narrow that the Ford almost took up all the room.

Wine shops are everywhere, most of them tended by pretty French girls, many of whom can speak English a little. Girls everywhere—all kinds—but very few young men and the ones you do see are all in uniform. We stayed six days in ——— and I was ashore almost every day. One afternoon I was waiting on the dock for a boat from the ——— to come and take me back when a boat came

in with some half-naked men in it. Upon inquiry I found that they were the survivors of an English supply ship hit by a "tin-fish" (sub.).

I sing a song at church each Sunday morning and the morning that Secretary Baker was there he came up to me after it was over and asked me several questions—my name, age, home, etc., after which he paid me a very nice compliment. He also told the commander that he enjoyed it and told the chaplain that he thought that it was a manly thing and he liked the way I did it without any affectation. Well, Buck, this coming from as big a man as Newton Baker is today, makes me feel "sort" o' good.

We have had tough luck this trip—that is going over, as we had four fellows to die. Two while on the way over and two while we were in port at ———. The two that died at sea were buried at sea with an honor military burial.

All hands were called aft to the quarter deck, where lay the bodies wrapped in a large beautiful American flag. The band played, the chaplain said a prayer and preached the sermon, a squad of sailors fired two volleys with rifles, a bugler sounded "taps" and at the last note the bodies were released to slide down the specially built slide into the sea. All during this ceremony our ship and the transports with us were stopped and all had their flags at half-mast. The two that died at ——— were given the same sort of burial only they were buried in a cemetery outside the city of ———.





The American Red Cross



What It Is and What It Does

(PART II)

What is the Red Cross Town and Country Nursing Service?

It is the branch of the Red Cross Nursing Service through which specially prepared Red Cross nurses are sent out into small towns and rural districts for public health nursing.

Who pays the salaries of Public Health Nurses?

The local organization employing them. The Red Cross assigns them to duty and extends a general supervision over their work.

What kind of organizations may employ Red Cross Public Health Nurses?

Any organization engaged in public health nursing, whether public or private, which will affiliate itself with the Red Cross Town and Country Nursing Service.

What is the purpose of the Educational Courses in Nursing offered by the Red Cross?

The object of the course in Elementary Hygiene and Home Care of the Sick is to teach women personal and household hygiene in order that they may acquire those habits of right living which will aid in the prevention of sickness, and to give them simple instruction in the care of the sick in their own homes.

The object of the course in Home Dietetics is to teach women the proper selection and nutritive value of food and the importance of a well-balanced diet, and also to improve their knowledge of buying, cooking and serving in their own homes.

To what extent have hospital relief supplies been furnished through volunteer effort?

The mobilization of the women of the country in producing Red Cross Relief Supplies is an accomplishment eclipsed only by the result of their effort. The output of surgical dressings alone, for use abroad, now amounts, according to conservative estimates, to the enormous number of 100,000,000 a year. The probable value of the women's labor during 1918, on projects under way at the beginning of the year, will exceed \$36,000,000.

WORK AMONG SOLDIERS AND SAILORS IN THIS COUNTRY.

What is the character of the Red Cross work among soldiers and sailors in this Country?

There are three main lines of activity: Camp Service; Canteen Service; and Sanitary Service.

What is the Red Cross Camp Service?

Camp Service renders emergency aid and performs such work as the distribution of sweaters, helmets, mufflers, socks, kits, etc., at training camps, cantonments and naval stations. Red Cross warehouses are maintained at more than twenty-five military bases.

Representatives of the Red Cross visit hospitals at the camps, cantonments and naval bases, rendering such comfort and assistance as is possible to the sick soldiers.

By authority of the Secretary of War, the Red Cross is erecting convalescent houses at the camps and cantonments. These convalescent houses will have sun parlors, and, in some cases, sleeping accommodations for the relatives of any soldier who is seriously ill.

The department of Civilian Relief maintains at each camp one or more representatives, who are always at the service of the soldiers. The prime function of these men is to help relieve any anxiety a soldier may have about the welfare of his folks at home, and at his personal request to inform the Home Service Section of the Red Cross Chapter in his home town. Thereupon the Home Service Section of that Chapter will visit the soldier's family quietly and unobtrusively, and give all the neighborly, friendly aid it can.

What is Canteen Service?

The Red Cross has established Canteen Service at more than 500 important railway stations, which are prepared to furnish refreshments to the soldiers when traveling. At a number of the more important railway centers the Canteen Service, through cooperation with the Red Cross Motor Corps, is in position to transfer sick or injured soldiers from the train to the local hospital when requested. A booklet, outlining this work and giving the names of all the stations at which this Canteen Service is available, will be placed in the hands of the commander of each troop train when leaving camp, so that the men can avail themselves of this service when desired.

What is Sanitary Service?

The Red Cross cooperates with public health authorities to safeguard the health of the civilian populations, living adjacent to military zones. In this capacity the Red Cross conducts a house-to-house inspection of dairies, restaurants, markets, etc.; investigates and promptly reports all cases of infectious and contagious diseases and maintains a public health laboratory.

WORK AMONG OUR CIVILIAN POPULATION

What are the occasions for Red Cross Relief work among our Civilian Population?

(a) At all times physical disasters, such as floods, tornadoes, fires, explosions, earthquakes, volcanic eruptions, mine accidents, and the like. This work is known as "Disaster Relief."

(b) In times of war, the need for keeping up the morale of the nation by main-

taining as far as possible the normal standards of life. This need is especially urgent in the case of the families of our soldiers and sailors. "Such work is known as "Home Service."

How is disaster relief provided?

The smaller disasters are, as a rule, taken care of by the local Red Cross Chapter, in close cooperation with such citizens and organizations of the community as will form an effective emergency relief committee.

Major disasters, such as a terrible explosion, a devastating flood, or an earthquake, require such relief as must have centralized direction to be effective. Relief in such disasters is directed from Headquarters in Washington.

What is Home Service?

Home Service is that phase of Red Cross work which is concerned with the welfare in times of war of the families of men enlisted in the service of our country, and also of families, residing in this country, of men enlisted in the service of our allies. It extends to families of men in all branches of the service, and also to the families of civilians who have been wounded or killed as a direct result of war activities. Its object is to help keep up the *morale* of the men in the service by helping to maintain the *morale* of their families at home, keeping them in good spirits, health and comfort. The Home Service of the Red Cross must be the nation's assurance that no enlisted man's family will suffer from lack of any essential thing that lies within its power to give.

Does Home Service contemplate Financial Relief?

While financial assistance will be given by the Home Service Sections of Red Cross Chapters to tide over emergency needs of families, Home Service is essentially not relief in the sense of money payments, or doles of food or clothing. The War Risk Insurance Law has made the necessary financial provision for dependent wives and other relatives of men in the service. Home Service aims to make those whom it serves, as far as possible, both self-reliant and self-sufficient.

What are the opportunities of Home Service?

1. Conservation by service of human resources wherever deterioration is threatened.

2. Temporary financial relief of families where there is an emergency.

3. Responsibility for financial assistance in cases not covered by Government allowance.

4. Personal service to the returned soldier or sailor, especially when he is disabled.

5. An information service which will save time, trouble and anxiety for the lonely relatives of enlisted men.

How does the Red Cross Home Service learn of these opportunities?

From the man in the service, or from a member of his family, or some one competent to speak for them. Home Service does not intrude itself, and goes to no family without a definite introduction or invitation.

How is Home Service Work organized?

For each of the fourteen divisions of the Red Cross there is a Division Director of Civilian Relief, who is in charge of the civilian work in his territory. In each chapter there is a Civilian Relief Committee, as a part of which there is organized a Home Service Section to look after all the local Home Service cases. This Home Service Section is sometimes identical with the Civilian Relief Committee, but it has always a distinct function.

The Home Service Section is composed largely of Red Cross volunteers, and has a membership as representative as possible of the various local interests—business, professional, church and social work. It is under the direction of an executive secretary, who knows the existing community resources and how to make the most of them.

**FUNDS FOR WORK AT HOME
AND ABROAD**

How are the activities of the Red Cross financed?

(a) All overhead expenses, including salaries, of the entire Red Cross organization (national headquarters, division

headquarters, local chapters, branches and auxiliaries) are met by membership dues.

(b) War Relief is paid for out of the Red Cross War Fund. No expenses of administration in the United States are paid out of the War Fund. Every dollar contributed for relief goes for relief.

What is the Red Cross War Fund?

This is a fund raised for war relief by voluntary contributions of the people. The first war fund was raised in June, 1917, and amounted to a little more than \$100,000,000. The date of the second War Fund Campaign, also for \$100,000,000 has been set for May, 1918.

Who administers the Red Cross War Fund?

Expenditures of the Red Cross War Fund are made only upon the authority of the Red Cross War Council.

What is the Red Cross War Council?

On May 10, 1917, President Wilson, as President of the American Red Cross, appointed a War Council of seven members to direct the work of the Red Cross in the extraordinary emergency created by the entrance of the United States into the war. The War Council is recognized by law and by international convention as the public instrumentality for war relief work.

Through what sources does the War Council administer this fund?

(a) The War Fund, beyond the amount granted to the chapters, is administered by the War Council through the Red Cross Commissions sent to the various countries in Europe for military and civilian relief abroad, and through the fourteen division headquarters for military and civilian relief in America.

(b) Under the terms on which the first War Fund was subscribed the chapters were permitted to request the refund of a per cent. (not to exceed twenty-five per cent.) of the money actually collected by them. Money thus received by the chapters must be spent for war relief work and such other expenditures as are approved by the Red Cross War Council.

How is the distribution of funds of the American Red Cross made in Europe in connection with the war?

Special commissions have been sent to France, Italy, England, Belgium, Serbia, Roumania and Russia to investigate the needs of the military and civil populations of these countries and to establish working organizations through which these needs may be supplied. These foreign organizations report the needs abroad to the organization in America; the organization in America in turn furnishes personnel, supplies and funds to meet these requirements.

Red Cross Work in Europe

FRANCE

How do Red Cross supplies from this country reach their destination in France?

Fundamental to all Red Cross activities abroad is the problem of transportation. Materials for use abroad must go across the Atlantic and must reach the places in the interior where they are needed. To minimize effort and expense large warehouses have been established throughout the United States at convenient points where finished supplies from the chapters are collected and then transferred in bulk to the port from which they are to be shipped. Vast quantities of medical and other relief supplies are being sent almost daily to Europe. Upon arrival of these materials at the French port, they are conveyed by Red Cross motor trucks to large warehouses throughout France, and from these warehouses medical supplies are distributed to hospitals; foodstuffs, clothing, building material and agricultural implements to the civilian population.

THE HUMAN SIDE OF THE AMERICAN RED CROSS IN FRANCE

What is the relation of our Red Cross to the American Army in France?

The American Red Cross recognizes that our first duty for humanity in this war is the protection of our soldiers in France. It recognizes also that this duty lies with the United States govern-

ment and that the government is responsible for it. As a supplementary relief organization the Red Cross stands ready to cooperate with the government in this work, and to put its organization, money and supplies into service at the call of the American Army whenever and wherever they can be of use. Fully realizing the disadvantages that are always met in a foreign country, and with the view of keeping our soldiers in touch with things American, the Red Cross begins at the port of landing in France by establishing rest stations. These rest stations extend inland toward the camps and are located in a series at junction points and railroad stations where the soldiers are required to wait for train connections.

What is meant by a Rest Station?

Rest stations are each made up of from two to four barracks, forty to one hundred and sixty feet long. They include infirmaries fully equipped; dispensaries; rest and reading rooms; dormitories holding from forty to two hundred beds, with shower baths and disinfectors; and restaurants capable in some cases of giving refreshments to a thousand men in an hour. Here our men have properly prepared food, the welcome of American men and women, and a comfortable place to pass those tiresome stop-overs on the way to their final destination. The staff includes a manager, several volunteer workers, and in some cases a nurse.

What is the Red Cross doing for the French and American soldiers on duty?

There are two distinct phases of Red Cross relief work for soldiers on duty; the operating of rolling canteens, and the maintaining of stationary canteens back of the fighting line.

A most daring, yet essential work, is that of operating rolling canteens. Often a soldier leaves the trench utterly exhausted. These rolling canteens go right down to the communicating trenches where the soldiers, passing in and out, receive their "Quarts" full of steaming boullion or coffee in winter, or cold drinks in summer.

At junction points on the French railroads, troops going on leave from the battle front often have to spend hours waiting for trains. Since there are probably not more than a half dozen important junctions and an average of 20,000 men pass each day, only a small fraction of them could be housed. Formerly thousands had to sleep in the open, often in the rain. These men come from the fighting zone tired, hungry, infected. It is for such emergency that the stationary canteen is conducted. At the canteen the men can obtain substantial hot meals at cost, prepared by American women; can have hot baths and have their clothes cleaned and sterilized and take the train refreshed in body and spirit. As the number of American soldiers in France grows, the canteen will necessarily become a greater factor and will be most potent in maintaining the morale of our army.

What is the American Red Cross doing for the wounded soldier in France?

The chief work of the American Red Cross in helping care for wounded soldiers lies in its cooperation with the government in supplying an efficient nursing service; in assisting the Army Medical Corps in cases of emergency, and in furnishing materials for hospitals.

There were on March 1, 1918, more than twenty-three hundred American Red Cross nurses employed in Base Hospitals and in the French Military Hospitals throughout the Republic. The total number of hospitals of various sorts in the French Republic exceeds five thousand, and more than half of these are receiving all or part of their medical and surgical supplies from the American Red Cross.

What are we doing for the permanently disabled soldiers?

The re-education of mutilated soldiers is being carried on jointly by the French Government and the American Red Cross. There are between fifty and sixty schools of various kinds for this work. The Red Cross has provided more than six hundred mutilated soldiers with artificial legs of the best type, and has established a

factory near Paris where artificial limbs are manufactured. By arranging for consultation between the surgeon and the manufacturer, the Red Cross has been able to secure the best possible treatment for each case.

The mutilated soldier must return to ordinary community life, and should enter industry on a basis of competition with able-bodied men. Cripples who have lost an arm or a leg, and at first seem hopelessly disabled, can be taught many processes of industry, such as running a lathe, operating a motor tractor, controlling a drill, and even the use of farm machinery. For the re-education of mutilated French soldiers, a five-hundred acre farm near Tours has been obtained by the Red Cross and placed under a competent director.

What is the Red Cross doing for the civil population of France?

With the wanton destruction of homes by the German Army and the uprooting of the population in the devastated regions, the home as an institution in France is in peril. Realizing this condition, the Red Cross is endeavoring to keep the soldiers' homes intact; to find homes for the outcast children who have neither homes nor parents and to help the refugees and repatriates to find a place to live until they shall be able to rebuild their homes.

How are we reaching the home of the French soldier?

The most telling work of the Red Cross in France, as far as helping to win the war goes, is the care of the families of the French soldiers. The Red Cross is giving to the needy families of these French soldiers supplies and money, according to their needs and its capacity. If impossible to give supplies, it gives money. The information which serves as a basis of distribution comes from the soldier himself. The company officer secures this information from the soldier, transmits it to the French general, and he in turn informs the Red Cross Commission.

(To be continued)

J. C. McCahan, Jr., Manager of Mail and Express Traffic, Serving on Important Committees

THE selection of J. C. McCahan, Jr., manager of mail and express traffic of the Baltimore and Ohio, to serve on three important committees—Committee on Mail Transportation of the United States Railroad Administration, Committee on Handling Railroad Business Mail of the American Railway Association and the Statistical Committee on Railway Mail Pay—is a high tribute to his ability. On May 1 Mr. McCahan rounded out twenty-five years' service with the Company.

He entered the service of the Baltimore and Ohio as a clerk and stenographer in the office of the master car builder at Camden Station. On June 1, 1895, he was made secretary to the general superintendent of motive power and in 1898 went to the office of the general superintendent of transportation. On May 1, 1900, he entered the office of the assistant general manager.

Mr. McCahan on June 7, 1901, was appointed secretary to the assistant general manager and served in that capacity under J. T. Leary, now comptroller of the Company, T. J. Foley, now vice-president of the Illinois Central, and L. G. Haas. On July 1, 1903, he was promoted to head clerk to the assistant general manager.

His next promotion came on September 16, 1907, when he was made mail inspector. Three years later he was appointed supervisor of mails. He was

appointed supervisor of mail traffic on May 1, 1912, and on December 1, 1917, was appointed manager mail and express traffic, which office he now holds.

As a member of the Committee on Mail Transportation of the United States Railroad Administration he is associated with Guy Adams, mail traffic manager of the Union Pacific System, who is chairman; Rudolph Brauer, superintendent of the railway mail service at Omaha; G. P. Conard, secretary of the Association of Transportation and Car Accounting Officers; H. L. Fairfield, manager of mail traffic of the Central of Georgia, and H. T. Mason, manager of mail traffic of the Frisco lines. Mr. McCahan represents the eastern region.

The committee is to study the entire subject of mail transportation and one

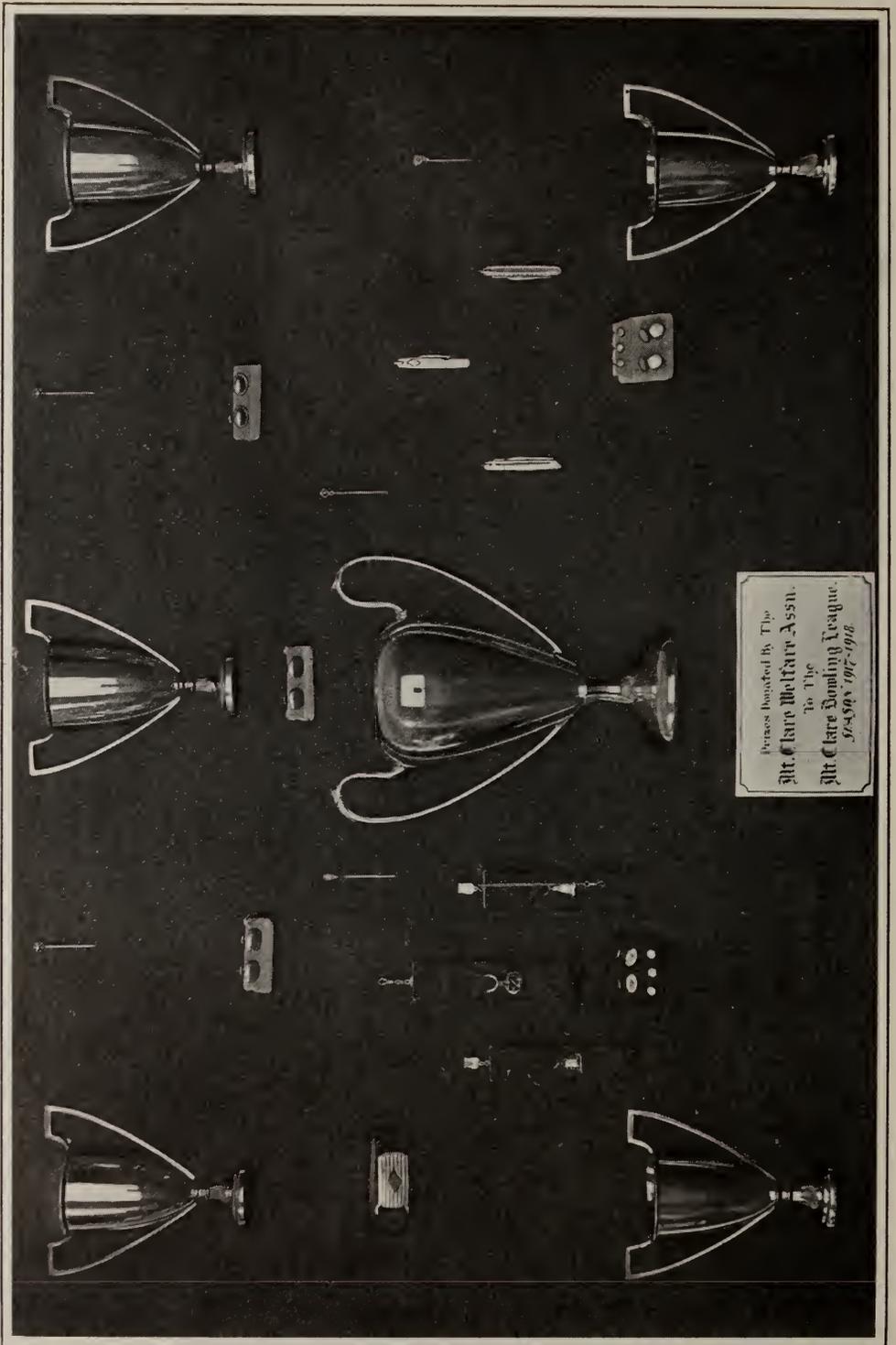
of its purposes is to effect a greater degree of cooperation between the railroad mail service and the post office department. Headquarters have been established in the Southern Railway Building in Washington.

Mr. Adams is also chairman of the Committee on Handling Railroad Business Mail of the American Railway Association. In addition to Mr. McCahan, Mr. Conard is also a member of this committee.

The chairman of the Statistical Committee on Railway Mail Pay is S. C. Scott, vice-president's assistant of the Pennsylvania lines.



J. C. McCAHAN, Jr.



Prizes donated by The
 Mr. Clare Welfare Assn.
 to The
 Mr. Clare Bowling League.
 1917-1918.

Mount Clare Bowlers are Awarded Trophies for 1917-1918 Season

AFTER a strenuous season, members of the bowling teams of the Mt. Clare Welfare, Athletic and Pleasure Association were awarded valuable prizes at an entertainment and dance held at Lehman Hall, Baltimore, on the evening of May 28. The presentation speeches were made by John T. Broderick, supervisor of special bureaus, and Dr. E. M. Parlett, chief of the welfare bureau.

The program opened with vaudeville numbers. The Mt. Clare Orchestra, C. W. Hake, director, and L. F. Schwartora, leader, was first on the bill and came in for much well-earned applause. The other entertainers included Norman the Magician, the McCaslin Sisters, singers and dancers, and James Young, monologist.

Then followed the distribution of prizes. Mr. Broderick, who was introduced by H. A. Beaumont, chairman of the committee of arrangements, made a brief address in which he congratulated L. Finegan, superintendent of Mt. Clare shops, and his associates on the excellent work performed at that place. He spoke of the splendid results obtained at Mt. Clare in the first Red Cross drive, the third Liberty Loan campaign and the second Red Cross drive, then under way. He praised the members of the welfare association for their activities in the interest of clean sportsmanship and urged that they cooperate in every way possible to make the 1918 baseball season a huge success.

The prize for the high individual average was awarded D. W. Baker, who, as stated in the May issue of the MAGAZINE, won the trophy for the high individual average in the System-Wide Bowling League. Mr. Baker was not on hand to receive his prize as he has entered the army and is stationed at Camp Meade, Md.

Other awards follow: High individual score, one game, C. Sauer; high team score, three games, Mt. Clare Press team; high average bowler each team—Accounting Department, H. T. Beck; Mt. Clare Press, T. Flaherty; No. 2 Machine Shop, W. R. Ryan; Stores Department, F. Hartman; Pipe and Tin Shops, C. Cummings; Pattern Shop, J. Schlarb; Boiler Shop, M. Weinrich; Foundry, M. Heckwolf; Mechanics, G. Zepp.

The final standing of the teams was No. 2 Machine Shop, Accounting Department, Stores Department, Pipe and Tin Shops, Pattern Shop, Mt. Clare Press, Mechanics, Boiler Shop and Foundry. Each team was awarded monetary prizes according to standing. The members of No. 2 Machine Shop having finished first, received five stick pins and the welfare cup. This team won the championship in the System-Wide Bowling League, which carried with it the cup given by vice-president J. M. Davis.

Dr. Parlett presented the cup on behalf of the welfare bureau. He said, in part: "Champions of the Baltimore and Ohio Railroad System Bowling League, and winners of the Davis Cup, I heartily congratulate you and wish you new laurels for the future. The proficiency you have demonstrated has been brilliant and a source of great pride to your many admirers. The rest of the Baltimore and Ohio family may well emulate the high standard you have set. May victory ever pursue you."

The officers of the association are: George W. Smith, president; W. D. Lenderking, vice-president; Cornelius Roe, secretary; Harry T. Beck, financial secretary; M. S. Albrecht, treasurer; L. Finegan, C. N. Southcomb, J. E. Tatum, George W. Smith, H. A. Beaumont, W. S. Eyerly, W. D. Lenderking, J. D. Wright and William Kern, board of trustees.



From the Boys "Over There"

THE following letter was received by W. H. Manss, assistant to vice-president, in charge of Commercial Development Department from a former employe of that office.

My Dear Mr. Manss:

I received yesterday, after these many months, a letter which you had sent to me at Camp Grant after our departure from there. It contained a mighty good letter from Chester Thompson; and right in the same mail was one from "Joe" Chatterton, which you were also kind enough to ship along to me and which came direct over here rather than by a circuitous route.

Since I last wrote you we have moved and are now with the 42nd Division, which I note is the same that Pryor is with. As soon as the opportunity presents itself I sure will look Pryor up, so that we can compare notes and get together generally.

I am also not far distant from the hospital where Dunning is located, but in the zone of the army in which we now find ourselves, it is more or less difficult to travel except on official business, and I have yet to conjure up anything, even semi-official, which will carry me anywhere near Dunning.

You remember A. C. Van Zandt, of Mr. Hamilton's office? I have heard from him once or twice and find that he is with the Director General of Transportation in some clerical work in his general office, or rather with the assistant to the director. While in Paris on duty I had a mighty fine talk with General Atterbury, who seemed to know personally most of the Baltimore and Ohio men who were in his service. It sure would be mighty fine and a great experience to be attached to his staff. A letter of introduction from Mr. Thompson got me a most cordial reception and a mighty fine man I found the director to be.

I have had in the past months very little opportunity to do any railroading, although for a time on the other job we had. I was more or less of a trainmaster on one of the French lines and got more or less acquainted with their methods of doing business. In the handling of equipment they are mighty careful and their power lasts for years and years; in fact, one of the engines we had in our yard was built in 1882, which is a fair sample of their conservation of power. You are, of course, familiar with the type and size of their cars, but, because of the coupler arrangements, they can do little or none of the fast switching that is possible with our couplers, although they stood speechless when one of our crews in the yard made a flying switch and the inspector was at once on our necks because of it. They have in their *ordre de transport* a combination bill of lading waybill, receipt card bill, that the car travels on, and a station record that would be mighty fine if it were possible to make it out on the typewriter, but they "ball" that up by so many sundry supplementary forms that they nullify the value of the best thing I have yet seen in their work. They are, however, mighty accurate in their records and their shops and roundhouses are models of order and neatness, but not so much so on output of work. But one and all they are fine with the Americans and considerate of their deficiencies in the language, but horrified at the speed with which they do and want to do things.

I have had some little experience lately with some of their civil engineers. They are fine technically, but, oh, so far behind practically that even one so unversed in engineering matters as I can point out to them fallacies in their practice.

Have heard from Thompson, who seems very enthusiastic about his company, but I fear that when he gets over here his enthusiasm will more or less "peter out," as very very few of

any of the organizations that come over get at the work they came to do unless it be the stevedore, who, however, never gets far from the base ports.

If you will write my father at Moundsville I feel sure he will be glad to send you one of the pictures that I had taken before I left for this side. I myself have not seen them, but I hope I was treated with mercy rather than justice.

Letters are sure mighty welcome over here as until yesterday it had been five weeks since I received one.

My best regards to all the office force. Tell them I have time to read letters if not to write them. When you are walking four miles to work and the same distance in return, you can imagine that one is not too greatly enthusiastic about writing or anything, in fact, except hitting the hay.

Sincerely yours,

(Signed) A. C. SPURR.

Company F, 21st Engineers,
A. E. F., via New York.

From a Former Engineer at South Chicago

SOMEWHERE IN THE MUD.

Dear Friend Frank:

I received yours of January 11. The box with the oil can came about two weeks ago, and a prouder Hog Head was never seen. Everybody stops to examine it and says "some" can. I feel pretty proud of it as it is the first regular American oil can in France in the army. I am going to have it engraved and bring it back for a souvenir.

That sure was some box you made; just what I wanted to keep things in. Yes, the can got here in fine shape, and has been under fire several times already. I take as much care of it as I do of the old machine engine. I expect to go to Paris in about a month for three days, or I can have a seven day leave to go any place else.

Well, a star in a service flag is fine, but our regiment is the first to get a war service stripe. As you know, I told you before that we were the first American troops to see active service and to be under shell fire.

I do not know John Voight, but will look him up, although I have engineer John Wilkinson's boy for a brakeman very often.

Talk about weather, well we are sure having it, although it did not snow so much. It has been awful cold and damp.

Yes, I will have a picture soon, but can't tell when, as these Frenchmen are the slowest people on earth taking pictures.

I got the Baltimore and Ohio MAGAZINE, but not the *Engineers'*. It may come tomorrow, as there is to be 125 bags of mail to come in then.

Please don't tell me about your good eight hour jobs. Why we haven't even got a six-

teen hour law over here. And we sure need a grievance man over here more than any place else. We have to set up our own wedges, draw our own oil, fill headlights, clean fires, fill lubricators, and if they say so, go out and wipe her up, and even work in the ash pit if they want us to. But it don't matter much, as it all means army pay.

The day call boy is a corporal, and most of the engineers are privates. Pretty tough, when the call boy makes more money than an engineer—ha! ha! But it is all in the game, and nobody kicks. We sure have as good a bunch of railroad men as ever got together, and are from all over the States.

Gee! The caller just came in and told me I would not get out tonight, as they are going to wash her out tomorrow.

In your wife's last letter she said somewhere behind the clouds the sun is shining. Well, maybe, but them ain sure powerful big clouds.

In a few days we take over a little more mileage, so that our division will be twice as long. I am afraid it is going to be pretty hard, as we get nothing but fine coal, just like the Baltimore and Ohio use on their stokers, only there is more mud in it. But war is hell any way you take it, so will close for tonight. With best wishes to you and Lady Edwards, I am,

Your friend,

Corporal H. L. TIBBALS.

Company D, 13th Engineers (R'y),
U. S. Army, via New York, A. E. F.

St. George Yard Conductor with the Old 69th of New York

Just a line to let you all know that I am still alive and enjoying good health.

Have been through the mill and now back at a camp behind the lines feeling none the worse for my experience. Our regiment (the old 69th) has been all through France by foot. We spent six days and nights in the trenches, during which time I had all the experience a soldier can have—been over the top, in gas raids, and through shot and shell fire.

Colonel Hine has left us, having gone since last January.

We have had a tough winter over here. Had to march through snow, which was knee deep. The weight of the sack on my back was so heavy at times that I felt like dropping by the wayside.

It certainly is a sad scene to be walking through desecrated villages—the work of the Hun. They never leave anything standing when they desert a town.

The boys are all happy, and have the same old saying, "Where do we go from here boys? Anywhere as long as it is to some place where we can get a shot at the Hun."

Corporal M. J. LEONARD.

Company F, 165th Infantry, U. S. A., A. E. F.

Physical Fitness

By Dr. E. M. Parlett

Chief of Welfare Bureau

IN the present war emergency every life conserved to the Allied nations is equivalent to the destruction of one of the enemy.

To achieve physical fitness is the prime duty of man—the citizen, the employe or the fighter.

To keep superbly fit makes it possible to superbly think, work, play and, in national emergency, to fight and to win. This we shall do in the present emergency by and with our Government's help, whose first consideration is for, and whose strength depends upon, the health of its soldiers and its civilians.

Dissipation, whether in social habits, food, or alcoholic drink, may be characterized as no less than a crime against the worthy, honest, and democracy-loving progenitors of our race, our State and our splendid national army and citizenry, and our offspring. Dissipation can lead but to physical and mental degeneracy. Its ear-marks are loss of mental vigor, physical stamina, and moral tone, which, when the crucial test comes to this nation, the employer or the individual, will find him upon whom the nation and the family has depended, sadly wanting.

The future fitness of the race depends now upon the youth of the land—for it is during the early years of manhood that the foundations of most of the degenerative diseases are laid. Therefore, vigorous steps must be taken to curtail the increasing waste of the life and vitality of the present and generations to follow. A rigid adherence to health laws, to systematized athletics and recreational activities—more sleep, moderation in eating, habits and indulgences, in the excessive use of tobacco, eschewing all alcoholic

beverages and grosser practices, the eating of meat or eggs but once daily, the thorough mastication of food, the erect posture, deep breathing, careful attention to personal hygiene as regards exercise, bathing, clothing, rest, recreation, ventilation, sunlight and fresh air, the avoidance of over-fatigue, special attention to the teeth, digestion, eyesight and work-shop illumination, the avoidance of social diseases, etc., must be matters of careful consideration by all who desire, as all of us do, virile, physical and mental vigor.

A conquest of the acute communicable and pestilential disease can succeed only by strict observance to fundamental hygiene and sanitary laws and a close and intelligent cooperation with city, state and federal health authorities, whose object is to protect the healthy from the sick by the administration of such measures as quarantine, isolation, the elimination of noxious elements in workshops and other places, the destruction of disease transmitting vermin and pests, the protection of food and beverages against contamination, the purifying of water, milk, etc., and at all times making careful studies of conditions which may lead to disease among our soldiers and citizens.

Keeping well means more than escaping consultations with the family physician; it means a constantly well-oiled, well-gearred, and well-functioned physical and mental machine. The physical machine needs even more careful and judicious handling, protection from abuse, contamination and clogging, healthful environment, proper fuel, proper rest, poise, and systematized and carefully arranged program of action, and periodic

inspection by the specialist, than the most intricate and wonderfully contrived machine ever constructed through human ingenuity.

One of the nation's chief vices is a lack of interest in such vital matters.

To the railroad man—the clerk, the shopman, the trackman or the trainman—who values his chief asset, his earning or productive capacity, which depends primarily on good health, the following items are of paramount importance:

When working under conditions not conducive to good health, you are giving not only your service for compensation but your health as well. It is well to know and remember that many of the objectionable conditions under which men work are brought about by the worker himself because of his apathy, unsound practices and unfamiliarity with certain fundamentals of hygiene.

Place of work should be well ventilated so that the air is kept cool (65° to 70°), fresh and in motion. For office men, pauses for five minutes once in the morning and afternoon should be made to thoroughly air the room by throwing wide all the windows; this should be done at the noon hour also. Incidentally, sunlight is a great health booster and the most efficient germ destroyer known. Are you doing your part to keep doors and windows open to make your place of work comfortable, cool and refreshing?

Are you keeping your living and sleeping apartments well ventilated and bathed in sunlight, whenever possible?

Is your office, shop or work place adequately lighted? Proper illumination is of the greatest aid to efficiency; a great preventive of spoiled machine product and eye troubles. Arrange your light so that the rays come from over your shoulder upon the work and so shaded that the direct glare in your eyes is obviated.

Are your lockers, wash rooms and toilets kept clean, well ventilated and lighted, and free from disease breeding conditions? Are you doing your part to avoid abusing rest house and other facilities and in preventing thoughtless and indifferent fellow-employees from doing likewise?

Are you careful always to hold the hand or handkerchief before the mouth and nose when coughing and sneezing? Are you aware of the great danger of spreading such diseases as influenza, tuberculosis and colds by this so-called droplet or spray method?

Are you spreading disease by promiscuous spitting? If so, stop it! You do not care to be a potential murderer, or one who robs a fellow worker's family of his support and protection by bringing him down with tuberculosis. Five per cent. of the population, approximately, suffer from tuberculosis in its various stages; that means 5,000,000 in the United States who are liable to spread this disease to others by spitting, coughing or sneezing.

Do you still make use of the common towel and drinking cup? If so, the sooner you stop this practice the longer you will probably live. Is the water you drink of standard purity? Have you investigated?

Are you interested in the health conditions of the community in which you live? Have you solicited the Health Department to cooperate with you in improving objectionable neighborhood conditions?

Are you alive to the fact that flies and mosquitoes spread typhoid, malaria and other diseases, and that they invariably breed in garbage, manure and stagnant water, and that your active help, coupled with aid from the local health department, can effectively rid your premises of these pests?

Do you know that bad teeth and good health are as far apart as the poles? Won't you take the trouble to have your teeth thoroughly cleaned by a dentist once every six months; to have them repaired at once if necessary, and to cleanse them morning and night with a good tooth brush?

Are you taking physical exercise and a bath every day of your life?

Are you having a yearly physical examination made to avoid being one of the 100,000 who annually die of Bright's disease and several hundred thousand more who die of heart disease, apoplexy, tuberculosis and cancer? These diseases

are all preventable by early discovery and treatment with little expense to you for this slight trouble.

The present era is one of a nationwide war waged against disease. There are 600,000 preventable and needless deaths in this country every year. Physicians are no longer dealing exclusively with the purely curative part of their profession; they are no longer indifferent to the needless sufferings, disease and deaths occurring every year in the United States; they are no longer blind to preventive measures to control and stamp out disease, for such are really the highest ideals and greatest opportunities of their calling for benefiting mankind.

This likewise is the aim of the Welfare Bureau.

While you still have your health it is our ambition to make you appreciate it and help you preserve it. Your personal efficiency and, therefore, our national efficiency depend upon good health. Nothing is so certain as death; you can but do your part to help to make that certainty as far off as possible and in the meantime minimize the poverty and sorrow which disease brings in its wake.

Can anything be fairer or cheaper or more alluring than a frank appeal to you to take an immediate, enthusiastic and vital interest in the preservation of your own health?

Lost—\$35,703.76

During 1917 the Company's loss by fire, caused by defective wiring, amounted to the above figures.

The investigations of the Fire Prevention Department have proven that most of the loss was caused by careless handling of electrical equipment by employes of other various departments.

Respect Electricity

Don't Tamper With It

Observe the following list of "DON'TS" and you will be helping to eliminate the fire waste:

Don't start electrically driven machinery unless you have been thoroughly instructed in its use.

Don't use fuses larger than 6 or 10 ampere sizes in lighting circuits.

Don't hang extension cords on nails, hooks, steam pipes or other metal substances.

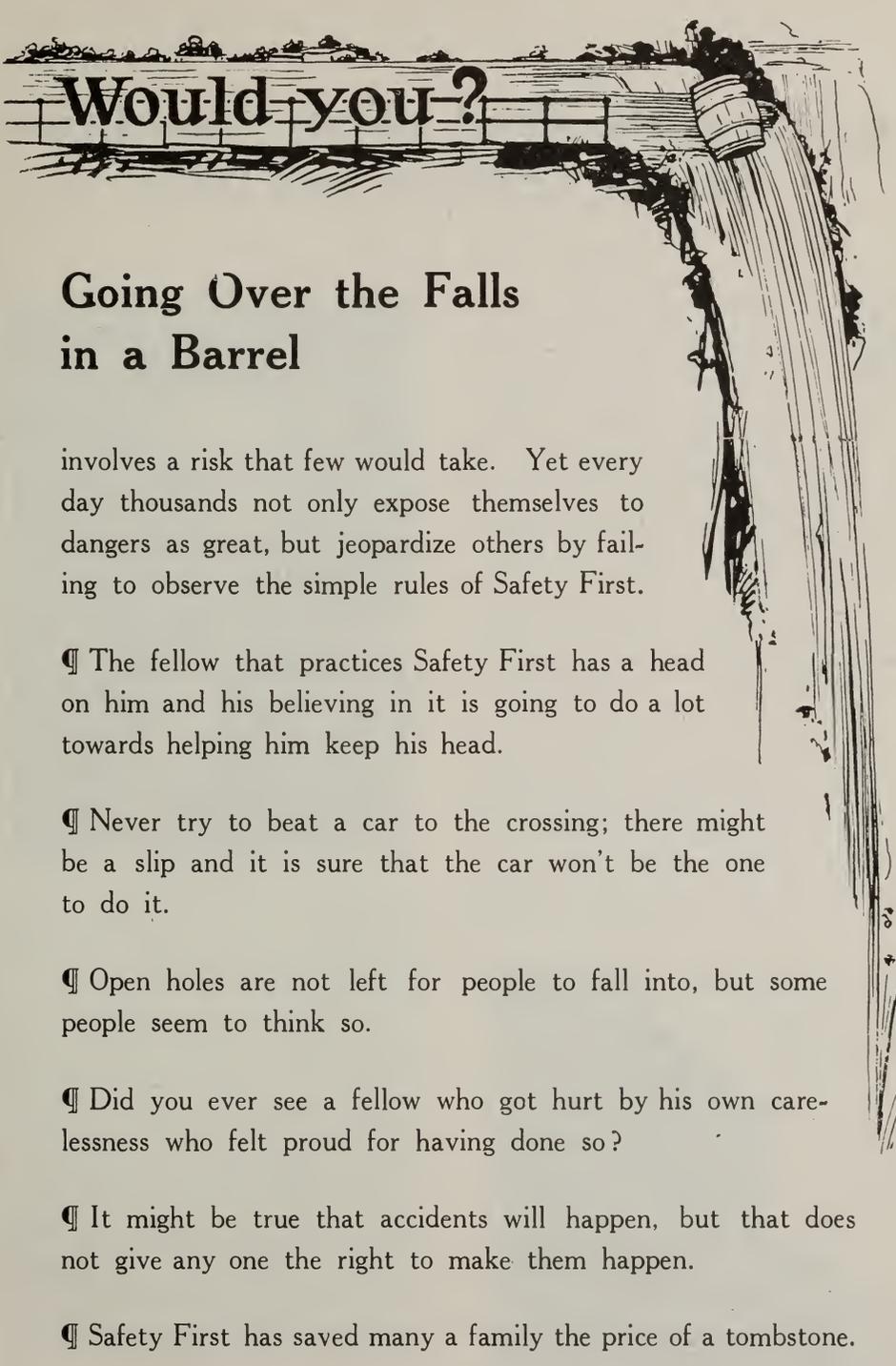
Don't use electric cords in damp places unless you have a waterproof cord approved by the Electrical Department.

Don't use electric portable lamps near inflammable material unless they are protected by wire guards.

Don't tamper with wiring. It is forbidden by a general order of the Insurance and Fire Prevention Departments.

Don't fail to report, without delay, any electrical defects you may note.

SUPERVISOR FIRE PREVENTION



Would you?

Going Over the Falls in a Barrel

involves a risk that few would take. Yet every day thousands not only expose themselves to dangers as great, but jeopardize others by failing to observe the simple rules of Safety First.

¶ The fellow that practices Safety First has a head on him and his believing in it is going to do a lot towards helping him keep his head.

¶ Never try to beat a car to the crossing; there might be a slip and it is sure that the car won't be the one to do it.

¶ Open holes are not left for people to fall into, but some people seem to think so.

¶ Did you ever see a fellow who got hurt by his own carelessness who felt proud for having done so?

¶ It might be true that accidents will happen, but that does not give any one the right to make them happen.

¶ Safety First has saved many a family the price of a tombstone.

Echoes of the Third Liberty Loan Drive on The Baltimore and Ohio

ON the Baltimore Division one of the most enthusiastic workers was engineer E. G. Barling, who proved himself a real salesman. In the vicinity of Locust Point and Riverside he secured subscriptions to the amount of \$9,000. Added to subscriptions he obtained in a previous sale his total to date is \$20,000. The 1148, his engine, attracted considerable attention in South Baltimore. The cab bore this legend, "Bonds Sold Here," and on the tank was inscribed, "This Crew Has Bought Liberty Bonds—Have You?" American flags and posters were used in the decorative scheme.

Cumberland Division

C. E. Sirbaugh, a car shop employe of the Cumberland Division, is some Liberty bond seller. On the second Liberty Loan he sold \$10,000 in two and a half days and got his picture in the MAGAZINE, but he has now grown a mustache and he had a picture made with his



C. E. SIRBAUGH

facial adornment and worked so hard selling third Liberty bonds and soliciting for the Red Cross we thought we would send his new picture in.

He sold \$50,800 worth of the third issue of Liberty bonds. This county's quota for the Red Cross was \$1,500 and Sirbaugh got more than that himself. He is the champion long distance Liberty bond seller and Red Cross solicitor.

Connellsville Division

Superintendent Broughton offered prizes of a \$5.00 "Thrift Book" to the trainmaster sending in applications for the most Liberty bonds; also one to the track supervisor sending in the most applications and one to the lady employe sending in the most applications. The contest started immediately,



ENGINEER E. G. BARLING

rivalry reigning supreme and everyone went to work with a vigor and determination which has seldom if ever been excelled. As the days went on the campaign grew warmer; the results, however, were very gratifying and all that could be desired, as nearly every employe on the division, of which there are about 3,500, bought bonds and there was no one but what was solicited many times. The division accountant's office reported a total of 3,247 employes as buying bonds. The contest closed Saturday evening with the following high records: Of the girls, Miss N. R. Coughenour was the highest, with a total of \$24,100. Miss Coughenour is a clerk in the master mechanic's office. Miss Mary Hart was second, with a total of \$18,850. Miss Hart is a clerk in the car distributor's office. Miss Blanche Stafford, a stenographer in the master mechanic's office, was third, with \$12,550. All of the girls worked hard and were

untiring in their efforts, the rest of them ranged from \$3,000 to \$7,000 each. In appreciation of their efforts, superintendent Broughton has given a one-pound box of candy to each of those turning in applications. They are all commended for their untiring efforts in this worthy cause.

Of the trainmasters, W. S. Toomey turned in \$35,800, winning the prize; E. C. McClelland, of Somerset, was a close second, with \$34,000 to his credit; J. S. Gilmore was third, with \$17,300, and A. E. McVicker was fourth, with \$6,300. Being of a tender disposition and philanthropic frame of mind he is accused of helping the ladies rather than himself. Of the supervisors, W. H. Metzgar was the winner, with \$14,550 to his credit, with L. R. Atkins, assistant supervisor at Rockwood, and A. E. Dwire, supervisor at Somerset, only a nose behind him.

The total amount of third Liberty bonds bought by employes on the Connellsville Division follows: \$207,310 by deductions from payroll; \$18,790 by cash through the superintendent, and \$51,050 purchased for cash by employes as reported by cashiers of the various banks, making a grand total of \$277,150. Who said the employes of the Connellsville Division were not patriotic?

Supervisor Hanna at Rockwood, supervisor Metzgar at Connellsville and supervisor Dwire at Somerset report their employes as 100 per cent. Superintendent's office and all of the offices in the depot, together with the agent's office force, also 100 per cent.

The yards, shop and roundhouse all did fine, being close to 100 per cent. This amounts to about \$82.00 per capita for the employes of the Connellsville Division.

General superintendent J. F. Keegan offered to the division in the Pennsylvania District that sold most third Liberty Loan bonds a Liberty flag. It is very gratifying to know that when the flag is released it will be sent to the Connellsville Division.

In these days when we hear so much about the atrocities that have been committed in the name of the Kaiser, who



THREE SHOTS AT THE "KAISER"
FOR TEN CENTS

wouldn't give a paltry dime for three shots at his effigy? Thomas B. Bracken, section foreman at Manila, Pa., fashioned a figure of His Imperial Majesty out of a condemned cross tie and erected it at a Red Cross social held in his neighborhood. Ten cents was the cost of the privilege of aiming three baseballs at the chief of the Huns. The surprisingly large sum of \$126 was realized and all who took a pot at the fiendish countenance felt better after he had thrown the last ball.

Mr. Bracken's object was to boost the Third Liberty Loan and, apparently, his efforts met with much success. He has the effigy still in his possession, but it is not the proud, arrogant Kaiser that he had fashioned. It is a badly bruised and battered figure.

Mr. Bracken is an ardent patriot and has been an indefatigable worker in the interest of the various Liberty Loan drives. While he was successful in raising a large sum in both of the first two campaigns, he attacked the problem more vigorously during the last drive and was instrumental in raising \$3,500 among the gang of which he has charge. We are inclined to believe that no other section foreman on the System can boast of this record, comparatively speaking, of course.

Ohio Division

The goal set for the third Liberty Loan subscription on the Ohio Division was \$150,000. Well, we got that and more, going "over the top" with a subscription aggregating \$165,000. This was accomplished by the cooperation of officials and employes alike. Much enthusiasm was manifested when a special train, decorated for the occasion, and occupied by superintendent Hoffman and other division officials, was run over the division for the purpose of soliciting subscriptions. Employes along the line responded nobly and the subscriptions rolled in by wire, mail and telephone, keeping the tabulators busy. As division operator Plumly so aptly puts it, "This is the kind of spirit that will help send the Kaiser to a place spelled with four letters, singing, 'I will be gone for a long, long time.'"

At Guysville there was much enthusiasm manifested by the citizens in the third Liberty Loan special train. A large number of the residents and business men turned out and through the energetic efforts of our agent, H. J. Geisendorfer, subscriptions were obtained from private sources to the amount of \$2,500. The subscribers made special request that their applications for bonds



"LIBERTY LOAN SPECIAL" ON THE ILLINOIS DIVISION

be made through the railroad company and the cash was deposited and the agent sent it with applications to the treasurer at Baltimore. Mr. Geisendorfer deserves much credit for the good work. Much good was accomplished by the special at towns and villages along the line, where they induced citizens to buy Liberty bonds to help win the war.

Indiana Division

The employes on the Indiana Division maintained their reputation of patriotism in the third Liberty Loan and the following percentage subscribed: Transportation Department, 95 per cent.; Motive Power Department, 95 per cent.; Maintenance of Way Department 92 per cent.

Illinois Division

The third Liberty Loan drive on the Illinois Division was a grand success and there were but a few who failed to subscribe for at least one bond. Superintendent Stevens and the other division officials are exceedingly pleased with the loyalty shown by the employes.

The photograph on the opposite page is that of the third Liberty Loan special run over the division near the close of the drive in order to give every employe an opportunity to subscribe, to also explain the necessity of purchasing to those hesitating and to encourage the doubtful ones. Reading from left to right are: engineer J. Pope, fireman P. Nancy, conductor C. Blackburn, flagman O. L. Cramer, master carpenter H. E. Orr, relief agent C. S. Everett, division accountant P. H. Groscup, supervisor W. G. Burns, division engineer R. E. Chamberlain, agent, Springfield, T. T. Long, traveling auditor A. L. Carney, superintendent C. G. Stevens, division operator M. A. McCarthy, trainmaster K. S. Pritchett, road foreman of engines C. H. Creager, master mechanic W. F. Harris and district passenger agent N. J. Neer. This special was a great aid in bringing the Illinois Division subscriptions to the high per cent. obtained.

The total subscriptions taken by employes through the Company was \$120,000 and through the banks was

\$55,700, making a total subscription for the Illinois Division of \$175,700. With approximately 3,000 employes there were 2,588 who purchased bonds. Some who failed to take third bonds had obligated themselves to the fullest extent on bonds of the first and second issues. Individual subscriptions ranged from \$2,350 to \$50.

Toledo Division

The third Liberty Loan special of Toledo Division surely gave gratifying results, brought about by a most strenuous campaign, the forces of which were well organized. The train left Dayton, Ohio, on Monday, April 29, and closed the campaign when it returned to Dayton at midnight of May 4. Superintendent Mann was in charge personally. The entire staff was pressed into line of action, each officer accompanying the train over his assigned territory, and then instructed to retire, until the train should again enter his domain.

Chicago Division

On Saturday afternoon, April 27, a third Liberty Loan parade was held in Garrett to celebrate our "going over the top," by 200 per cent. The parade was, without a doubt, the largest demonstration of its kind ever held in this part of the state, and was headed by superintendent Jackson, members of his staff and city officials. The floats were beautiful and the amount of work put on them was remarkable.

While the procession had numerous features, nothing was more striking than the 100 per cent. banners on the floats representing the various departments of the railroad.

Among the floats that attracted particular attention was a huge British tank, constructed by the machine shop employes, which was an exact reproduction of the real thing. This, together with a large cannon on a truck, constructed by the boiler shop employes, furnished the shocks that made people think they were "over there" as they had constructed them so they would shoot, and they certainly did plenty of it.

The "hanging of the Kaiser" was of unusual interest to everyone, and con-



STORES DEPARTMENT FLOAT IN PARADE AT GARRETT, IND.

templation of such a situation in real life seemed to please the people along the line of march. The man posing as the Kaiser was as perfect an image of his R. H. as we have ever seen. In fact, he looked so much like "Bill" that many of the people in charge of the parade were a little uneasy for fear someone might lose their head and take a pot shot at him.

The office forces were well represented, displaying a 100 per cent. banner. The car department float carried Uncle Sam and Columbia. The cab and tank shop had an army field kitchen car. The night roundhouse force had an airplane built on a bicycle. The stores department had an automobile made into a locomotive. The same department also had a float carrying a base hospital. An armored car was made by employes of the tin shop and looked like the real thing. Another float that was very good was one from the blacksmith shop, a typical blacksmith shop on a float, with a blacksmith and his helper repairing a locomotive. Employes of the lumber yard, all colored men, had their

float, and displayed the 100 per cent. banner. Some of the Baltimore and Ohio office girls carried a large American flag, in which they received \$31.00 for the Red Cross.

Immediately after the parade speeches were delivered, one of the speakers being W. W. Wood, of Baltimore. Mayor Clevenger presided and in his introductory remarks expressed with enthusiasm his pride and that of the city in the remarkable demonstration. He praised the Baltimore and Ohio employes for having responded to the country's call for money to a greater degree than any other class of people in Garrett.

Mr. Wood severely arraigned the German government for its autocratic methods. He explained the vast difference between an autocracy and democracy. He said we should support the President with all of our force, because force is the only argument that the Kaiser can understand. He is often asked how long the war will last and he answers that it will not end "until we lick 'em, when the Allies meet in Berlin and Hobenzollernism is crushed."



Belgians Employed at Timber Preservation Plant are Doing Their Bit for Native Land and Uncle Sam

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DEVASTATED, depopulated and impoverished Belgium has a true son here in the person of Sergeant Albert Van den Dreissche, who was formerly employed on the Baltimore and Ohio System as a helper and extra timber treating engineer at Green Spring, W. Va., and who is now a member of the 251st Aero Squadron, Aviation Corps, Fort Sill, Okla. Although he is married and has two children, he went into what is possibly the most hazardous branch of Uncle Sam's fighting forces, and is now eagerly awaiting the call to go overseas to help bring down some of the boches who are bombing allied hospitals.

Sergeant Van den Dreissche enlisted in the aviation corps at Cumberland, Md., November 26, 1917. He was born in Caprycke, Belgium, April 15, 1877, and is a graduate of a military school of his native land. During the period of his studies at the academy he was promoted to the rank of brigadier.

The Van den Dreissche family has proved its loyalty to its adopted country—more patriotic, perhaps, than some who have been born under the Stars and Stripes. Mrs. Mary Van den Dreissche, wife of Sergeant Van den Dreissche, has,

through the Company, purchased several Liberty bonds of the third issue, paying cash for each. Besides, their son Gaston, who is in the Company's service at the Green Spring, W. Va., plant, is not only satisfied with paying the rent of the cottage in which the family lives and which is owned by the Baltimore and Ohio, but is also continuing his father's relief insurance with the Company and is buying a Liberty bond. He is an active member of the Boy Scouts, and is an enthusiastic American.

This is a fine show of patriotism on the part of the family. The bread-winner has gone into the service to face death: the wife has invested the family's savings in Liberty bonds, while the young son is

doing a man's share. Certainly, America might well welcome to these shores such loyal foreign-borns as are these Belgian people. They have proved themselves worthy citizens and Uncle Sam is proud of them. Every one in the Company's service should feel inspired by their acts.

May they see the day in the not far-distant future when their native flag will be flying triumphantly over the forts which were ruthlessly laid in ruins by the Krupp guns.



SERGEANT VAN DEN DREISSCHE
AND FAMILY

Employees in Baltimore Give Liberally to Second Red Cross War Fund

THE recent drive for contributions to the Second Red Cross War Fund from the officers and employes of the Baltimore and Ohio Railroad Company in Baltimore amounted to \$13,873.10. This response to the appeals of the Red Cross for funds once more demonstrates the loyalty and patriotism of our employes (who can always be counted upon to give as liberally as circumstances will permit); especially is this the case in regard to the employes at Mt. Clare shops, who contributed nearly fifty per cent. of the total amount given, while numbering twenty-six per cent. of the employes in Baltimore.

This fund was delivered to Red Cross headquarters by J. S. Murray, chairman, who desires to take this opportunity to personally thank the various committees for their cooperation and assistance in bringing this campaign to such a successful conclusion.

Mr. Murray wishes also to call the attention of those employes who have signed pledge cards, that it would greatly assist the Campaign Committee if remittances were promptly sent by them to Red Cross headquarters at 17 South Street, Baltimore, Md. The payments are due July 1, August 1, September 1 and October 1. Checks should be made payable to "Second Red Cross War Fund."

The following table shows in detail the contributions made by the different departments:

DEPARTMENT	TOTAL
President's Office.....	\$1,050.00
Accounting Vice President's Office	
Comptroller's Office.....	
General Auditor's Office.....	
Auditor Subsidiary Lines' Office..	502.00
Auditor of Disbursement's Office..	
Special Accountant's Office.....	

DEPARTMENT	TOTAL
Auditor of Freight Claims.....	\$662.35
Auditor of Revenue.....	95.00
Auditor of Merchandise Receipts...	874.50
Auditor of Coal and Coke Receipts.	318.00
Auditor of Passenger Receipts.....	397.00
Operating Vice-President's Office...	255.00
Traffic Vice-President's Office.....	80.00
Law.....	57.00
Tax.....	13.00
Purchasing Agent.....	277.00
General Storekeeper.....	9.00
Engineering.....	254.00
Valuation.....	132.00
Commercial Development.....	86.00
Dining Car.....	87.00
Signal Engineer.....	14.00
General Superintendent Transportation	235.00
Car Service.....	212.00
Engineer Maintenance of Way.....	30.00
Real Estate Agent.....	30.00
Foreign Freight Agent.....	18.00
General Superintendent of Motive Power	311.00
Treasury.....	51.00
Electrical.....	25.00
Freight.....	69.00
Superintendent of Motive Power...	15.00
Telegraph.....	124.00
Relief.....	144.00
Freight Tariff.....	138.00
Paymaster.....	13.00
General Superintendent of Police...	27.00
Secretary's Office.....	10.00
Mount Clare.....	6,409.25
Printing Shop, Mt. Clare.....	91.00
Superintendent Timber Preservation Agent, Locust Point.....	79.00
Superintendent, Baltimore Division.	218.00
Motive Power Department, Locust Point.....	139.00
Master Mechanic, Riverside.....	160.00
Agent, Curtis Bay.....	37.00
Motive Power Department, Bay View.....	44.00
Miscellaneous.....	45.00
Miscellaneous.....	36.00
Total.....	\$13,873.10

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"That these dead shall not have died in vain."—Lincoln.

A Big Man Who Does Big Things

By W. E. Buckmaster
Electrician, Lincoln Street, Chicago

BALTIMORE and Ohio men, permit us to present Colonel Frank E. Lamphere, "The Man Who Built Camp Taylor," and the man who is making history in army construction at Port Newark, N. J. one of the greatest ports on the Atlantic coast. The colonel—a major when he constructed Camp Taylor, Louisville, Ky.,—received his new commission on March 21, and the fact that he was advanced two grades on one commission is a signal tribute to his ability. The work accomplished by Colonel Lamphere at Camp Taylor was set forth in an article in the October, 1917, issue of the *MAGAZINE*. It was the first of the sixteen cantonments for the National Army to be completed and in performing this prodigious task a number of Baltimore and Ohio men

from the Chicago Division played a prominent part. They were selected by Colonel Lamphere because of their fitness. They started out by setting

the pace for cantonment construction and went "over the top" in fine shape.

Colonel Lamphere entered the service of the Chicago Terminal Transfer Railroad (now a part of the Baltimore and Ohio System) in 1904 as a draftsman in the Engineering Department. In 1906 he was made assistant engineer, in charge of track elevation work, remaining in charge of this work until receiving his commission of major in the Quartermaster Department of the army on June 1, 1917. To those familiar with the Chicago Terminal situation the magnitude of the work under his charge, while assistant engineer, is at once apparent.

We would like to quote some figures we have as to what the Colonel's work at Port Newark involves, but it is sufficient to say that it is equivalent to building a terminal railroad complete, with all dock and warehouse facilities.

Baltimore and Ohio men are winning their spurs in their government's service.



COLONEL FRANK E. LAMPHERE



BASEBALL TROPHIES FOR 1918 SEASON

Upper—President Willard's Cup to be awarded the Championship Team of the System.

Left—General Manager Begien's Cup for the champion team of Eastern lines.

Right—Federal Manager Galloway's Cup for the champion team of Western lines.

Bottom—Federal Manager Thompson's Challenge Cup to be awarded the three times champions of the Baltimore and Ohio System.

Each Divisional Baseball Team a Nucleus for an Employees' Club

The following extract from vice-president Thompson's address at the Labor Day Championship Baseball contest in Baltimore, in 1916, speaks volumes:

"In carrying on the welfare work we are only following one of the policies of our good president, Mr. Willard, in encouraging clean sports, clean thoughts and clean work, and the result which we hope and expect to attain is, that the Baltimore and Ohio will be the best road in the country for its employes. It is evident that we are making some strides in this direction with respect to the Baltimore and Ohio family, when our baseball clubs can furnish so much genuine enjoyment to so many of us whose well-being is so closely identified with the Company.

"We all know that a healthy man is a happy man and, therefore, that anything which promotes the physical well-being of our men will go a long way toward bringing about the solid comfort and satisfaction which the Baltimore and Ohio wants in the life and home of every one of its employes. And this ball game, with all its spontaneity, color and enjoyment, is but one manifestation of what the Company is doing to bring this about. It is only a single delightful expression of the larger program which we expect to work out successfully under the direction of our Welfare Bureau."

The physical well-being of the worker and the soldier is the chief asset of the nation, recognized now as never before. This asset the Baltimore and Ohio Railroad wants to capitalize in the interests of employe and Company.

Each divisional baseball team will make a splendid nucleus for an athletic and social club. And we can organize the finest association of clubs in this country, if we but get together on the proposition at once. Indoor, as well as outdoor sports, can readily be developed. Bowling, handball, quoits, tennis, volleyball, running teams (cross-country, relay, marathon and dashes), throwing the hammer and discus, putting the shot, the broad and high jump, pole vaulting, etc., offer a variety of recreation and healthful exercise in which every employe can have a part. It is hardly too much to say that if every employe were interested and actively participating in some kind of sport, we would be the healthiest and happiest body of men in the world. And that is an ideal well worth aiming for.

Don't wait for someone else to start your club. Be among the leaders. Encourage your superintendent to quick action by telling him how interested you would be in such an association. See his chief clerk about it and get something substantial moving right away.

The magnitude, inspiring development and brilliant features, coupled with the interest, enthusiasm and success accorded the inauguration of our System-wide baseball league, is conclusive proof of the importance and value of such features of welfare activities among our employes. The management's sanction and approval in such matters should prove an incentive to engage the successful cooperation of every employe. Have we yours?

WELFARE BUREAU.



Baltimore and Ohio Employees Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

June-July Issue

IN this number of the MAGAZINE, as you have noted, we have consolidated the June and July issues. The purpose of this is to have the MAGAZINE reach you at the beginning of the month it is dated. In other words, you will receive the August issue on or before August 1 and not during the latter part of the month or the beginning of the following month, as would have been the case had we continued under the old arrangement. We feel that the move will stimulate interest in the MAGAZINE for the very good reason that in the future every employe will know just when to expect it. In order to obtain the desired results, it will be necessary for "copy" to reach this office at an earlier date. All correspondents should make a special effort to have their notes, with accompanying photographs, in this office not later than the twentieth of the month. Go to it!

A Bushel Means a Soldier

DO YOU know that every bushel of wheat now saved means the support of a soldier on the battle line until the next harvest? As no soldier can live without food, every bushel of wheat is the actual equivalent of a fighting unit. The moral is clear. We must supply soldiers. But it is useless to supply the fighters themselves unless we can also supply the wherewithal upon which the soldier lives. The number of men we can put in the field is in direct relation to the number of men we can feed in the field. Will YOU support a soldier until the next harvest?

War Substitutes

Economy for Waste.
Cooperation for Criticism.
Knowledge of Prices for Gossip about Profits.
Cornmeal and Oatmeal for Wheat Flour.
Fish for Beef and Bacon.
Vegetable Oil for Animal Fats.
The Garden Hoe for the Golf Stick.
Performance for Argument.
Service for Sneers.
Patriotic Push for Peevish Puerilities.
Perishable for Preservable Foods.
Greater Production for a German Peace.
The Beef You Do Not Eat for the Rifle You Can Not Carry.
Conservation for Conversation.
Common Sense for Common Gossip.
Marketing for Telephoning.
Production for Pessimism.

—*Canadian Food Bulletin*

AU REVOIR!

OWING to ill health I am forced to ask for a furlough as Editor of the Baltimore and Ohio Employees Magazine. I am going back to nature and do my "darndest" to get well. Here in Maryland we have a Compulsory Work Law and if you hear of my being "pinched" for violating said law don't be shocked.

William F. Braden, for a number of years connected with the editorial staff of *The Sun* (Baltimore), becomes Editor of the Magazine, beginning with the August number. Give him the same "glad hand" and whole-hearted cooperation you accorded me and he will have no "kick" coming.

FRANK A. O'CONNELL.

OUTFITTING AN ARMY WITH THRIFT STAMPS

One Thrift Stamp buys one waist belt or one hat cord, two pairs of shoe laces and four identification tags.

Two Thrift Stamps buy one trench tool.

Three Thrift Stamps buy one pair of woolen gloves.

Four Thrift Stamps buy one bedsack, and 11 cents over, or one pair of canvas leggings.

Five Thrift Stamps buy one bayonet scabbard.

Six Thrift Stamps buy a summer undershirt or woolen stockings.

Seven Thrift Stamps buy a service hat.

Eight Thrift Stamps leave 15 cents lacking to buy a bayonet.

Twelve Thrift Stamps buy a shelter tent or one steel helmet.

Fourteen Thrift Stamps buy a poncho.

Fifteen Thrift Stamps buy a winter undershirt or undergarments.

One War Savings Stamp buys a cartridge belt.

One War Savings and four Thrift Stamps buy 100 cartridges.

Two War Savings Stamps buy a woolen shirt or O. D. Breeches.

Three War Savings Stamps buy two pairs of shoes or a gas mask.

Four War Savings Stamps buy O. D. coats or woolen blankets.

Five War Savings Stamps buy a rifle.

Thirty-eight War Savings Stamps equip a soldier completely.



Statement of Pension Feature

Employees who have been honorably retired during the month of May, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Balik, Franc	Blacksmith	M. P.	Cleveland	26
Bowles, Josephus	Crossing Watchman..	M. of W.	Baltimore	44
Brown, Michael	Engineer	C. T.	Ohio	52
Canfield, Michael H.	Conductor	C. T.	Cleveland	33
Hitesman, William	Crossing Watchman..	C. T.	Indiana	33
Snyder, James L.	Agent	C. T.	Connellsville.	43
Steele, Robert	Tinner	M. P.	Baltimore	45
Sutor, Paul L.	Train Baggage man..	C. T.	Newark	38
Wright, Jeremiah B.	Gang Foreman	M. of W.	Cumberland	30

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

During the calendar year of 1917, over \$312,000 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, have amounted to \$3,375,409.75.

After having served the Company faithfully for a number of years, the following employe has died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Griffin, John	Engine Wiper	M. P. ...	Ohio	May 14, 1918..	49



Home Dressmaker's Corner

Courtesy "Pictorial Review"



An Attractive Costume for Youthful Figures, Distinctive for its Simplicity



NE is irresistibly attracted by the simple frocks fashioned of scrim and cotton voile, because their colorings are delightful, reflecting the shades of the highest-priced fabrics. This youthful dress in old rose scrim has

a gathered skirt and waist with open front. The material is self-checked and the touch of black embroidery on the belt and pockets, with an additional band of black on either end of the collar, stamps the model as truly Parisian. Medium size requires $5\frac{1}{2}$ yards 36-inch material.

The absence of many seams in the skirt simplifies its cutting greatly, as

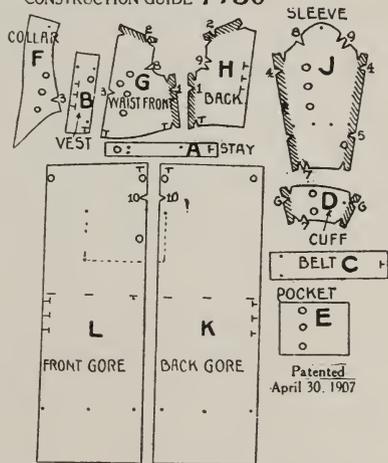


EMBROIDERY
NO. 12372

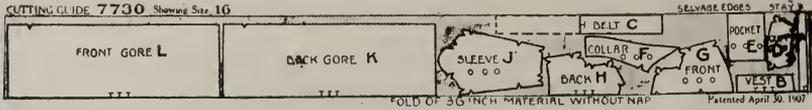
7730

AN IRRESISTIBLE VOILE

CONSTRUCTION GUIDE 7730



the guide will show. The front and back gore sections of the pattern are laid on the scrim so that the triple "TTT" perforations rest along the lengthwise fold. With the exception of the back and vest, all of the sections of the waist are so placed on the material that the large "O" perforations rest on a



lengthwise thread. The tuck may be omitted in the skirt if preferred.

The first seams to be closed are the under-arm and shoulder seams. Then turn upper edge of vest under on small "o" perforations. Adjust vest to position underneath front, matching the single small "o" and single large "o" perforations; tack the right side to position and finish the left for closing. Gather lower edge of waist between "T" perforations and 1 inch above. Adjust stay under gathers with center-fronts and center-backs even (single large "O" perforation indicates center-front of stay); bring small "o" perforation in stay to under-arm seam and bring front edge of front to double small "oo" perforation in stay.

Close the back seam of the collar, line and sew to neck edge of back and to the front with notches and center-backs even. Then take the sleeve and close seam as notched, also cuff seam. Finish edges below the "o" perforations for closing. Sew cuff to lower edge of sleeve with notches and edges even. Sew sleeve to 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 armhole.

Join gores of skirt as notched, leaving left side seam free above lower large "O" perforation in front gore and finish for closing. Form a tuck creasing on crossline of shot perforations; stitch 4 inches from folded edge. Gather upper edge of skirt between "T" perforations. Adjust skirt to position on waist with upper edge along upper row of gathers in waist, with center-fronts and center-backs even; bring side seam to under-arm seam. Leave skirt free from center-front to left side-seam, draw gathers to the required size; stitch tape under gathers or bind the edge.

Adjust pocket to position on skirt with outer edges between indicating small "o" perforations in front and back gores.

Turn one end of belt under on small "o" perforations and tack. Arrange around the waist with center of belt over joining of waist and skirt; lap to small "o" perforations with edges underneath even and close at left side.

More than one color may be introduced in the embroidery with fashionable effect.

Pictorial Review-COSTUME No. 7730. Sizes, 14 to 20 years. Price, 20 cents.

Pictorial Review patterns on sale at local dealers.

Frocks Fashioned From Fabrics Costing Less Than Half-Dollar a Yard

By Maude Hall

THE woman who can make one dollar do the work of two for her wardrobe when she scarcely can make two dollars do the work of one for the market basket in these days of war, is a marvel. Yet being well-dressed was never much a matter of taste, rather than expense, as now.

The shops abound in dainty fabrics

costing less than a half dollar a yard, which may be fashioned into frocks stunning enough to be worn on any occasion. Now that peculiar stress is so laid upon all-day dresses one must have more than two or three and the thought that attractive materials and trimmings may be had at reasonable cost is comforting, to say the least.

Wonderful things are done with gingham, marquisette, scrim, the cotton voiles and foulard substitutes. The majority of these fabrics are at least thirty inches wide, while many are thirty-six inches in width, so that with the narrow skirts and simple bodices, it is not difficult to get a really fascinating frock out of six yards or less.

Women who go in for gay garmenture will delight in the new ginghams, which come in shepherd plaid effects. These perennially popular plaids are acceptable in any material and it is surprising what effective little bolero and skirt costumes they make. One strikingly pretty model carries out the decorative scheme of the woollen plaids in that it is bound with black braid, the braid in this instance being mercerized cotton instead of silk, as when it adorns silks and woollens. The skirt is gathered under a two-fold belt of self-material, the lower edge being stitched with braid. The bolero, first cousin to the Eton jacket, is also outlined with braid and falls to the top of the belt, the fronts falling apart to show a blouse of soft white batiste. The sleeves are of the flowing type, bound with black mercerized cotton braid and faced with white batiste, to correspond with the collar.

A number of semi-tailored costumes in pique, cotton gabardine and like fabrics are shown among the summer fashions and they are unusually attractive. One model has the little jacket built with unusual cleverness, with narrow braid and buttons on either side of the front. The inserted pockets have pointed flaps stitched with white braid and the collar is of self-material. Under the jacket is worn a blouse trimmed with embroidery. A straight skirt, finished with a deep hem and gathered at the top, under a narrow belt, accompanies the jacket.

Sometimes, in fact quite frequently, a frock appears which indulges in a marked but decidedly engaging on-sidedness. A check cotton voile with floral sprays woven into the intersecting blocks to give it novelty, is a perfect example of this modish divergence from the straight and narrow path. The

tunic is much shorter on one side of the skirt than on the other and the fronts of the blouse wind around the waist to be tied at the back so that one end hangs longer than the other. The long narrow collar of white batiste fastens at one side and the sleeves, flowing of course, have cuffs to correspond with the collar.

Delightful dresses for the summer festivities are being constructed of figured dimities and—who would believe it?—old-fashioned calicoes! Indeed, if one be inclined toward extravagance, it will be an easy matter to go above the half-dollar mark in purchasing a calico frock, for some of the newest designs, made more valuable because of the difficulty in importing them bear a striking resemblance to the delicious French cretonnes and English prints. One dainty model has the foundation skirt made of plain pink organdy, the tunic being of figured material trimmed with insertion. The waist is a model of simplicity, with flowing sleeves and a long barrow collar of pink dimity edged with an accordion plaited frill of its own material.

There are many substitutes for foulard and they are faithful duplicates of the real silk, of which there is nothing more stylish this season. The foulard substitutes differ one from another chiefly in the manner of their trimming, for most of them are built upon extremely simple lines. One of the most distinctive models yet seen has a plain gathered skirt attached to a simple waist under a belt of unfigured blue. From the belt, at either side of the back, there hang narrow panels of plain blue, which contrasts effectively with the figured material. Finishing the neck is a collar of white batiste, which is long and narrow at the front and wide and square at the back. The collar is hand-embroidered and has the edges finished with buttonholed scallops. Embroideries play an enormous part in the subtle and yet positive differences which distinguish lawns, as well as imitation foulards. In the domestic designs, many of which are variations of imported models, it would seem that originality could go no further.

The variety in trimming is no greater than in the development of sleeves,

nearly all of which seem to boast some sort of trimming, regardless of their length. There are innumerable models with the cuff turned back, the depth of the cuff varying from a few inches to half the depth of the sleeve itself. Quite an original idea for sheer materials is a harnequin effect of a sleeve of two different things. This is noticed on a

summer dress of white and green polka dotted material which has only a part of the sleeve made of the green stuff, the under part being entirely of white, which forms a sort of drapery and ends gathered like a cuff, but it is attached in the same fashion we see in many frocks. There is no cuff or hem to finish the bottom of the sleeve, which is picoted.



The Needleworker's Corner

Dainty Towels to Replenish the Linen Closet

By Kathryn Mutterer

Courtesy "Pictorial Review"

ONE cannot make a tour of the shops these days without running across dainty new towels, for it is time to replenish the supply of the summer cottage. Even women who stay at home find it advisable to add to their collection, because it is doubtful if they will ever have a more favorable opportunity to secure such handsome, yet simple designs.

Of course, not all of the latest models are simple, because there is the chrysanthemum effect illustrated. The great advantage about the pattern, however, is the fact that the stitches require to develop it are those known to the veriest amateur. The design, in addition to being used to decorate a towel, is effective for a serving table or bureau scarf.

The scallop is given for both ends and the design for one end of a towel 24 inches wide. The scallop is worked in buttonholing and all of the design, with the exception of the dots in eyelet, is in the raised satin stitch.

The two towels in simple effect also require only the simplest stitches to develop. The pattern supplies two each of the towel shown. Silk thread may be used in developing the design shown at the top, a delicate rose for the flowers and green for the leaves being effective. The center flower is worked in eyelet stitch, with lazy daisy stitch used for the remaining towel and leaves.

The second towel may be carried out entirely in white or the flowers may be done in raised satin stitch with French knot centers in colors. Roman cut-work forms the connecting bands.

Pictorial Review TRANSFER PATTERN No. 11910, 15 cents.

No. 11910. Design stamped on pure linen huckaback, 22 inches wide by 38 inches long, \$1.20; white embroidery cotton, 50 cents.

TRANSFER PATTERN No. 12439, blue, 15 cents, supplying two each of both towels.

Pictorial Review patterns on sale at local dealers.



No. 1190—CHRYSANTHEMUM DESIGN



Safety First Roll of Honor

Staten Island Division

On May 3 trainman J. Zimmer discovered defective equipment on engine 1181, St. George Yard. He stopped engine and had it repaired before any damage was done. Mr. Zimmer has been commended for his keen observance and prompt action.

At 7.30 p. m., May 8, crossing watchman Joseph Gorman, stationed at Wave Street, discovered fire under a car on Thompson's siding, west of his crossing. He immediately extinguished same. Had not Gorman been on the alert, a serious fire might have occurred. He is commended for his prompt action.

While extra 1637 west was passing Mariners Harbor at 1.30 p. m., May 7, agent King noticed defective equipment on a car. He notified operator at Western Avenue, at which point train was stopped. Agent King has been commended.

On May 13 yard conductor R. Beattie, in charge of engine 29, had finished loading float in Bridge 3 and was about to leave when he discovered fire in old rope pile between Bridges 2 and 3. He immediately gave the alarm and rendered prompt action in extinguishing the fire.

At 10.00 p. m., May 8, John Brown, mate on tug George L. Potter, discovered fire near the sea end of Pier 8, St. George. He reported it, procured pails of water and extinguished the fire.

On May 3 Captain C. C. Keyes, of tug Oscar G. Murray, while picking up barge No. 124 from north side of Dock 6, St. George, to tow to Pier 4, American Docks, noticed starboard side planking gouged between first and second wearing pieces, and second and third wearing pieces just below starboard forward freight door. Captain Keyes examined it inside and below but could find no leak. He reported it

to tug dispatcher upon arrival at St. George after placing boat at American docks.

On May 13, about 2 p. m., crew on engine lying at Bridge 2 discovered fire in pile of junk rope. Two engines were sent from the yard to hold it in check until tug Baltimore could clear No. 2 Bridge and get stream of water on it. Tug Potter cleared No. 4 bridge. Mate Edward Taylor and mate Thomas Quigley did very good work in separating the junk so that water could get to the fire. Mate Taylor and mate Quigley are hereby commended for prompt action taken in safeguarding the Company's property. The management congratulated the employes of the marine and yard departments for their excellent work in connection with this fire.

Philadelphia Division

H. K. Hartman, division operator, noticed defective equipment on a car in extra east No. 4280 on April 25 and the train was set off at Leslie. The car was at the east end of Foys Hill siding when defect was detected. Mr. Hartman's alertness is commendable.

With the aid of a fire extinguisher Louis M. Miller, night station baggage agent, Philadelphia, Pa., succeeded in putting out a fire that originated in a United States mail truck. The truck was standing at the loading platform of the baggage room. A call was sent in for the fire department apparatus, but the flames were extinguished before its arrival.

On April 27, while John Gabosch, machinist at our East Sideshops, was making inspection of shafting on the Schuylkill Draw Bridge, he



LOUIS M. MILLER

discovered a bad leak in a tank car containing gasoline. He immediately took action to have trouble remedied. Mr. Gabosch's prompt action is commended.

On May 14 while extra west engine 4155 was passing west of Havre de Grace station at race track platform, section foreman W. P. Cook and his men, John Dennison, Joseph Smith and Russell Boyd, noticed something wrong on a car in the train. They promptly signaled crew on rear of train to stop, which was done. It was found that there was a defective wheel on the car, which was set off at Osborne, a short distance west.

Cumberland Division

At 4.03 a. m., April 23, while extra 4321 west, conductor Twigg, was passing Rawlings tower, operator R. T. McKenzie noted defect under fifteenth car from rear. He held the train at advance signal and informed the conductor. Mr. McKenzie has been commended for his watchfulness and prompt action in the matter.

As extra 4268 west was passing Engles, May 22, operator H. H. Chambers noticed defect under engine. He stopped the train and had trouble corrected.

At 7.29 a. m., April 27, as extra 4152 east passed Rawlings, operator R. T. McKenzie observed defect on thirteenth car from the engine. Examination developed necessity of setting off Baltimore and Ohio car 22,300 for repairs.

As extra 7123 east passed Terra Alta, April 29, operator C. W. Michael noted shifted load of pipe on one of the cars near rear of train. He informed conductor and load was given necessary attention at Rinards.

Monongah Division

On May 5 brakeman J. K. Sturm, on coal train with conductor Coffman, stopped two runaway cars at Wendel Mine. The cars had got away from mine people and brakeman Sturm, noticing cars running away, jumped on one of them and applied the brakes.

D. H. B. Howard, fireman on local west 2328, while passing along west siding "CX" tower, March 25, discovered several tons of stone which had slid on track, which he promptly reported to chief dispatcher. For his action to protect against accident he is commended. On March 10 Mr. Howard, while firing on local

west 2277, when passing new siding at Barrackville, discovered tree lying across siding. He promptly reported matter to superintendent's office and for his prompt action is commended.

On April 30 W. S. Robertson, section laborer, while sitting on the porch of his home at Flushing, Ohio, noticed a defect on gondola car in westbound extra as train was descending heavy grade from "FI" tower. He promptly notified flagman on train, who turned on air and stopped train, thus preventing damage to this car.

Ohio River Division

On the morning of May 11 conductor H. C. Bledsoe, in charge of yard engine 1227 at Huntington, W. Va., observed smoke coming from under a car in Huntington yard, and immediately took action to extinguish the fire. For his close observation and timely action meritorious entry has been placed upon his service record.

Cleveland Division

On April 21 while backing train in siding at Strasburg, Ohio, for No. 60, brakeman R. C. Lutz found piece of equipment at west switch and after inspecting train found that it was off car in his train. The car was immediately set out. He has been commended by the superintendent.

On April 17 conductor B. S. Willmot, in charge of train No. 64 at Warwick, noticed defective equipment on a car in conductor Slates' train, and immediately notified conductor Slates, who had car set out. He has been commended by the superintendent for his interest and action taken.

On May 17 operator E. E. Gray at "CO" tower discovered a defective rail near the tower and immediately notified supervisor, who had necessary repairs made. He has been commended.

On May 16 brakeman H. F. Cizgen, on engine 4318 west, train second No. 84, pulling through Patterson siding, discovered defective equipment on a car in his train and promptly notified conductor, who had the car set out. He has been commended.

Connellsville Division

On the morning of May 10 John Goldyio, Seanor, Pa., found a tree across our telegraph wires just east of the switch at the S. & C. Mine

on sharp curve and walked to Foustwell, notifying the track foreman, who removed the obstruction. Superintendent Broughton has expressed his appreciation for his thoughtfulness and interest in the Company's welfare.

Pittsburgh Division

At 5.30 p. m., on May 9, two young men, Willard and Lemeon Cole, age fourteen and twelve respectively, residing at Taylorstown, Pa., discovered a defective rail and reported it to operator Gillette at Taylorstown. He reported defect to dispatcher. A letter of commendation has been sent the Cole boys.

New Castle Division

At 7.00 a. m., May 11, car inspector C. H. Shrimp discovered a defective rail in the eastward main track east of Kent, Ohio. Mr. Shrimp left the assistant car inspector to guard the rail and went out to look for sectionmen to have it repaired. Mr. Shrimp was sent a commendatory letter by the superintendent for his action and promptness in reporting this broken rail.

On May 21 the Erie Railroad delivered eleven cars on our transfer at Akron at about 2.00 p. m. and at 5.55 p. m. these cars ran through switch connection with the C. A. & C. delivery track over Arlington Street crossover and were fortunately stopped at the foot of the hill to clear Hazel Siding by the prompt action of brakeman T. B. Mills and E. H. Gross, who were in their caboose car on the Pennsylvania Transfer, where they noticed the cars running away. The prompt action of these two men is highly commended.

Chicago Division

The following letter was received from superintendent R. B. Mann, of the Toledo Division, dated April 22. "Chicago Division brakeman W. D. Hazelton reported guy wire on oil derrick, North Baltimore, would not clear man on top of car. We investigated this matter and found his report to be correct and situation was corrected. Wish to commend brakeman Hazelton for his action in reporting this matter."

On April 21 conductor S. J. Moste, while checking over card bills for his train, discovered car offered for Syracuse, billed in error as car of hay for Connellsville. His close checking of

card bills prevented long haul and delay in delivery of car, and for his close attention to these important matters he is commended.

On March 10 while extra east, engine 4023, was passing North Baltimore, car inspector J. E. McCusker observed defective equipment on a car and immediately notified train crew. He had train stopped and condition corrected. For his prompt action he has been sent a letter of commendation by the superintendent.

On March 5, engine 4323, in charge of engineer C. E. Hart and fireman M. E. Miller, on eastbound train dispatched from South Chicago, when passing Kimmell the crew discovered a defect on the engine. They made temporary repairs and finished their run.

On April 5 operator W. G. Wineland, "HK" tower, discovered defective rail in eastbound track at crossing at "HK" tower. He made temporary repairs and then notified sectionmen, who made permanent repairs. He has been commended for vigilance displayed in this case.

On March 20 engineer C. R. Elson, fireman I. I. Wise, in charge of engine 4138, dispatched from South Chicago, on arrival at Walkerton discovered a defect on their engine. With conductor A. W. Karr, brakeman R. B. Robinson, D. H. Carbaugh and A. F. Wise, they made repairs and brought train to terminal. For their interest in protection of Company's property and in getting trains over the road they have been commended by superintendent.

Ohio Division

Roy Arrasmith, section hand on section M-9, Midland District, discovered effective equipment on a car in train of extra west 2827. Mr. Arrasmith notified operator at Sabina, who in turn notified agent at Melvin. Train was flagged and car set out. Mr. Arrasmith is to be commended for his watchfulness and his efforts to have the train stopped and the damaged car set out.

Some time ago extra east 2801 out of Chillicothe had a new fireman, who was unable to keep up steam on engine. Brakeman H. Carnes, who was with this crew, volunteered to fire engine from West Junction to Athens and returning, Athens to Chillicothe, preventing serious delay to this train. A commendatory

entry was placed upon the record of brakeman Carnes for his interest in the Company's welfare.

Indiana Division

On the morning of May 29 while No. 30 was passing our station building at Mitchell, engineer E. Donahue of the Mitchell night yard crew noticed defective equipment on a car and conductor L. F. Cutsinger of the Mitchell night yard crew succeeded in communicating signal to conductor R. B. Ingraham in charge of train No. 30 and the latter stopped train from rear end. Engineer Donahue and conductor Cutsinger assisted in correcting the defect.

Illinois Division

The superintendent and members of his staff, while going over the Springfield Sub-Division on May 1, warmly congratulated agent H. M. Schoen, at Gilmore, Illinois, stating to him that he had the cleanest station on the Illinois Division that they had ever seen. The waiting-room and office floors had been scrubbed until they looked like polished hardwood. The interior had been painted and all of the records and reports were kept in a neat and orderly manner. The superintendent instructed the division engineer on the ground to provide suitable shelves or lockers in the freight house to store old records in order to assist agent Schoen in keeping his freight room in as good condition as he does waiting-room and office. It was explained to agent Schoen at Gilmore,

that while agent Ausbrook, at Noble, had carried the honors on the Illinois Division for keeping his station and surroundings spotless, he considered agent Schoen should be placed in the same class from the fact that his depot is an old building while the depot at Noble is practically a new building.

The superintendent also commented on finding all stations between Flora and Springfield, with the exception of one or two, in better condition than ever before.

Shortly after 3.00 a. m., April 5, engineer W. E. Ayers, on extra 2862 east, found a small fire on Bridge 232-99, east of Clay City, Illinois. He stopped and extinguished the fire. Mr. Ayers is to be commended for his watchfulness and the interest he showed in preventing damage to Company property.

On April 22 third trick operator J. D. Spider, at Sumner, noticed defective equipment on train No. 94 while it was passing his office, and was unable to stop the train. He notified the dispatcher and the train was stopped at Lawrenceville and inspected. Mr. Spitzer is to be commended for his watchfulness.

On April 22 as train No. 29, engine 1456, was passing station at Lawrenceville, station baggagemaster James Redding noticed defective equipment on one of the cars. Mr. Redding had the dispatcher notified and train was stopped at Bridgeport, where the trouble was corrected. Mr. Redding is to be commended for his close observance.

SURELY a man has come to himself only when he has found the best that is in him, and has satisfied his heart with the highest achievement he is fit for. It is only then that he knows of what he is capable and what his heart demands.

—Woodrow Wilson



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

A very important, if not the most important social event of the office during the past month, was the wedding of Miss Nellie M. Pierpont to Albert Friese, which took place May 11. The happy couple spent their honeymoon at Atlantic City and several other places of interest. We understand there was some mail awaiting the newlyweds on their arrival at the hotel at Atlantic City. However, we all join in wishing the bride and groom much and everlasting happiness.

On Saturday, May 4, as a fitting climax to the drive for the Third Liberty Loan, to which this office responded 100 per cent., every employe of the 108 subscribing to at least one bond, the total amount of which was \$6,950, a service flag, on which appears six stars and an American flag, were raised in the office, preceded by a short address by L. A. Lambert, in which he briefly outlined the present struggle for democracy and complimenting the office on the splendid and patriotic support given the Loan.

These emblems will serve as daily reminders of the fact that the best nation in the world is at war with a merciless enemy, whose avowed purpose it is to crush all that we hold dear, and also that six of our number are doing their utmost to frustrate these plans.

After the address by Mr. Lambert, the entire office force arose and sang the National Anthem, led by "Will" Henry with his cornet.

In these days of heroic deeds on land and sea, one is forced to admire the great bravery dis-

played by certain employes of this office, who though they be thousands of miles from the actual war, with a wide and deep ocean between, deliberately enter into a contract which promises to be a continuous war "until death us do part." We do not mention his name, but a certain checker, with light bushy hair, silently slipped away to New York on a honeymoon. We wish the bride happiness and prosperity.

Over the top again. Three hundred and eighteen dollars in cash and pledges secured through this office for the second Red Cross War Fund. To Miss Elsie Harris is due a great deal of credit for this splendid showing.

From a distance, it looks to us as if old "Dan" Cupid has gone plumb crazy with the heat, his latest "victim" in this office being Miss M. A. Elgin, who henceforth will be known as Mrs. I. M. O'Keefe. This makes three in the last month, which is going some. At any rate here is hoping for a long and happy married life.

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

"We must win this war to assure our continued existence as a free nation, and we cannot succeed without billions of dollars. And it is our positive duty to sacrifice."

This was part of a paragraph of a circular sent out on April 6 by President Willard, which was read to the clerks of this office by the chairman of our Liberty Loan Committee.

In response the committee received 150 subscriptions, which was ninety-seven per cent. of the office force. Total amount, \$11,000.

The subscriptions were about equally divided among the committee, who worked very earnestly in its behalf.

The committee was as follows:

L. M. Grice, chairman; Miss B. Broderick, Miss F. M. Heiderich, Miss H. E. Lutman, Miss M. A. Hamlen, Miss Ulla Nilson, Miss Celeste Hayden, W. L. Seems, F. S. Johnson, R. E. Machin, George Eichner, H. H. Ackler and C. E. Owings.

Harry S. Phelps of this office, was reappointed clerk to the City Council of Laurel, Md., by Mayor George P. McCeney, who was recently elected to this office for the term of two years. Mr. Phelps served three terms under the administration of Mayor Watters.

Miss Ruth Tipton of this office and Roy Knight were married at Raspeburg, Md., on April 20. She was given a pretty silver service by her fellow clerks. They are living at Bradshaw, Md.

Miss Neva Battenfeld sprung a surprise on her fellow clerks by suddenly announcing her marriage to Frank Kent, a petty officer in Uncle Sam's Navy. He is stationed at Norfolk, Va., where they are making their home. Miss Battenfeld was given a clock and candle sticks to match by her many friends in this office. We all wish her the best of luck.

Frank Snyder of this office has enlisted in the Naval Reserves and is stationed at Norfolk, Va.

Uncle Sam has called four more of our clerks to assist in fighting the Hun. They are, Edwin J. Kuehn, Roland Hasson, Thomas L. Jeffries and Chester A. Donelson.

Due to the enlistments and selects leaving, we are going to add six more stars to the sixteen we already have in our service flag.

Bert Ogden, formerly of the C. H. & D. R'y, has been given an indefinite furlough to enable him to return to his family at Pleasant Ridge, O., near Cincinnati, O., and he expects to secure employment at the latter point with the Baltimore and Ohio. Mr. Ogden will be very much missed as he has proven his efficiency and gained quite a number of friends among us.

Our former correspondent, George Eichner, has been given an indefinite furlough to go to Jacksonville, Fla., where, after a brief visit to see his relatives, he will enlist in the U. S. Navy at that point.

Auditor Freight Claims' Office

Correspondent, H. IRVING MARTIN

Many men who do their work well, bearing a share of the departmental burden, feel that life is but a series of small things. To these men comes the feeling that they are without honor in their own country. Yet these men are appreciated by all who come into contact with them.

Those who knew Oscar E. Holstein, realized his full worth. His associates and his superior officers felt that here was one who gave full and faithful service.

His death, by paralysis, on March 13, came as a personal loss to all who were in his circle of friends. He was a man's man. A student

of railroad practice, yet one who found time to relax, evidenced by his interest in the game of baseball.

He was born at Buffalo, Putnam County, West Virginia, on January 1, 1879. He began his railroad career at the age of eighteen as telegraph operator for the Kanawha and Michigan Railroad, and later served that company for a number of years as station agent.

His service with the Baltimore and Ohio began when he became telegraph operator at Markleton, Pa., and later at Confluence. He also served as agent at Opekiska, W. Va. In 1913 he became a claim investigator in the Freight Claim Department at Baltimore and continued with that department until his death. His work was marked by conscientious fidelity to details and everything he handled was well done.

He was married at Cannellton, West Virginia, on June 18, 1900, to Miss Lillian Gooch, who, with one daughter, Sarah, survive him. Mr. Holstein was buried near Charleston, West Virginia.

Stores Department

Effective May 1 E. W. Walther was appointed chief clerk to the general storkeeper, vice H. P. McQuilkin, promoted.

New York Terminal

Correspondent, T. A. KAVANAGH, *Freight Agent*, West 26th Street, N. R.

Divisional Safety Committee

W. B. BIGGS	Chairman, Assistant Terminal Agent
A. L. MICHELSON	Terminal Cashier
C. E. FLOOM	Terminal Claim Agent
J. J. BAYER	Freight Agent, Pier 22, N. R.
J. T. GORMAN	Freight Agent, Pier 21, E. R.
T. KAVANAGH	Freight Agent, 26th Street, N. R.
T. F. GORMAN	Freight Agent, Pier 7, N. R.
M. F. STEINBERGER	Freight Agent, St. George Lighterage
J. E. DAVIS	Freight Agent, St. George Transfer
E. J. KEHOE	Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

E. A. ENGLISH	Marine Supervisor, Chairman
C. H. KEARNEY	Assistant Marine Supervisor, Vice-Chairman

Staten Island Rapid Transit Railway Company

Correspondent, J. V. COSTELLO, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. HANLIN	Chairman, Superintendent
S. A. TURVEY	Secretary, Trainmaster's Clerk
H. W. OLDEMAN	Division Engineer
W. A. DEEMS	Master Mechanic
W. L. DRYDEN	Signal Supervisor
R. F. FARLOW	Master Carpenter
DR. F. DE REVERE	Medical Examiner
A. J. CONLEY	Road Foreman of Engines
J. D. GIBB	Trainmaster
J. F. MCGOWAN	Division Operator
E. R. DECHER	Division Agent
W. J. KENNEY	Attorney
C. A. WILSON	Supervisor Crossing Watchman

ROTATING MEMBERS

W. NEIDERHAUSER	Towerman, Tower B
J. B. GELOW	Freight Conductor
GUY FEYZER	Painter
W. SMITH	Locomotive Engineer
J. NAPLES	Locomotive Fireman
W. A. MARSHALL	Clerk to Agent, Tompkinsville
G. J. GOOLIC	Inspector



THE LATE RUBEN TITUS

Above is a photograph of Ruben Titus, who died February 3. Mr. Titus entered the service of the Baltimore and Ohio when a boy. He worked as floatman, deckhand, mate and pilot. While a young man, he was able to pass the examination before the United States Local Inspectors for a master's license. He then served in the Baltimore and Ohio service as a tugboat captain. He left the service to work as a trainman to get the experience. He was ambitious to work beyond the position as master of a tug. He came back to the Baltimore and Ohio as a tug dispatcher, and later entered the service of the United States in the mine sweeping division. While sweeping for mines he was badly injured about the shoulders and body and for a period was in the Marine Hospital, Stapleton, Staten Island. He died at his home in West New Brighton, Staten Island, February 3. The picture shows him with his two children dressed in the naval uniform. His brother, Irving W. Titus, is master of the tug Narragansett and has also been in the service of the Baltimore and Ohio from a boy, and is regarded as a very capable master of tug boats.

S. A. Turvey, former trainmaster's clerk and Staten Island Division correspondent of the MAGAZINE, has been furloughed to enter the service of Uncle Sam as yard clerk in the 51st Railroad Regiment of Engineers recruiting at Camp Lee, Petersburg, Va. All the boys extend to "Sam" their best wishes for a safe return.

Opposite is a photograph of "Joe" Liccardelli, who, until drafted into government service, was employed as trackman, maintenance of way department. "Joe" served in the track department as water boy, laborer and leading laborer.

On the evening of May 20 the Safety First Bureau exhibited motion pictures entitled "Championship Baseball Game," "Competing for the Thompson and Davis Cups," "Fighting Fire at Locust Point" and "The Rule of Reason," after which a short address along the lines of safety first was made by the Honorable J. Barry Tiernan (Richmond County Judge). At the conclusion of Judge Tiernan's address the floor was cleared for dancing. Music was furnished by Professor Guth's Jazz Band. There was a large attendance and all present had a very enjoyable evening.

Former assistant marine supervisor E. J. Kelly is a visitor each time he has shore leave. Captain Kelly cannot forget that he is still a Baltimore and Ohio man at heart, even though he is in the naval service.

The tug Shriver, Captain A. Bohlen, has been painted, and is a beautiful picture. Just from the shop, after having a new rudder applied.

The tug Cowen is again in service after having considerable work done on engine and house. Captain E. G. Clarke is proud of his boat.

Captain J. Young of the relief crew, has had his license extended to cover the ferryboat at Perth Amboy. "Jack" is now a full-fledged passenger and towing man.

Engineer C. Johnson, of the tug Underwood, is also a beam engineer and is employed as engineer on the extra ferryboat in service on Sundays and holidays.



"JOE" LICCARDELLI

Edward Taylor, mate, has entered the Naval Reserves located at Pelham Bay. He has been given the rank of first class boatswain's mate.

Harry Flood, who left the Company to go in the service of M. and J. Tracey Towing Co., has returned to the Baltimore and Ohio service as mate and extra captain.

The McMyler at Arlington is again working twenty-four hour shifts. Captain H. McIntyre has been transferred to tug Narragansett in night service, taking care of the work at that point at night, placing of boats, etc.

Harry Lockwood, mate in the marine department, resigned May 24 to enter the United States Naval Reserve Force as boatswain on the submarine chasers. The best of luck was extended to Harry to get all the U-boats he can.

Miss Eva Runnow has been transferred from the lighterage department, St. George, to stenographer in the superintendent's office.

Miss Margaret Gordon, secretary to lighterage agent, has been promoted to demurrage clerk, vice Miss Runnow.

Miss Margaret Eymmer has been employed as secretary to lighterage agent, vice Miss Gordon.

The following men have been called in the draft: J. Devoti, L. V. Shea, and F. J. Marino, passenger trainmen; H. McCafferty and R. Barrick, freight trainmen.

F. G. Nodocker, former chief clerk to lighterage agent, has been furloughed to enter the service of Uncle Sam in the Stevedore Regiment, Camp Hill, Newport News, Va. All the boys extend their best wishes to "Freddie" for a speedy return.

Engineer J. W. LaForge, on May 17, before leaving St. George with train No. 20, complained to his father, employed by the Baltimore and Ohio as car inspector, that he did not feel well. After starting from Dongan Hills fireman F. Haug heard the injector break and looking over the boiler noticed engineer LaForge was not in his proper position. He climbed in the engineer's side of the cab and found LaForge on the floor unconscious. The fireman stopped the train, blew out flag and notified conductor. The engineer was taken from the train and placed on the ground to await arrival of ambulance. He died before the ambulance arrived. LaForge was employed June 1, 1894 as wiper, promoted to fireman October 18, 1898, and engineer October 19, 1905. He was a first class engineer and had a good record.

Staten Island Railroad Club

On May 6, at 8 o'clock, the regular monthly meeting was held at the Club House, Livingston, Staten Island, and the following members were elected officers for the ensuing year: M. F. Steinberger, president; J. B. Sharp, vice-president; J. V. Costello, secretary, and Joseph S. Fabregas, treasurer.

The third annual picnic and field day of the association will be held at Midland Park, Grant City, S. I., July 17. The committee is arranging for a baseball game between one of the Baltimore teams and the Staten Island teams. There will be running, jumping and other track events in the afternoon. At night there will be bowling, dancing, etc.

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*
J. C. ANDERSON, *Shop Clerk*

Divisional Safety Committee

R. B. WHITE	Chairman, Superintendent
C. E. OWEN	Vice-Chairman, Trainmaster
T. BLOCHER	Division Engineer
J. P. HINES	Master Mechanic
J. E. SENTMAN	Road Foreman of Engines
H. K. HARTMAN	Chief Train Dispatcher
T. B. FRANKLIN	Terminal Agent
J. N. GODMAN	Captain of Police
F. H. LAMB	Division Claim Agent
DR. C. W. PENCE	Medical Examiner
E. G. OWENS	Road Engineer
W. E. BURNS	Road Fireman
H. F. LANE	Road Conductor
J. F. COONEY	Yard Conductor
WM. TISDALE	Machine Shop Foreman
R. F. MINNICK	Car Builder
FELICE CORI	Section Foreman
W. M. DEVLIN	Secretary

S. M. Hoy, assistant yardmaster at East Side for some years past, was, on May 23, appointed assistant terminal trainmaster, Philadelphia, vice W. V. Kelly, resigned.

J. J. McAleer, for a long time tallyman at Race Street, Philadelphia, and who had been on the pension list for about a year, has taken back his old position as tallyman at Race Street.

J. A. Sullivan has been appointed captain of police, Philadelphia Division, vice J. N. Godman, transferred to the office of the general superintendent of police.

L. J. Overbeck has been appointed trainmaster's clerk at Philadelphia, vice E. F. Kenna, promoted to secretary to superintendent.

The wife of H. S. Benedict, assistant division accountant, went to Lankenau Hospital to be operated on for appendicitis, and at last accounts was doing nicely.

R. B. White, superintendent, took a few days off and with his family visited friends and relatives in Cincinnati and other points in that vicinity.

On May 16 the general safety committee presented a series of motion pictures in the assembly room, Chestnut Street passenger station, which was well attended and enjoyed by all. The picture "Rule of Reason" was especially entertaining.

R. F. Trump, assistant yardmaster, Philadelphia, has been appointed night general yardmaster at Philadelphia, effective May 15.

Burns Gebner was employed May 1 as a general clerk in master mechanic's office at East Side, vice Raymond Ogle, resigned.



CLAIM DEPARTMENT, CAMDEN FREIGHT STATION

Miss Helen Sentman was transferred from superintendent's office, vice Miss Marie Burke, transferred to yard department, effective May 1.

As a matter of general information for the benefit of all who read the MAGAZINE we take a great deal of pride in announcing 352 subscriptions to the third Liberty Loan by motive power department employes at East Side. We subscribed a total of \$21,950.

Baltimore Division

Correspondent, J. B. MORIARITY, *Superintendent's Office*, Camden Station

Divisional Safety Committee

- P. C. ALLEN Chairman, Superintendent
- W. E. NEILSON Vice-Chairman, Assistant Superintendent

Y. M. C. A. DEPARTMENT

- T. E. STACY Secretary, Riverside
- E. K. SMITH Secretary, Brunswick
- C. H. WINSLOW Secretary, Washington

RELIEF DEPARTMENT

- DR. E. H. MATHERS Medical Examiner, Baltimore
- DR. J. A. ROBB Medical Examiner, Washington
- DR. J. F. WARD Medical Examiner, Winchester
- R. B. BANKS Divisional Claim Agent, Baltimore
- J. M. POWELL Captain of Police, Camden Station

TRANSPORTATION DEPARTMENT

- S. A. JORDAN Assistant Superintendent, Brunswick, Md.
- C. A. MEWSHAW Trainmaster, Camden Station
- E. E. HURLOCK Division Operator, Camden Station
- E. C. SHIPLEY Road Foreman of Engines, Riverside
- J. J. McCABE Trainmaster and Road Foreman, Harrisonburg

- W. T. MOORE Freight Agent, Locust Point
- D. M. FISHER Freight Agent, Washington
- W. E. SHANNON Freight Agent, Brunswick
- W. E. NEILSEN Freight Agent, Camden Station
- J. L. HAWES Freight Conductor, Riverside
- W. T. EDGAR Yard Conductor, Camden Yard
- C. W. McDANIELS Passenger Fireman, Riverside
- J. W. CAVEY Passenger Engineman, Riverside

MAINTENANCE OF WAY DEPARTMENT

- H. M. CHURCH Division Engineer, Camden Station
- S. C. TANNER Master Carpenter, Camden Station
- C. A. THOMPSON Signal Supervisor, Camden Station
- J. FLANAGAN General Foreman, Locust Point
- C. W. SELBY Supervisor, Gaithersburg
- S. J. LICHLITER Supervisor, Staunton, Va.
- W. O. RUNKLES Section Foreman, Brunswick
- C. RITTER Signal Repairman, Mt. Royal Station
- R. W. MITCHELL Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

- T. F. PERKINSON Master Mechanic, Riverside
- G. B. WILLIAMSON General Car Foreman, Riverside
- T. O'LEARY Car Foreman, Washington
- C. W. C. SMITH Machinist, Brunswick
- C. B. BOSIEN Machinist Apprentice, Riverside
- J. W. PEYTON Leading Car Inspector, Brunswick
- G. N. HAMMOND Material Distributor, Locust Point

Above is a picture of the claim department, Camden freight station.

The group is arranged as follows: Front row, seated, left to right, P. C. Chapman, Miss Agnes Moriarity, Miss Fannie Stern, Miss Emily Socoloff, Miss Bessie Barnhardt, E. J. Files; second row, kneeling, left to right, R. J. O'Connell, A. F. Bauernschub; back row, standing, left to right, J. R. Lamb, N. J. Sauers, J. C. Ward, A. A. Barnes and C. F. Perkinson.



INBOUND BILLING DEPARTMENT, CAMDEN FREIGHT STATION

Above is a picture of the inbound billing department at Camden freight station. In the group are: J. G. Fosbrink, J. M. Cole, G. E. Pritchard, F. Steinacker, R. W. Loney, J. M. Watkins, L. Hoffman, L. Schwab, A. Epstein, E. A. Burns, W. N. Zepp; Misses E. C. Martin, E. Miller, C. M. Litchfield, M. Groscup, I. Crawford, B. Saltzman, and S. Diamond.

Effective June 1 Walter G. Carl was appointed division accountant, Baltimore Division, headquarters Camden Station, Baltimore, Md., vice Oscar B. Street, furloughed account of military service.

On May 1 W. A. McCleary was appointed terminal trainmaster, Baltimore Terminals.

R. T. Gaither was appointed assistant terminal trainmaster, Baltimore Terminals, May 1.

W. E. Neilson was appointed assistant superintendent, Baltimore Division, vice J. P. Kavanaugh, resigned.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary*
Y. M. C. A.

G. H. WINSLOW Chairman, Secretary, Y. M. C. A.
DR. JAMES B. GIER, Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

W. M. GRANT Boiler Foreman
H. A. BRIGHT Gang Leader
C. J. AYEIS Gang Leader
A. F. KREGLOW Storekeeper
T. E. CROSON Yard Engine Dispatcher
N. TIPPET Foreman, Car Shop
H. A. BAREFIELD Assistant Foreman
A. A. PACE Foreman, Station
J. J. DESMOND Gang Leader
G. VALENTINE Yard Engine Dispatcher
B. HOWARD Assistant Foreman
R. HEINRICH Foreman, Station

TRANSPORTATION DEPARTMENT

P. H. DELEPLANE Train Director
L. T. KEANE Conductor
E. M. FARMER Conductor

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL Master Carpenter
F. W. HODGES Foreman, Carpenter Shop
H. L. BELL Foreman, Carpenter Shop
A. M. BRADY Track Foreman
J. T. UNBAUGH Track Foreman
P. C. RICHMOND Signal Maintainer

As usual the Washington Terminal employees went "over the top" in their contributions to the second Red Cross War Fund, subscribing about \$1,500. The Washington Terminal Women's Auxiliary also did splendid work. They were assigned to Liberty Hut, where the big meetings of the week were held, 3,500 to 4,000 people being in attendance each evening. Each night was dedicated to one of our allies and interesting speakers, citizens of the various countries, addressed the meeting. Monday night was "English," Tuesday "French," Wednesday "Belgium and the smaller nations," Thursday "Italy," Friday "Canada," and Saturday "the United States." The auxiliary collected during the week about \$18,000.

Mrs. Ella C. Barker, a member of the Washington Terminal Women's Auxiliary, recently returned on furlough from France. She was in the canteen work of the Red Cross at the front and had many wonderful experiences in her war work "over there." She has made a number of addresses since her return, both in Washington and New York.

Madame Bartlett, a Red Cross nurse under the French Government since the beginning of the war between France and Germany, gave an inspiring address at the Terminal shops during the noon hour, May 24. Superintendent W. J.

Wilson introduced her and followed her address with appropriate remarks, urging loyalty, support and cooperation in every way with the United States and our allies, to win the war.

The Washington Terminal Women's Auxiliary made a most creditable showing in the Red Cross parade May 19. They had one of the best floats in the line, demonstrating the work of the Red Cross auxiliaries, sewing machines running, knitting, making bandages, etc. They received frequent applause all along the line of march.

A new motion picture machine has been purchased for the Terminal Railroad Y. M. C. A. and picture shows will be given weekly, with occasional exhibitions for the men and their families. The men at the shops will not be forgotten and will have an opportunity to see the pictures once in a while, during the lunch hour.

George G. Pennell, for several months assistant secretary, found it necessary on account of ill health to resign. He had made many friends during the time he has been with the Railroad Y. M. C. A. and their good wishes for entire recovery go with him.

Frequent letters from the men who have gone to camps and across the sea are received and all are enthusiastic in their desire to have a part in making the world safe for democracy. No complaints, but all anxious to get into action for Uncle Sam and the allies.

April was another record breaker in the number of beds used, the daily average being 202.

Among other valuable books added to the library is Fred H. Colvin's "Aircraft Mechanics Handbook," a collection of facts and suggestions from factory and flying field to assist in caring for modern aircraft. A number of our members are now in the air division of the signal corps, and others are trying to enlist in it.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

The accompanying photograph of W. A. Keys, Jr., the taller of the two boys in the picture, will be of interest to those among our readers who remember him when he was handling freight some few years ago on our platform at New York Avenue station; but perhaps he will be better known as the son of "Doc" W. A. Keys, who is chief clerk to car foreman T. O'Leary.

Our gallant sailor boy enlisted in the U. S. Navy in April, 1911, serving as a coal passer on the Cattleship "Kansas." He served for four years on the "Kansas," during which time he was promoted to water tender. At the end of his first four years he reshipped, and is now serving as chief petty officer on the S. S. "Wadsworth." About three months ago he became the happy father of a bouncing ten pound boy, and it is the intention of the father to teach the boy to climb the rigging, and all other accomplishments dear to the heart of a "jolly

tar," and thus make a good sailor of him, ready at any time to answer the call of Uncle Sam.

Some of the boys from this station, who are at Camp McClellan, Alabama, have taken advantage of the furloughs granted them, and have come to Washington to visit their relatives once more before being sent "over there." Amongst these was Irwin Stein, former stenographer in this office, who called to see us and entertained us with a glowing account of the conditions of the soldier's life in camp. Some of us have received interesting letters from Corporal W. L. Santman, who is stationed at the same camp. Lee is looking forward to enjoying his furlough, and we hope to see him walk into the office before many days have passed by. We are always glad to see any of our boys who are going to the front to fight for our homes and our freedom, and they always receive a hearty welcome when they drop in to see us. We cannot forget that we are forever their debtors and the following short article, taken from the Washington, D. C., *Herald*, May 7, seems to be very appropriate in connection with this sentiment:

An English boy of only twenty years was killed in France. Found on his body was a letter of comfort to his parents:

"We shall live forever in the results of our efforts. We shall live as those who by their sacrifice won the great war.

"You must console yourself with the thought that I am happy. The measure of life is not its span but the use made of it."

This is the fine spirit of the true soldier and there is no compensation to the world for the loss of those who have it.

It makes debtors forever of those who remain at home to profit by the peace to come.



W. A. KEYS, JR. (RIGHT)

We can never close our account with those who die on the field of honor. Perhaps the humblest tribute we can pay to their memory is to follow the wisdom of the young English hero.

"The measure of life is not its span but the use made of it."

We recently got busy and raised a large service flag in front of our office. It is, of course, only a slight tribute to our boys who have gone, and who are now preparing to go, but it conveys to the community that we are trying not to forget that we are represented at the front by some of our number who are ready to lay down their lives that we who are left behind may enjoy peace and prosperity.

Our subscriptions to the Third Liberty Loan exceeded our expectations, but not our hopes, as we were able to send in eighty-two applications for a total sum of \$4,520 through this office.

The American Red Cross has also benefited by many generous contributions from the boys and girls at this station. We are giving all we think we can, and then some, keeping on giving "till it hurts."

Sickness has again depleted our force. Tallyman W. A. Clark was obliged to give up for a time and demurrage clerk J. C. White is also confined to his home. Our sincere wishes go out to them for a speedy recovery and return to their desks with renewed strength and vigor.

A surprise came to us all recently when the news leaked out that one of our lady clerks had decided to change her name and take unto herself a husband. Miss Clara Porton, who, by the way, was the first young lady to



HARRY RUEHL

accept a position in this office, became Mrs. Clara Hurwitz. Our hearty congratulations are extended to the happy bride and bridegroom and our appreciation of the surprise was shown in the shape of a "wedding shower." One day, on Mrs. Hurwitz's return from lunch, she found her desk all littered up with packages containing tinware, linen of all descriptions, and other articles dear to the heart of "newly-weds."

Mrs. Hurwitz acknowledged the gifts in a pleasing manner, and everyone who had a share in the shower felt glad that they had an opportunity to contribute. The only drawback in the affair is the fact that the bride of necessity left us. This, of course, we regret, but we all wish her a long life, with health and prosperity.



ROY A. GROVES

Mount Clare Shops

Correspondent, V. F. RILEY

Divisional Safety Committee

- L. FINEGAN Chairman, Superintendent of Shops
- E. P. POOLE Vice-Chairman, Asst. Supt. of Shops
- V. F. RILEY Secretary, Secretary to Supt. of Shops
- J. HOWE General Foreman
- H. A. BEAUMONT General Car Foreman
- G. H. KAPINOS Supervisor of Shop Machinery and Tools
- DR. F. H. DIGGS Assistant Medical Examiner
- P. F. WAGNER Shop Hand, Erecting Shop
- H. T. STICKELL Boilermaker, Boiler Shop
- G. F. KLEIN Piece Work Inspector, No. 1 Machine Shop
- E. B. BUNTING Machinist, No. 2 Machine Shop
- W. H. ROBINSON Pipe Fitter, Pipe and Tin Shop
- G. M. KISER Moulder, Foundries and Re-Rolling Mill
- J. T. GILES Blacksmith, Blacksmith Shop
- G. SCHMALE Machine Operator, Bolt and Forge Shop
- W. P. MAY Machinist, Air Brake Shop
- C. KESSLER Patternmaker, Pattern Shop
- A. G. MERCER Machinist, No. 3 Machine Shop
and Steel Car Plant
- T. U. DOVER Shop Hand, Tender and Tender Paint Shop
- H. ALKER Shop Hand, Axle Shop and Power Plant

J. E. LEARY.....Gang Foreman, Freight Car Track
 J. JANKIEWICZ.....Car Builder, Passenger Car Erecting Shop
 W. F. ZOELLERS.....Upholsterer, Passenger Car Plant,
 Finishing and Upholsteering Shops
 J. J. PITSINGER.....Mill Machine Hand, Saw Mill
 and Cabinet Shops
 W. BANAHAN.....Foreman, Stores Department

On opposite page is a photograph of one of our boys, Harry Ruehl, of the stores department, Mt. Clare, who went into the service of Uncle Sam last month.

On page 58 is a photograph of Roy A. Groves, U. S. Marine, who enlisted July 19, 1917. He was selected for foreign service in February, 1918, and placed on one of the U. S. convoys. He has been over twice, and advises all young men not in the service to join the Marine Corps. He was employed in the press room of the Relief Press, Mount Clare.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
 W. C. MONTIGNANI, *Secretary, Y. M. C. A.*
 LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

Division Artist

MABLE R. CRAWFORD, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

J. W. DENEEN.....Chairman, Superintendent
 T. K. FAHERTY.....Assistant Superintendent
 T. R. REES.....Secretary



RALPH GROVE

E. P. WELSHONE.....Trainmaster, West End
 E. C. GROVES.....Trainmaster, East End
 L. J. WILMOTH.....Road Foreman, East End
 M. A. CARNEY.....Road Foreman, West End
 W. T. HUGHES.....Division Engineer
 T. R. STEWART.....Master Mechanic
 E. C. DRAWBAUGH.....Division Operator
 DR. J. A. DORNER.....Medical Examiner
 DR. J. H. MAYER.....Medical Examiner
 G. R. BRAMBLE.....Freight Agent
 W. D. STROUSE.....Joint Agent
 L. O. MILLER.....Car Foreman, East End
 R. A. TULL.....Car Foreman, West End
 F. L. LEYH.....Storekeeper
 E. A. WORKMAN.....Storekeeper
 ROBERT CHILDERS.....Division Claim Agent
 J. Z. TERRELL.....Freight and Ticket Agent
 I. S. SPONSELLER.....General Supervisor
 H. D. SCHMIDT.....Captain of Police
 F. A. TAYLOR.....Master Carpenter
 W. L. STEVENS.....Shop Clerk
 W. C. MONTIGNANI, Secretary, Balto. and Ohio Y. M. C. A.
 M. E. MULLIN.....Assistant Master Mechanic, Keyser, W. Va.

ROTATING MEMBERS

J. C. HAUSER.....Conductor
 F. HADDIX.....Engineer
 H. H. GRIMM.....Fireman
 J. D. DEITBAUGH.....Machinist
 C. W. ROBINSON.....Car Inspector
 F. B. RATHKE.....Yard Brakeman

Baltimore and Ohio Athletic Association of Cumberland, Md.

PRESIDENT

GRIFFIN A. MCGINN.....Chief Clerk to Superintendent

VICE-PRESIDENTS

F. F. HANLEY.....Division Engineer
 T. R. STEWART.....Master Mechanic
 E. C. DRAWBAUGH.....Division Operator
 H. D. SCHMIDT.....Captain of Police
 A. J. KELLY.....General Yardmaster

TREASURER

G. R. BRAMBLE.....Freight Agent

SECRETARY

C. W. FRIES.....Chief Clerk to Division Accountant

On May 1 T. R. Stewart was appointed master mechanic, Cumberland Division, headquarters Cumberland, Md., vice F. P. Pfahler, granted leave of absence to accept service with the Division of Locomotive Repairs, United States Railroad Administration.

Thomas R. Rees, secretary to superintendent and one of the correspondents for the MAGAZINE on this division, has been promoted to secretary to E. E. Hamilton in Baltimore. Mr. Rees assumed his new duties June 1. While his many friends here were sorry to lose him, all were gratified at the well merited promotion.

Effective May 15 H. A. Lapp was appointed assistant storekeeper at Cumberland, Md., vice W. H. Shaw, furloughed.

Opposite is a picture of west end Cumberland Division brakeman H. E. Grove's son Ralph, age thirteenth months, who is the pride of the family.

The engineers and firemen located at Piedmont hill are a patriotic crowd of men. On May 30, at 12:30 p. m., they raised a flag on a fifty-five foot pole that had been planted in front of the rest house. Engineers Kight, Hook and Smith went to Everetts Tunnell Cut, which is on the seventeen mile grade and cut the pole. The Italian Band of Piedmont, which is composed mostly of workmen on train an



TRACK No. 7, TIMBER PRESERVATION PLANT, GREEN SPRING, W. VA.

track men, furnished music for the occasion and they have *some* band, and deserve a great deal of credit.

J. F. Harrison, of Piedmont, was chairman and introduced the speakers. The Rev. Ray, of the Piedmont Presbyterian Church, and Senator Sutherland, of West Virginia, made the addresses that were much appreciated. On this flag pole there floats Old Glory and beneath it is a service flag of five stars, for the five who are in the service.

Claudius Terrell, son of agent J. Z. Terrell, has enlisted in the aviation corps and has been ordered to Dallas, Texas. He left on train No. 1, May 31.

Corporal T. W. Wagoner, formerly of the division accountant's office, who was among the first to land in France with General Pershing, has been appointed second lieutenant on the firing line. Good for "Tob." We are all glad to hear of his success and know that he is worthy of it.

The accompanying photographs were taken along track No. 7 in the yard at the timber preservation plant at Green Spring and show our method of piling and caring for ties while seasoning for treatment. These photographs give a fair view of the care given our ties.

The one opposite was taken at the lower or east end of this track near the lead and shows how nicely ties were piled to conform to the curve. The one above is a straightaway view of this track and is a snapshot of approximately 170,000 ties with the plant buildings at the far end of the track. The ties are unloaded from car to ground by pieceworkers and piled 7 and 1, 13 tiers high and 4 tiers back from the track; each pile when complete contains 412 ties, exclusive of the sill ties, which are cull ties that have been given light preservative treatment.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Sergeant J. A. Wolford, whose picture appears on opposite page, is one of our shop boys who went into the National Army in the first draft. He left Martinsburg with the first contingent for Camp Lee, Va., and began his military career as a private. A short time later he was promoted to corporal. When a call was made for volunteers to go to France, Corporal Wolford volunteered and was sent overseas in charge of colored troops. He was then promoted to sergeant and is in Company D, 505th Engineers, "somewhere in France." He wrote to his mother recently and told her "not to worry."



METHOD OF PILING TIES AT GREEN SPRING, W. VA.



J. A. WOLFORD

He is there to do his duty and feels proud of the fact. He says if the people back home could realize the sacrifices the French have gladly made, they would double their efforts. He said that the French people treat the Americans fine and try to make them feel at home. After what he has seen it makes him feel doubly glad he is there to do his share in behalf of France and of this country.

Monongah Division

Correspondents

- E. S. JENKINS, *Secretary to Division Engineer, Grafton*
- C. F. SCHRODER, *Operator, Grafton*
- J. LYNCH, *Car Inspector, Fairmont*

Divisional Safety Committee

- HUGH WILSON..... Chairman, Superintendent, Grafton
- J. McCLUNG..... Trainmaster, Grafton
- J. A. ANDERSON..... Master Mechanic, Grafton
- C. E. DOTSON..... Road Foreman, Grafton
- G. F. EBERLY..... Division Engineer, Grafton
- H. L. MILLER..... Car Foreman, Grafton
- J. O. MARTIN..... Division Claim Agent, Clarksburg
- DR. C. A. SINSEL..... Medical Examiner, Grafton
- DR. E. A. FLEETWOOD..... Medical Examiner, Clarksburg
- P. B. PHINNEY..... Agent, Grafton
- J. D. ANTHONY..... Agent, Fairmont
- S. H. WELLS..... Agent, Clarksburg
- R. L. SCHILL..... Agent, Weston
- E. J. HOOVER..... Agent, Buckhannon
- W. E. CLAYTON..... Assistant Chief Clerk to Superintendent

On May 1 E. Bartlett, trainmaster, was transferred and now has charge of the M. R. and Short Line Districts, with headquarters at Fairmont, W. Va., vice B. Z. Holverstott, promoted.

Effective May 1 J. McClung, trainmaster, was transferred and placed in charge of Parkersburg Branch, Clarksburg to Parkersburg, including Clarksburg Terminal, with headquarters at Clarksburg, W. Va., vice E. Bartlett, transferred.

Effective April 25 A. F. McWilliams was appointed assistant trainmaster and rules examiner, with headquarters at Grafton, W. Va.

On May 1 J. Niland was appointed trainmaster in charge of G. and B. District and Parkersburg Branch from Grafton to Clarksburg, W. Va., with headquarters at Grafton, W. Va., vice J. McClung, transferred.

Baltimore and Ohio employes at Grafton, W. Va., have raised a service flag in honor of R. L. Foley, L. Garlow and J. H. Kirkpatrick, who have entered the service of Uncle Sam. The flag was placed in the pipe fitters' and helpers' department as the three men were formerly employed there. Those who promoted the affair were D. B. Ramsey, C. E. Hedrick and W. L. Moore. The men at the Grafton shops have shown their patriotism in various and substantial ways.

The many friends of J. C. Newham, the efficient manager of the Grafton Relay telegraph office, who was operated on at Mercy Hospital, Baltimore, several weeks ago, are glad to see him back again and hope for a speedy recovery.

Wheeling Division

Correspondent, C. F. MILLER, *Office of Superintendent*

Divisional Safety Committee

- E. V. SMITH..... Superintendent
- E. C. WIGHT..... Division Engineer
- F. C. SCHORNDORFER..... Master Mechanic
- C. MALONE..... Trainmaster
- M. J. WALSH..... Road Foreman of Engines
- M. E. CARTWRIGHT..... Terminal Trainmaster
- J. A. FLEMING..... Agent, Wheeling, W. Va.
- DR. J. E. HURLEY..... Medical Examiner
- M. C. SMITH..... Claim Agent
- F. M. GARBER..... Car Foreman
- DR. D. L. NORRIS..... Medical Examiner
- H. H. TEDERICK..... Track Supervisor



THOMAS G. CONNORS



TRACK FOREMAN W. M. LEMLEY (SECOND FROM RIGHT) AND GANG

H. K. REID.....	Engineer
G. E. GATEWOOD.....	Conductor
L. O. SWANN.....	Fireman
H. PARKER.....	Machinist Helper
L. C. NICHOLS.....	Brakeman
J. R. PADDEN.....	Secretary

The picture on page 61 is that of Thomas G. Conners, who is now at Fort Scribbs, Ga. Mr. Conners for three years was employed in the car distributor's office at Wheeling, and during that time made many friends. From the picture it appears that he is enjoying camp life. He will be glad to receive letters from any of his friends on the division.

J. H. Kellar, relief agent, Wheeling Division, was chosen by Uncle Sam for the army. He left with Wheeling's quota May 27 for Camp Lee, Petersburg, Va. Mr. Kellar was employed by the Company for eleven years and has many friends on this division as well as other divisions. They all wish him the greatest success. If "Jake" proves to be as valuable a man for Uncle Sam as he was for the Baltimore and Ohio Railroad, the war will soon be over. Mr. Kellar has been succeeded by C. E. Todd.

H. A. Ingram, chief clerk to division engineer, was called by Uncle Sam on May 27. Mr. Ingram was in the employ of the Company at Wheeling for the past three months, during which time he made many friends, who wish him success.

Richard Murphy, first trick main line dispatcher, who has been off duty since April 4 owing to sickness, is able to be back at his table. His many friends were glad to see him return.

Miss Mary Landers, one of the popular young ladies employed in the Benwood yard office, pulled one over on her many friends. On January 19 Miss Landers was married to Wil-

liam Boyce, although nothing was said by her about it until just recently, when Miss Landers resigned. The many friends of the young married couple join in hearty congratulations.

Earl Abbot is another of the Baltimore and Ohio patriotic young men. He enlisted in a railroad regiment March 25 and is now in training at Fort Slocum, New York. Mr. Abbot has been with the Baltimore and Ohio for the past four years. Mr. Abbot was employed as assistant chief clerk to the district superintendent motive power at Wheeling.

C. H. Bonnesen was appointed trainmaster, Wheeling Division, headquarters Wheeling, W. Va., vice W. Beverly, furloughed for military service. Effective May 1.

The accompanying picture is that of track foreman W. M. Lemley, second from right, and his gang. They have been working about the viaduct at the Wheeling passenger depot. From left to right, B. W. Ernest, Mrs. Oley Henthorne, W. M. Apporman, Louis Neidert, E. Gronseth, W. E. Dorsey, W. M. Lemley, and E. F. Haught; kneeling, A. B. Lund. Mr. Lemley has charge of section twenty-three and has been in the service of the Baltimore and Ohio for twenty-nine years. This gang has shown that they are true Americans, as they are all owners of a Third Liberty Loan Bond.

Ray Dare, employed as general clerk in the general superintendent's office at Wheeling, now located with Uncle Sam's boys at Camp Lee, Va., visited his many friends at Wheeling recently while home on a short furlough.

H. A. Ingram has accepted position as maintenance of way clerk at Wheeling, vice H. A. Moore.

L. B. Stupp has accepted the position as no-bill clerk at Wheeling and his many friends at Brunswick will be glad to learn of his re-entering the services of the Baltimore and Ohio. Mr. Cameron, who was formerly no-bill clerk at Wheeling, has resigned to accept another position.

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
 MISS HELEN WRIGHT, *Office of Division Engineer*

Divisional Safety Committee

- J. W. ROOT..... Superintendent
- F. G. MORAN..... Trainmaster
- J. G. KIRCHER..... Road Foreman of Engines
- O. J. KELLY..... Master Mechanic
- L. E. HAISLIP..... Division Engineer
- F. R. DAVIS..... Terminal Trainmaster
- DR. J. P. LAWLOR..... Medical Examiner
- E. CHAPMAN..... Captain of Police
- F. A. CARPENTER..... Agent, Parkersburg
- S. E. EASTBURN..... Agent, Yardmaster, Huntington
- H. F. OWENS..... Secretary

ROTATING MEMBERS

- P. M. ROE..... Engineer
- O. W. McCARTY..... Fireman
- H. NEAL..... Conductor
- M. F. CALDWELL..... Brakeman
- A. C. SMITH..... Car Department
- C. R. TAYLOR..... Locomotive Department
- J. E. ROSIER..... Stores Department

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent, Cleveland*

Divisional Safety Committee

- H. B. GREEN..... Superintendent
- G. B. GYMER..... Secretary
- J. J. POWERS..... Trainmaster
- W. J. HEAD..... Trainmaster
- A. R. CARVER..... Division Engineer



W. C. LINN



E. C. VICKERS

- G. R. GALLOWAY..... Master Mechanic
- P. C. LOUX..... Road Foreman of Engines
- G. H. KAISER..... Road Foreman of Engines
- A. J. BELL..... Terminal Agent
- DR. A. A. CHURCH..... Medical Examiner
- G. J. MAISCH..... Claim Agent
- M. E. TUTTLE..... Division Operator

ROTATING MEMBERS (to serve six months)

- J. HICKMAN..... Relief Agent, Cleveland
- F. E. WEEKS..... Dispatcher, Cleveland
- P. ESPOSITO..... Section Foreman, Akron
- T. RIDLEY..... Carpenter Foreman, Canton
- D. ROBINSON..... Brakeman, Lorain
- W. L. CUTTER..... Engineer, Lorain
- E. C. HAVILAND..... Engineer, Cleveland
- N. WILBOIS..... Conductor, Akron
- J. F. HERT..... Conductor, Cleveland
- J. J. HURLEY..... Enginehouse Foreman, Cleveland
- V. LUCAS..... Steel Car Foreman, Lorain

Above is a photograph of E. C. Vickers, former clerk to road foreman of engines and telegraph operator. Note the happy smile. Mr. Vickers enlisted in the Signal Corps some time ago.

Within the past month the following clerks in division accountant's office at Cleveland have enlisted: Frank Hert, Albert Smith and John Andrews. This makes a total of five who are now serving Uncle Sam from this office.

A recent addition to the division accountant's offices at Cleveland is Miss Leonora Winters, who is filling position of stenographer.

Mrs. Lucela Cole, clerk in division accountant's office, recently married, has started to bake biscuits for her "hubby" in their new home in Lakewood.

Opposite is a photograph of W. C. Linn, who is now serving his country "Over There." All of his fellow employes feel if he serves his country as well as he did the Baltimore and Ohio that his presence will be valuable to Uncle Sam. Mr. Linn was formerly passenger brakeman and extra conductor on this division.

Charles Blythe, the fifteen year old son of C. B. Blythe, who is in the Company's service at Mineral, Ohio, is an orator of promise.



STORES DEPARTMENT FLAG RAISING, CONNELLSVILLE, PA., MAY 4

Recently he made a fine address on "Patriotism." In it he embodied all that civilians can do to help the boys "over there." He urged upon his auditors to contribute to the Red Cross and to buy War Savings stamps. He also said that the organizations which are arranging social affairs and amusements for the soldiers at the camps here and in France should have our unstinted support. "Liberty and democracy," he said, "must be fought for until the autocracy of the world is overcome. It is our hope and desire that the last stand for autocracy is being made in this war." The day after he made his address he entered the service of the Company and will continue in the Company's employ until school reopens.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS	Chairman, Superintendent, Newark
J. P. DORSEY	Vice-Chairman, Trainmaster, Newark
C. R. DIEMAR	Division Engineer, Newark
R. A. VERNON	Road Foreman of Engines, Newark
W. D. JOHNSTON	Master Mechanic, Newark
A. R. CLAYTON	Division Claim Agent, Newark
D. J. HOST	T. M. & C. T. D., Columbus
C. D. MILLER	Shopman, Newark
DR. M. H. KOELLER	Medical Examiner, Newark
F. BACKENSTOS	Conductor, Newark
W. H. RISSLER	Fireman, Newark
L. C. DECKER	Engineer, Newark
O. A. COLLINS	Car Repairer, Newark
F. STREAR	Blacksmith, Newark
D. E. SHOCK	Yard Conductor, Newark

T. J. Daly was appointed trainmaster, Newark Division, headquarters Cambridge, Ohio, vice J. P. Dorsey, transferred. Effective May 3.

On May 3 W. Streck was appointed trainmaster, Newark Division, headquarters Newark, Ohio, vice T. J. Daly, transferred.

On May 3 J. N. McDonald was appointed road foreman of engines, Newark Division, headquarters Newark, Ohio, vice W. Streck, promoted.

Connellsville Division

Correspondents

P. E. WEIMER, *Office of Sup't*, Connellsville
 S. M. DEHUFF, *Manager of Telegraph Office*,
 Connellsville
 C. E. REYNOLDS, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. BROUGHTON	Chairman, Superintendent
C. M. STONE	Assistant Superintendent
A. E. MCVICKER	Trainmaster
A. P. WILLIAMS	Division Engineer
T. R. STEWART	Master Mechanic
G. N. CAGE	Road Foreman of Engines
DR. F. H. WEIDEMANN	Medical Examiner
G. M. TIPTON	Freight Agent
W. G. CARTER	Freight Agent
C. A. ALBRIGHT	Freight Agent
H. B. PIGMAN	Division Operator
F. T. ROBINSON	Engineer
A. G. WATSON	Fireman
J. E. LECKEMBY	Conductor
J. T. DENEEN	Brakeman
H. T. ROBINSON	Machinist
I. G. PERCY	Boilermaker
S. M. MAY	Road Foreman of Engines
J. S. GILMORE	Trainmaster
J. I. RYLAND	Secretary

On May 4, at 12.30 p. m., employees of the stores department, Connellsville, Pa., participated in a flag raising. At the opening of the ceremonies, R. P. Reed, storekeeper, introduced the speakers, the Rev. Proudft and the

Rev. Richardson, local ministers, who delivered patriotic addresses. A number of patriotic selections were rendered by the Connellsville Baltimore and Ohio band. The flag was raised by Miss Cecilia Friel, stenographer to the storekeeper. As the flag reached the top of the pole a number of small flags, which were hidden from view, descended like a shower upon the crowd, while those present sang "America."

C. A. Cage has been appointed master mechanic, headquarters Connellsville, Pa., vice T. R. Stewart, promoted. Effective May 1.

Trainmasters, yardmasters, agents and others, numbering about fifty persons, met with superintendent Broughton, of the Connellsville Division, and discussed Director General McAdoo's universal through way-billing of freight innovation, so as to have a clear understanding of the new order, effective May 20. Demurrage will be assessed on all cars until the shipping orders are in the hands of the billing agent.

Mr. Broughton also discussed the matter of Liberty bonds with the new men and urged them all to invest as liberally as possible.

Below is a photograph of F. O. Garlitz, former brakeman on Connellsville Division. He is a first sergeant and stationed at an aviation camp.

"The members of the crew of this engine all have Liberty Bonds. Have you?"

This inscription in large letters on a canvas streamer appeared on the sides of engine 1109, the depot shifter at Connellsville. It at-



SERGEANT L. A. LEIBERGER

tracted much comment. The members of the day crew are: conductor D. A. Lunnen, engineer John Riley, fireman J. Graft and brakemen W. O'Hara, G. W. Woodward and Harry Rodgers.

The depot shifter at Cumberland was similarly decorated. The local crew went their Cumberland brothers one better, as the latter specify that they have purchased "a bond," while the local crew men attested their patriotism by saying that they purchased not one bond but "bonds."

Above is a photograph of Sergeant (Tony) L. A. Leibberger, former brakeman on Connellsville Division, now in Company A, 10th Regiment Engineers, "somewhere in France." "Tony" just wrote that he now wears a gold stripe on his arm, and that he intends to stay "Over There" until it is all over.

The sergeant's Connellsville friends all wish him further promotions and good luck.

The record of cars moved on the Connellsville Division was again broken on May 16, when seventy-six trains moved 4,549 cars, of which 2,638 were loaded and 1,911 were empties. The number of loaded cars handled per train was thirty-four and the average number of empty cars handled per train was twenty-five.

On Saturday May 18 the record was again broken when we moved 2,973 loaded cars, being the largest number of loaded cars moved in one day. The empties moved were 1,147.

G. A. Nicola, section foreman, Cheat Haven, Pa., gathered a keg full of grease plugs amounting to thirty-seven, ten oil plugs and ten set screws, putting them on engine 1383. This is



SERGEANT F. O. GARLITZ

very commendable and superintendent Broughton has expressed his appreciation of the good service.

Thomas Stewart, retiring master mechanic of the Connellsville shops, was presented with a coffee urn, suitably inscribed, by the division office employes. The presentation took place in superintendent Broughton's office at 10 p. m., May 19, before Mr. Stewart's departure for Cumberland, where he becomes master mechanic of the Baltimore and Ohio shops. The presentation was made by dispatcher E. F. Dougherty

Earlier in the day employes presented Mr. Stewart with a gold watch and charm. The presentation was made at the shops by C. R. Conlon, the master mechanic's chief clerk. Mr. Stewart made many friends during his brief sojourn here.

He leaves with the knowledge that he has the best wishes of Connellsville Division officials and employes.

In connection with the raising of a flag in honor of six employes of the Baltimore and Ohio at Smithfield who have entered the service a great rally in the interest of the Liberty Loan was held there May 19. A parade, a mile long, the largest in the history of the place, marched behind the Baltimore and Ohio Band of Connellsville Division.

During the evening girls from the Connellsville offices sold bonds to the amount of \$5,000, increasing the total for the community, which is a small one, to \$20,000. The subscribers were almost exclusively railroad men and their families.

The loan campaign and the rally were under the direction of J. Scott Gilmore, formerly of Connellsville, trainmaster for the Baltimore and Ohio, to whom much credit is given.

Accompanying superintendent Broughton, the band and the girls were master mechanic T. R. Stewart, assistant master mechanic C. A. Cage and members of the office force. Mr. Broughton spoke briefly. The other speakers were Mr. Gilmore, Wooda N. Carr and A. E. Jones, of Uniontown. The party from Connellsville returned home in automobiles provided by the people of Smithfield.

The men who have entered the service are Fleming Field, Cecil Clemmer, William Boord, William Foye, N. R. Preece and G. W. Stillwagon. The flag was donated by railroad men.

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office, Pittsburgh*

Divisional Safety Committee

T. J. BRADY	Chairman, Superintendent
T. W. BARRETT	Vice-Chairman, Trainmaster
J. M. MUEHLBAUER	Secretary
H. H. MARSH	Division Engineer
M. C. THOMPSON	Road Foreman of Engines
G. W. C. DAY	Division Operator
R. B. STOUT	Superintendent of Shops
A. J. WEISE	General Car Foreman
F. BICYLE	Claim Clerk
W. F. DENEKE	Terminal Agent, Pittsburgh
DR. A. J. BOSSYNS	Medical Examiner
G. S. DIETZ	Brakeman

One of our most energetic employes, Philip Mahon, is on his way to France as an army field clerk. Mr. Mahon entered service as a stenographer in 1908 on the Cumberland Division. He came to the Pittsburgh Division February 15, 1917, as private secretary to superintendent T. J. Brady.

It is needless to say that Mr. Mahon's absence will be keenly felt. Everybody liked him. He has our very best wishes for a safe journey across the Atlantic and a triumphant return home in the not remote future. And when he returns to us he will certainly be received with open arms.

Earl Tovey, clerk in superintendent's office, has cast his lot with Uncle Sam. He has enlisted in the U. S. Marine Corps.

Mr. Tovey was an all-round athlete while attending F. A. H. S. He played third base on the Baltimore and Ohio baseball team for two years and captained them to championship in 1916, not losing a game that year. He played guard on the football team and was a star quarterback of the Pittsburgh Collegians' team for three years. He played left field for the Collegians and received offers from various teams but refused them to play with the Baltimore and Ohio. He was not only an athlete but was one of the leading stars of the St. Stephen's Dramatic Club.

"Jack" Langford, chief clerk to general yardmaster at Willow Grove, has entered military service and is located at Camp Lee, Va.

Miss Loretta Kinney, our messenger girl, has a new job. She is now a real clerk. We wish her much success.

"Jim" Voss, clerk in the general superintendent's office, has resigned and is now employed by H. Koppers & Co. We all miss "Jim" very much and wish him much success.

Night yardmaster "Joe" Williams, of Demmler yard, has been at home because of illness. His fellow-workers hope for his speedy recovery.

Leroy Cornell and Edward Kenney, both yard brakemen, have been drafted into military service. Both boys will give a good account of themselves when they go to France.

Brakeman John O'Donnell and conductor "Mike" Mulcare are also to be in the service of Uncle Sam pretty soon. They expect to "go over the top" in a short time. If "Mike" ever gets near enough to the Kaiser to give him a right hook to the jaw, there'll be a funeral in Berlin.

Engineer Frank Hackett has gone to Kentucky for the benefit of his health. All sincerely hope that he will quickly recover and that he will be back in harness again.

William Brady has been promoted to night hostler at Demmler. William is a jovial boy and it is hoped that other promotions for him will follow rapidly. Good luck.

Car foreman W. H. Linsinbigler has been off duty for several months because of rheumatism. He is back on the job and seems to be getting along fine. Welcome back.

Brakeman James J. Sweeny is considered an expert dancer and has captured what is known as a "Jazz medal." What's the attraction at Braddock, "Jim"? Be careful.

James Conlin has purchased a Studebaker. Good for "Jim." Better watch those police traps, though.

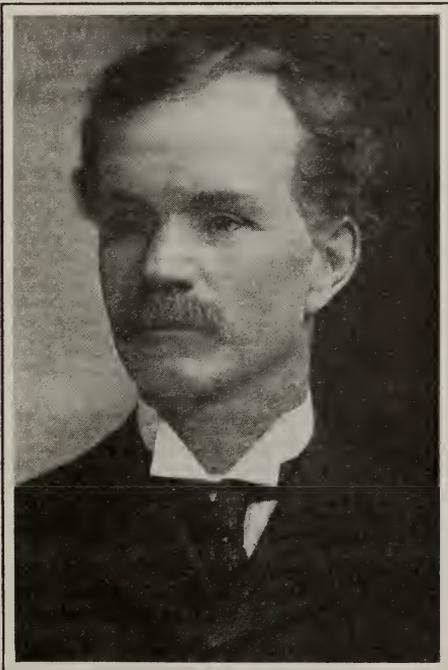
Engineer George Kane has cultivated a war garden. Better put a watch dog near it, George, for there is a certain gentleman who likes radishes and another who eats onions greedily. Watch 'em.

Glenwood Shops

Correspondent, FRANK RUSH, *Sec'y to Sup't*

Below is a picture of J. A. Shuck, carpenter at the Glenwood shops. Mr. Shuck has been in the service of the Baltimore and Ohio about thirty years and is known by all employes at Glenwood. Besides being a veteran he is a member of the local safety committee and the fire department. No matter whether he be in bed or at work when the fire whistle blows, he is always on the job.

It was with regret that we heard of the death of Mrs. W. W. Bowser, wife of machinist William W. Bowser, of the Glenwood shops. He has the heartfelt sympathy of all the shop boys.



J. A. SHUCK

Please mention our magazine when writing advertisers

Pipefitter F. C. Harbaugh has been ill with pneumonia for a number of weeks, but we expect him back to work soon.

John Howe has been appointed superintendent of shops at Glenwood, vice R. B. Stout, who left our service. Mr. Howe is well known at Glenwood, having worked here previously as boilermaker foreman. He is well liked by all the employes and we all wish him success in his new position. The employes at Glenwood presented Mr. Stout with a present before he left. Of course, the presentation speech was made by the Rev. McCabe, who is on the job on all occasions like this.

John Applebee has been appointed round-house foreman at Glenwood. We were glad to hear of his promotion and wish him success in his new position.

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Baltimore and Ohio Employees Magazine, Baltimore, Md.

The employes at Glenwood shop should get busy and give some news to the correspondents of the MAGAZINE so that Glenwood will always be well represented. How about news on Merits? Surely some of our men are performing something for which they should receive credit and we would like to hear about them.

C. T. (Pete) Dillow, roundhouse foreman at Glenwood, has taken unto himself a wife. The roundhouse employes at Glenwood presented Mr. Dillow with a valuable present. Of course, the Rev. McCabe was again on the job and made the presentation speech. What would we do without him to make these presentation speeches? He sure is some orator.

Opposite is a picture of W. W. Bosworth, formerly pipefitter in the Glenwood roundhouse. Mr. Bosworth enlisted in the Engineers' Reserves last June and is now in France. Letters are being received from him frequently and they all bring the glad news that "we will get the Kaiser."

John Jones, president of machinists' union of Glenwood shops, found "one pocketbook containing a large sum of money." The loser was "Dan" Imler, boss carpenter, Glenwood shops. Mr. Imler recovered the lost pocketbook through the honesty of Mr. Jones.

Born to Mrs. Thomas Hudson, wife of boiler-maker Thomas Hudson, of Glenwood shops, a bouncing boy. Both mother and boy are doing well. Thomas is a star pitcher on the Glenwood baseball team and is well known about the shops.

John Muirhead, blacksmith helper in Glenwood shops, has left our service to go with the Corborundum Company, at Niagara Falls, N.Y., as assistant purchasing agent. We wish John success in his new position.

The third Liberty Loan drive in Glenwood back shops was quite a success. Two noon hour meetings were held which were addressed by a prominent attorney from Pittsburgh and by G. W. Sturmer, of Baltimore. During each meeting the music was furnished by the Baltimore and Ohio Glenwood shop orchestra.

The Baltimore and Ohio Choral Club has been organized and rehearsals are being conducted. From all indications this is going to prove quite a success.

Compliments to all Glenwood back shop employes for the manner in which they are responding to the various collections being made.

Born to Mrs. W. Zeiler a bouncing boy. Both mother and boy are doing well.

The machine shop at Glenwood is always on the job. They now have a service flag with eight stars in it to represent men of that shop who have entered government service. The pipe shop also has a service flag.

M. S. Smith, timekeeper in the Pittsburgh office, has taken unto himself a wife. Good boy, Morrell.



W. W. BOSWORTH

Lester R. Clem, wreckman at Glenwood, took unto himself a wife, Miss Catherine Allison, formerly of Washington, D. C. Mr. Clem treated the boys to smokes.

The safety committee at Glenwood has been reorganized and is making weekly inspections. Keep up the good work.

New Castle Division

Correspondents

- J. A. LLOYD, *Chief Clerk to Superintendent*
- C. S. MAYNARD, *Operator, Chardon, Ohio*
- V. P. McLAUGHLIN, *Operator, BD Tower, Akron Junction, Ohio*

Divisional Safety Committee

- C. W. VAN HORN Chairman, Superintendent
- C. P. ANGELL Vice-Chairman, Trainmaster
- D. W. CROHN Division Engineer
- A. H. HODGES Master Mechanic
- T. K. FAHERTY Road Foreman of Engines
- JAMES AIKEN Agent, Youngstown, O.
- DR. F. DORSEY Medical Examiner
- C. G. OSBORNE Claim Agent
- F. H. KNOX Agent, New Castle, Pa.
- W. P. CAHILL Division Operator
- W. DAMRON Terminal Trainmaster
- A. T. HUMBERT Master Carpenter
- J. J. FISHBURN Secretary

ROTATING MEMBERS

- E. J. HUNT Road Conductor, New Castle Junction
- G. C. ANDERSON Road Fireman, New Castle Junction
- S. O. LEWIS Road Engineer, New Castle Junction
- N. THATCHER Machinist, New Castle Junction
- G. H. GLENN Yard Engineer, Haselton, O.
- F. D. LANCASTER Yard Conductor, Painesville, O.
- MISS E. R. BIGGERSTAFF Clerk, New Castle Junction
- MISS PEARL D. CLARK Chief Clerk to Agent, Youngstown, O.

J. O. Huston has been appointed trainmaster, New Castle Division, headquarters New Castle Junction, Pa., vice C. P. Angell, promoted.

J. P. Dorsey has been appointed trainmaster, New Castle Division, headquarters Willard, Ohio, vice J. O. Huston, promoted.

J. L. Shriver has been appointed road foreman of engines, New Castle Division, headquarters New Castle Junction, Pa., vice T. K. Faherty, promoted.

W. E. Sample has been appointed road foreman of engines, New Castle Division, headquarters Willard, Ohio, vice J. L. Shriver, promoted.

Clarence D. Updegraff, eastbound yardmaster at New Castle Junction, is wearing a particularly happy smile since May 27, on which date a young man was ushered into his home. The young gentleman will be called Henry Howard Updegraff and Clarence will, of course, be called "Dad."

W. E. McCardell, former yardmaster at DeForest Junction, has been called for military service, as has yard clerk K. W. Richards, also employed at that point. William D. Reed, pensioned yardmaster, has again stepped into the breach and is acting as yard clerk until a younger man can be secured. Mr. Reed, over seventy-one years of age, is enjoying good health and able and willing to do his very best for the country and for the Company he served faithfully and well for forty-one years.

Below is a photograph of L. L. Anderson, formerly operator on the New Castle Division, and lately agent at West Farmington, Ohio, which was taken while he was home on furlough visiting his father, A. C. Anderson, operator at East Claridon, Ohio. Mr. Anderson is master signal electrician, 308th Regiment Field



L. L. ANDERSON

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Baltimore, Maryland

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Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....	Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS.....	Vice-President, Trainmaster, Garrett, Ind.
T. E. JAMISON.....	Trainmaster, Garrett, Ind.
JOHN TORDELLA.....	Division Engineer, Garrett, Ind.
G. P. PALMER.....	Division Engineer, Chicago, Ill.
D. B. TAYLOR.....	Master Carpenter, Garrett, Ind.
F. N. SHULTZ.....	Division Operator, Garrett, Ind.
W. F. MORAN.....	Master Mechanic, Garrett, Ind.
D. HARTLE.....	Road Foreman of Engines, Garrett, Ind.
J. E. FISHER.....	Road Foreman of Engines, Garrett, Ind.
DR. W. A. FUNK.....	Medical Examiner, Garrett, Ind.
DR. C. W. HEDRICK.....	Medical Examiner, Willard, O.
J. D. JACK.....	Claim Agent, Garrett, Ind.
J. F. MILBURN.....	Act. Sec'y, Y. M. C. A., Willard, O.
JOHN DRAPER.....	Agent, Chicago, Ill.
W. P. ALLMAN.....	Agent, Avilla, Ind.
H. C. BARETTA.....	Engineer
W. J. WISENBAUGH.....	Fireman
C. B. MAXWELL.....	Conductor
A. C. SMITH.....	Brakeman
S. R. YINGLING.....	Machinist
W. G. MEHL.....	Machinist
J. N. DAVIS.....	Machinist
C. F. WESSEL.....	Car Inspector
H. J. BLAKE.....	Air Brake Repairman
C. D. BERGSTRESSER.....	Yard Brakeman

Opposite is a photograph of Ernest Crow, stenographer to division engineer, John TordeLLa. Ernest was furloughed March 27 for military service and is now stationed at Fort Hamilton, N. Y., and reports army life great.

Account of the vacancy caused by the death of former trainmaster T. E. Jamison, train-



ERNEST CROW

master T. J. Rogers, east sub-division, was transferred to east sub-division; J. E. Fisher, road foreman of engines, promoted to train-



FLAG RAISED AT WOLF LAKE YARD, IND.

master, east sub-division; W. E. Frazier, assistant road foreman of engines, promoted to road foreman, and fireman M. E. McCuen promoted to assistant road foreman of engines, east sub-division.

James J. Roberts, Chicago Division fireman, furloughed for military service, is one of two men from Indiana who received a commission at the close of the third officers' training school at Camp Upton, N. Y. He was assigned to the field artillery.

South Chicago

Correspondent, Mrs. BERTHA A. PHELPS
Wheelage Clerk

On page 70 is a picture of the flag at Wolf Lake. Our force there is surely a bunch of patriots. On April 22 a fine silk flag 6 x 12, purchased by the employes, was raised at that station.

Agent Altherr, our four minute man, was present and in the course of his remarks told the men that this flag stood for all the good things they enjoyed and that their appreciation of these privileges should consist of something more than merely lifting their hats or just standing when they heard the National Anthem.

Among the employes called to the colors from this station during May are the following: Stanley Bejgrowicz, John Staszkievicz, J. Tluziski, H. W. Giesler, W. Armstrong, A. Glon, H. J. Blake, Frank O. Carlson, T. J. Conroy, A. E. Sleight, D. F. Zern and T. G. Conroy. "Joe" Stack, clerk from our office, left on May 21. The office force made him a present of a wrist watch. Agent Altherr made the presentation speech. "Joe," in responding, said he hoped to be able to bring back something in the way of a royal souvenir. William Hogan, Jr., is another one from our office who has entered the radio division at Great Lakes.

William Frame, engineer of transfer elevator, made a trip to New York a few weeks ago to see his son, who sailed for France.

Harry Carr, assistant to chief clerk in trainmaster Huggins' office, was married on April 16 and is living at Windsor Park.

We are very fortunate in securing the services of Miss LaVerne Peterson, an experienced switchboard operator.

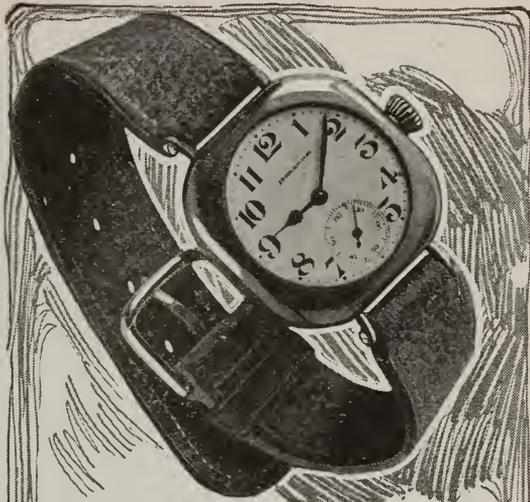
Miss Florence Cameron, stenographer in general foreman Quigley's office, has returned from a trip to Washington in the interest of a friend leaving for France.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, Chief Electrician, Lincoln Street, Chicago

Divisional Safety Committee

- J. L. NICHOLS..... Chairman, Superintendent
- J. W. DACY..... Trainmaster
- C. P. PALMER..... Division Engineer
- R. L. FAITHORN..... Assistant Engineer
- ALEX CRAW..... Division Claim Agent
- J. A. QUINN..... Captain of Police
- C. L. HEGLEY..... Examiner and Recorder
- H. McDONALD..... Supervisor, Chicago Division
- WILLIAM HOGAN..... Supervisor, Calumet Division
- F. K. MOSES..... Master Mechanic
- F. S. DEVENY..... Road Foreman of Engines
- CHARLES ESPING..... Master Carpenter



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 W. A. MOORE..... Engine Foreman, Blue Island
 L. R. SHEARER..... Engine Foreman, East Chicago
 J. E. CARTAN..... Engine Foreman, Robey Street
 WM. H. CURRY..... Locomotive Engineer, East Chicago
 P. S. PEARSON..... Locomotive Engineer, Blue Island
 JOHN LATSHAW..... Locomotive Engineer, Robey Street
 O. NORWOOD..... Machinist, Robey Street
 W. H. SMALLMAN..... Machinist, East Chicago
 J. MCBRIDE..... Boilermaker, East Chicago
 ROBERT DOVE..... Boilermaker, Robey Street

Ohio Division

Correspondent, W. L. ALLISON, *Operator, DO*
 Office, Chillicothe, Ohio

Divisional Safety Committee

E. W. HOFFMAN..... Chairman, Superintendent
 R. MALLON..... Trainmaster
 J. M. MENDELL..... Road Foreman of Engines
 W. F. HAYES..... Master Mechanic
 A. H. FIEYANG..... Division Engineer
 J. G. SELBY..... Medical Examiner
 E. COLE..... Supervisor
 G. E. WHARF..... Agent, Portsmouth, O.
 T. J. DUNKLE..... Conductor
 E. W. FORSTER..... Brakeman
 C. DEISINGER..... Engineer
 C. N. VARIAN..... Fireman
 H. M. CENNINGHAM..... Yard Conductor
 W. F. OTTMAN..... Painter Foreman
 G. H. MEDEIT..... Machinist

President Willard's western trip in May included a stop at Camp Sherman, on the Ohio Division, where the party was met by General Glenn and staff in autos and then driven over Camp Sherman. After the trip was made through the camp they visited the rifle range, where target practice was in progress. After arriving at the depot at Chillicothe a special train was provided, which ran to Renicks via the Norfolk and Western Railroad for inspection of new interchange facilities.

The photograph accompanying this article shows the night fire brigade of the Chillicothe shops ready for action. Fire chief W. R. Fox is shown under mark X. On the night of March 31 the oil house at Chillicothe caught fire, origin unknown, and the blaze had gained considerable headway when the fire alarm sounded from the shop whistle. In exactly one minute and fifty-six seconds the fire fighters had the water on the blaze and in a short time had it subdued. The men are to be commended for their quick and effective work in stopping what might have been a disastrous fire, endangering the entire shops. The city fire department was called, but arrived too late to be of service.

Operator W. C. Pratt and J. B. Bresnehan have joined the colors. Mr. Pratt has enlisted in the navy as a second class radio operator. Mr. Bresnehan goes to Camp Sherman.

Assistant yardmaster E. F. Fisher and wife returned from a three weeks' trip in the west, visiting Joplin, Mo. "Ernie" has the same ideas about vacations that he has about laying in his coal—he gets them both early and avoids the rush.

Yard brakeman E. H. Morgan has taken an indefinite leave of absence to enlist in the United States Marines.

Vacancies filled on division operator Plumly's last bulletin as follows:

Leesburg, second trick operator, F. A. Maloney. "SG" office Cincinnati, two tricks, S. H. Smith and P. E. Jackson.

On April 18 and May 8 respectively Michael Brown and John L. Fenton, veteran engineers on the Ohio Division, were placed on pension. The old record of Mr. Brown, familiarly known as "Mike," shows him starting as a fireman in March, 1871, being promoted to running in March, 1873.

Engineer Brown holds the record for fast passenger running on the west end Ohio Division. With a special train of four cars, carrying a company of Elks, he made the run from Chillicothe to Cincinnati in one hour and forty minutes with engine 1419. He made one stop, at Loveland, for water. Distance 97.9 miles. This record is one to be proud of and has never been equaled on this division to the writer's knowledge. Engineer Fenton was employed in August, 1873, and promoted to supervisor of trains and engines, Ohio Division, in 1892. He was also employed as night storekeeper at Chillicothe shops for many years.

Below is a photograph of C. L. Romine, formerly employed on the Ohio Division as telegrapher. He enlisted in the signal corps October 7 and was stationed at Camp Sherman, Chillicothe, Ohio.



C. L. ROMINE

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Present Occupation _____

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City _____ State _____

Ohio Division firemen Frank Foster, C. Tippy, A. S. Hallett and George Thompson have been drafted and will go to Camp Sherman, with the exception of Thompson, who goes to Fort Thomas, Ky.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

Divisional Safety Committee

- 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, Cincinnati, O.
- S. A. ROGERS..... Road Foreman of Engines, Seymour, Ind.
- M. A. MCCARTHY..... Division Operator, Seymour, Ind.
- P. T. HORAN..... General Foreman, Seymour, Ind.
- E. MASSMAN..... Agent, Seymour, Ind.
- J. E. SANDS..... Agent, Louisville, Ky.
- J. E. O'DOM..... Claim Agent, Cincinnati, O.
- F. O. BUNTON..... Secretary, Seymour, Ind.

ROTATING MEMBERS

- V. L. DOWELL..... Fireman, Seymour, Ind.
- W. F. CLAUSE..... Conductor, Seymour, Ind.
- JOE STEWART..... Engineer, Seymour, Ind.
- L. D. HARRINGTON..... Section Foreman, Blocher, Ind.

R. C. Moore was appointed agent at Dabney, Ind.; vice T. R. Moore, transferred. Effective May 14.

F. O. Bunton, secretary to superintendent for the past several years, accepted a position in Cincinnati Terminals, causing the following promotions in superintendent's office:

E. G. Masher, stenographer to chief clerk, to secretary to superintendent.

L. F. Ackerman, clerk, to stenographer to chief clerk.

L. M. Osterman, clerk to division operator, to clerk in superintendent's office.

Miss E. A. Humes, formerly employed as stenographer to district engineer maintenance of way, Cincinnati, who has several years' service in division offices at Seymour, has returned to position as clerk to division operator.

E. C. Harrington, file clerk, has been furloughed to enter radio service of navy and H. J. Himmler promoted to fill this vacancy and B. A. Phillips succeeds H. J. Himmler.

J. I. Tolliver has been appointed agent at Georgia, Ind., vice V. D. Donovan, transferred.



FLAG RAISING AT BRIGHTON, OHIO, APRIL 6

T. R. Moore has been appointed agent at Huron, Ind., temporarily, vice J. I. Tolliver, transferred.

E. C. Harrington, file clerk in superintendent's office since September 10, 1917, has experienced some little trouble the past few months in taking on sufficient weight to make him acceptable for service in the Navy, but he accomplished the feat and reported at Louisville for service May 22 for assignment in radio service.

J. R. Bobbitt, with several years' service as operator and dispatcher on this division, but lately with the Erie at Rochester, N. Y., paid a visit to the boys in the division office building last week. Mr. Bobbitt is at present in the naval telegraph service and his uniform was very becoming.

The Kentucky Derby at Churchill Downs, May 11, proved to be such a strong attraction that several of the young lady clerks in the division office building could not refrain from making the trip to the Falls City.

Miss L. E. Brand, with several years' service on various desks, transportation department, and who left the service for a position with Seymour Business College, has concluded railroad work is more interesting than that of the college and has accepted position in office of division accountant.

C. E. Morton, chief clerk to division engineer, has just recently been appointed general athletic representative, Southwest District, and B. H. Prinn, signal supervisor, Cincinnati, has been appointed local chairman, Indiana Division.

Our management is very much interested in this "Welfare" work and there is no question but that it will prove very beneficial to all employes who will participate.

It has been decided that all bona-fide employes, who are candidates for the baseball teams, will be allowed three hours per week off duty for which the Railroad Company will pay them at the rate they receive in their regular



No. 41 PULLING INTO NORTH VERNON

employment. Such teams must be formed not later than June 15. Those employes composing the teams when they have finally been selected will be allowed three hours per week during the term of the baseball season, ending on Labor Day.

When the representative division teams are obliged to travel from one district to another to play off scheduled games, they will be allowed the equivalent of their regular wages.

This division was not represented in the baseball activities of the Baltimore and Ohio during the 1917 season, and we certainly do not want such a thing to occur this year. I am quite sure there are a number of good ball players among the employes on this division who entered service not later than January 1, 1918 (necessary to have been in service January 1, 1918, to be eligible to play this year) and if not good players now, they have been, and there is still a sufficient supply of sporting blood to enable them to "come back."

We want three or four teams organized on this division at once in order that we will be able to start the scheduled games on time this year, and all employes who wish to play ball on one of these teams will immediately make the fact known to our division chairman, B. H. Prinn, Cincinnati. In applying state specifically your qualifications, location, etc., so that it may be readily determined in which team you are needed, or the most convenient location.

The campaign now is for ball teams; however, later on we hope to be able to interest you in other Welfare work—bowling, basketball, community dances, etc.

Don't neglect to make your application at once for position on one of the ball teams, and I am depending upon our best team to play off the championship game at Baltimore, Labor Day, and secure the cups offered by our officers.

Due to the harmony and excellent organization existing among the men of the night force at Storrs station roundhouse, Cincinnati, Ohio, a percentage of 100 was reached in six hours in the second Red Cross drive by seventy-one employes. Two of the night machinists made a very artistic and original Red Cross flag from a large piece of canvas for a back ground—four red classification flags placed so as to form the Red Cross with one white flag in the center on which some very dainty and artistic decorating was accomplished by a blue pencil—in the upper left hand corner noting the time of the start; in the lower right hand corner the time of the finish; in the upper right hand corner was attached one of the circular posters "Help Our Boys Live" and the lower left hand corner a window poster, "The Greatest Mother in the World." In the center "Night Force 100%." The night force has been highly complimented upon the originality of the flag and the earnestness and interest exhibited in this most worthy cause to "Help Win the War" and "Bring Our Boys Back Home" alive to their loved ones.

Cincinnati Terminal

Correspondent, T. W. CALVIN, *Transportation Department*

Divisional Safety Committee

E. T. HORN.....	Chairman, Supervisor of Transportation
J. H. MEYERS.....	Trainmaster
J. M. MENDELL.....	Road Foreman of Engines
L. A. CORDIE.....	Assistant Terminal Agent
DR. G. R. GARVER.....	Medical Examiner
J. M. BURKE.....	Car Foreman
H. P. HOGAN.....	General Foreman
G. A. BOWERS.....	General Foreman
T. MAHONEY.....	Supervisor

ROTATING MEMBERS

E. R. HOTTEL.....	Machinist
H. W. KIRBERT.....	Engineer
C. R. DOOLITTLE.....	Yard Master
G. HURDLE.....	Inbound Foreman
R. H. SEARLS.....	Claim Clerk

E. T. Horn, supervisor of terminals, is back after an absence of several weeks taking mineral water baths for rheumatism. We are glad to chronicle that his condition shows marked improvement.

J. J. Gallagher, who bears the nickname of "Harp," is wearing a great big smile since his baby scored "perfect" at the Hartwell baby show. Of course, he says the baby resembles its father.

On May 25 there was a flag raising at Smith Street freight house. The program consisted of patriotic addresses, band music and the hoisting of Old Glory. A large crowd attended.

J. L. Flanagan has been appointed chief yard clerk at Elmwood, vice W. A. Richter, promoted.

R. S. Jennings has been appointed relief yard clerk.

Arthur Lauther has resigned position of file clerk in office of supervisor of terminals to accept a position with the Pollak Steel Co.

H. B. Smith is a new employe in office of supervisor of terminals. He hails from Pittsburgh and is an old Baltimore and Ohio employe.

J. J. Flanagan, troop train expert in office of assistant superintendent of transportation, never sleeps. At least we think he does not, because he is engaged in juggling cars nights as well as days.

John Perkins solemnly asserts that his new baby is the finest one that ever opened its eyes in Cincinnati. To prove it he passed around a box of fine perfectos.

D. E. Todd, chief dispatcher, has been appointed rules examiner.

"Sam" Edmonds' timely action probably saved the life of a little boy swimming in Mill Creek, and who was being carried under by the current. Hearing the screams of the boy Edmonds plunged in the water and pulled him out. After getting the water out of the boy's lungs the little fellow started home, not much the worse for wear.

Edward Nieman, tallyman, was called to the colors this month and sent to Columbus Barracks. Understand he is now working in a powder plant in Maryland.

F. A. Calhoun, of assistant superintendent of transportation Hooper's office, has resigned to go to the C. & O. as secretary to superintendent Taylor. F. O. Bunton, formerly of superintendent Iams' office, Seymour, is now connected with the office of supervisor of terminals at Cincinnati.

Illinois Division

Correspondents

WALTER S. HOPKINS, *Chief Clerk to Division Accountant, Flora, Ill.*

OMER T. GOFF, *Secretary to Superintendent*

Divisional Safety Committee

C. G. STEVENS.....	Chairman, Superintendent
OMER T. GOFF.....	Secretary, Secretary to Superintendent
K. S. PRITCHETT.....	Trainmaster
J. W. ODUM.....	Trainmaster
R. E. CHAMBERLAIN.....	Division Engineer
W. F. HARRIS.....	Master Mechanic
C. H. CREAGER.....	Road Foreman
M. A. MCCARTHY.....	Division Operator
H. E. ORR.....	Master Carpenter
C. S. WHITMORE.....	Signal Supervisor
M. F. WYATT.....	Supervisor
G. H. SINGER.....	Agent, East St. Louis
C. S. MITCHELL.....	Agent, Flora, Ill.

ROTATING MEMBERS

W. H. MULLEN.....	Engineer
PAUL NANEY.....	Fireman
C. O. DAVIS.....	Conductor
J. E. BURRIS.....	Brakeman
H. C. SMITH.....	Machinist
GEORGE QUAYLE.....	Machine Man
FRANK O'SHAZ.....	Car Inspector
ED WIDDOWS.....	Track Foreman

The photograph below is that of W. C. Dietz, general foreman at Flora, Ill., and also manager of the Flora Baltimore and Ohio baseball team.



W. C. DIETZ



FIREMAN C. E. MANN AND ENGINEER "JERRY" POPE

Mr. Dietz entered the service of the Baltimore and Ohio in the car department at Washington, Ind., November 1, 1896, where he remained until made joint car inspector with the Baltimore and Ohio and Illinois Central at Odin, Ill., in 1903. In 1908 Mr. Dietz was transferred to Springfield, Ill., as foreman at that point, where he remained until 1914, at which time he was appointed general foreman at Flora. Mr. Dietz had always been an ardent admirer of all forms of athletics and in addition to his many other duties has always found a little time to devote to the interest of the Welfare Association. Only a few years back Walter ranked well as a ball player in amateur leagues which played Sunday baseball, and since the organization of baseball on the divisions has been quite a fan. Through the influence of superintendent Stevens, Mr. Dietz has taken charge of the baseball team at Flora for the coming season and there is no doubt but that the team under his management bids well to compete for the championship at Baltimore on September 2.

The photograph above is that of fireman C. E. Mann and engineer "Jerry" Pope. This picture was taken at Flora just after the arrival of these two men with engine 876 with the Liberty Loan Special, a train of exhibits of war relics.

A meeting of all employes interested in baseball was held in the general foreman's office at Flora on May 3. Division chairman Hopkins explained the baseball situation on the Illinois Division, at the same time making a report as to the financial situation and discussed the matter of purchasing paraphernalia needed. Manager Dietz took full charge of the team, arranged to have the grounds put in proper shape and division accountant P. H. Groseup having been appointed secretary and treasurer of the association, took charge of the finances.

On May 4 Thomas M. Stevens, father of C. G. Stevens, died at his home at Sumner, Illinois. Mr. Stevens was past eighty-two years of age and had for some time been in poor health. The funeral services were held from the M. E. Church at Sumner, on Sunday, May 5, a special train being run from Flora to Sumner and return to accommodate the employes and their families who desired to attend the funeral. The floral offerings sent by the employes were beautiful and superintendent Stevens was very grateful for the remembrances, also to the train and engine crews that volunteered their services to run the special train.

History tells us of some wonderful exploits, deeds of daring, etc., but the trip made by division accountant Groseup in his new Paige from St. Louis to Flora is more wonderful even than fiction. The numerous experiences had by "Phil" while on this trip are being published in a separate book, they being too thrilling for the MAGAZINE. The trip was started on Friday and it seems that the weatherman whispered to "Phil" that everything would be lovely. However, shortly after departing from St. Louis the God of Thunder evidently had on a grouch, for he immediately stirred up the atmosphere to such an extent that the rain poured and the roads became exceedingly muddy. After leaving the populated portion of the country and entering into the rural districts "Phil" states it was extremely lonesome. It was very interesting to hear related the many experiences; most every garage found something wrong with the machine that needed immediate attention, and the gasoline tank seemed to have holes in it. We have information that the self-starter was not properly charged when leaving St. Louis, thereby making it necessary for "Phil" to crank the car something less than a thousand times. The self-starter has now been fixed and everything is lovely, and "Phil" is very much surprised at the number of friends he has since purchasing his new touring car.

Just a little note as to the loyalty of the division accountant's office—one hundred per cent. Third Liberty Loan Bonds; one hundred per cent. Red Cross; one hundred per cent. War Savings Stamps. On the south side of the office hangs the service flag, now containing four stars, representing four good American soldiers who have or will go to the western front from the division accountant's office and there's nothing too good for them. We're in for one hundred per cent. on anything that will help them through.

Looks rather suspicious, five of the boys have sent their wives out of town on a visit at the same time. Of course, they are all retiring at the usual hour and will all have the same story when she returns—"My how I missed you."

Owing to material clerk Smith being called in the draft, C. F. Stanford has been employed as junior clerk in the division accountant's office.

Miss Maud Russell, who has been off sick for some time, has returned to work.

We had the pleasure of having with us for several weeks Charles H. Harker, traveling timekeeper. Ask "Charley" how he washed his face in the morning.

W. S. Hopkins, chief clerk to the division accountant, has made his regular semi-annual trip to Cincinnati to buy a hat. Panama this trip.

F. A. Conley, chief clerk to the superintendent, says that when he does buy a car it sure is going to have a self-starter. There is no question but that Frank will be the possessor of a machine soon, at least the indications are such. The greatest problem now is the kind.

"Dimmy" Workman, who for sometime has been employed as messenger in the division offices at Flora, told us the other day that he had some important business in St. Louis. Nothing was heard from him for three or four days then we received a card from him saying that he had enlisted in the marines and was at that time at Paris Island, S. C. It's "all off" with the Kaiser now. Go to it "Dimmy," we are with you.

Traveling auditor A. L. Carney has purchased a new auto and is spending a whole lot of time looking over the roads and now knows how most of them look around here. We understand that when he bought the machine he started to drive it out here from St. Louis and after getting about half way discovered that the machine was not equipped with a submarine attachment or was not fitted up to float, so he decided to lay up for the night.

Lyman Riggle is now working as messenger in the division offices at Flora, vice M. C. Workman, who has joined the marines.

One fine evening Henry Bruner, file clerk in superintendent's office, and R. O. Dykins, trainmaster's clerk, decided to go fishing. The next day they reported having caught about twenty fish, averaging about two or three pounds, and by the way they talked we have our doubts as to whether or not there are any fish left in this part of the country, except the small ones they threw back in the water. They claim that this is not a "fish story" about their big haul. We understand that Henry had a little trouble climbing over a barbed wire fence.

There was so much rain here last spring that some of the boys gave serious consideration to trading their automobiles for submarines.

A few days ago brakeman Robert G. Herrin left for Camp Dix, N. J. Everybody was sorry to see him leave and all wish him good luck.

Live stock agent E. R. Walsh, of East St. Louis, left a few days ago for Camp Taylor, Ky.

Some of the other fellows who have enlisted in Uncle Sam's service are engineer W. N. Hill,

switchman H. F. Reimer, yard conductor I. Sullivan, brakeman Don Clark and brakeman A. R. Harris.

Chief dispatcher C. F. White has purchased a new Overland auto. He says that in running it he does not have to worry about terminal overtime, deadheading or relieving crews, also says he is not delayed by the block or by meeting points very often. The machine also helps him get away on call.

Yard clerk C. G. Weiss, who was laid up with pneumonia for sometime, is now back on the job at Cone and reports feeling a great deal better.

Conductor Badollet is back on the west end coal train job he "held down" several years ago. He says business at the mines on the west end has been hibernating long enough.

Dispatcher F. J. Smith has been away for two weeks on a vacation and has just returned to work. Understand he bought out a big business of some kind while he was gone. He was relieved by extra dispatcher C. D. Russell, who is now working for dispatcher T. R. Cox, who is away on his vacation.

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*

Sometime ago we advertised for "Senator Dick," the fuel inspector. "Senator" made his appearance a short time ago at this station, and relieved the suspense, as we thought something had happened to him.

"Joe" Yeager, pipefitter, went fishing. Enough said, gentlemen, enough said.

Work has been started on the twenty-foot extension to be made to the engine house at this point.

The young lady clerks employed in the offices here are organizing a tennis club. We expect to see many exciting contests.

Russell Isenogle, formerly a clerk in the general foreman's office, enlisted in the army and is located at Camp Laurel, Md. Russell has three brothers in the service, Alva, Elva and Leo, all of whom were clerks in the employ of the Baltimore and Ohio.

J. Harold Bourgholtzer, statistical clerk in superintendent of shops' office, left for Camp Zachary Taylor, Ky., May 27, for service in the National Army.

Frederick J. Price, M. C. B. clerk in the general car foreman's office and F. J. Stone, shipping clerk in stores department, left for Columbus Barracks, May 23.

We are pleased to present above the likeness of T. R. Mayfield, laborer in the enginehouse. Mr. Mayfield is a very pleasant gentleman and always has a kind word for everyone.



T. R. MAYFIELD

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*
Dayton, Ohio

R. B. MANN.....	Chairman, Superintendent
E. J. CORRELL.....	Vice-Chairman, Assistant Superintendent
H. W. BRANT.....	Trainmaster
F. J. PARRISH.....	Division Engineer
I. E. CLAYTON.....	Division Operator
M. DIBLING.....	Machinist, Lima, O.
EDWARD KEEFE.....	Road Engineer, Ivorydale, O.
T. J. McDERMOTT.....	Road Conductor, Dayton, O.
H. T. HELLMAN.....	Secretary to Superintendent, Lima, O.
DR. F. H. HUTCHINSON.....	Medical Examiner, Lima, O.
DR. R. C. POTTER.....	Medical Examiner, East Dayton, O.

The following employes have responded to the call of our country, and with last information were at Camp Sherman, Chillicothe, Ohio: F. B. Redman, operator, Bates, Ohio; R. E. Young, operator clerk, Perrysburg, Ohio; M. M. Hemmert, agent-operator, Botkins, Ohio; C. L. Jenkins, operator, Bates, Ohio; A. G. Patterson, operator, Ottawa, Ohio.

A matter of historical importance is the remodeling of the old stone building at Stockton station. This building was erected fifty-two years ago as a water station, the tank being constructed of wooden staves and steel hoops, and placed on the inside of the stone building, setting on pillar stones. For a long time no one has given it enough attention to look into it until it was decided to put it in shape to be used as a section bunkhouse. Workers pronounce the masonry as in apparent perfect

condition, the steel hoops in good contact, while the only evidence of the wooden hoops is the accumulated dust.

Probably one of the most important matters in the way of construction work is the two and one-half miles of track now nearing completion, which, beginning at the curve known as Bates Point, located on the Wellston Sub-division, between Lebanon Junction and East Dayton, extends to a point near North Dayton coal dock on the Toledo line.

It was necessary to cross both the C. C. C. & St. L. and Erie Railway tracks at grade, and the construction of two complete interlocking plants, also ten public road and street crossings.

The most extensive portion, proportionately, was the structure, necessary to span the old Miami and Erie Canal and Mad River, being a two thousand foot bridge of trestle and steel construction. The entire grading is almost level, with few curves, the greater being only six degrees.

The proposition not only opens up a most inviting field for commercial locations, the entire territory being almost level, with Mad River near by for a water supply for any manufacturing plant or plants who desire to locate,

but from a transportation stand point will eliminate many serious delays to both railroad and street traffic because of the great volume of tonnage that will pass over this line instead of the Dayton joint track.

In order to be able to take care of a large volume of this traffic two more large yards are under construction and no doubt will be completed by the time our readers get this, one known as Needmore the other Leo Street. The former will have a capacity of 500 and the latter 900 cars, with an additional passing siding constructed in connection with the former. A standard yard office of Baltimore and Ohio specifications, which provides wash room and sanitary facilities, is also being constructed.

Sandy Valley & Elkhorn Railway

Correspondent, L. E. GATEWOOD, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....	Chairman
A. W. WHITE.....	Supervisor M. & W. Department
D. W. BLANKENSHIP.....	Section Foreman
S. H. JOHNSON.....	Engineer
E. E. CASSIDY.....	Fireman
J. M. MOORE.....	Conductor

Our Sweetheart

By Minna Irving

We saw her in the happy years
 Before her smiles had turned to tears,
 A dainty, charming, gay coquette,
 Who danced the graceful minuet
 With dusky tresses curled,
 Perfumed and powdered and arrayed
 In filmy lace and rich brocade,
 With love and laughter in her glance
 And kisses on her lips—fair France,
 The sweetheart of the world.

We see her wan and wasted now,
 A bloody rag about her brow,
 Her feet and bleeding bosom bare,
 Dead roses in her tangled hair,
 Her cheeks with tears imparled.
 The Hun has laid his heavy hand
 Upon her beauty, joy is banned,
 She has forgotten how to dance,
 To laugh, to sing—alas! poor Fran e,
 The sweetheart of the world.

But courage! O'er the rolling sea
 The flower of Western chivalry,
 The knighthood of the U. S. A.,
 All armed and eager for the fray,
 With starry flag unfurled;
 A million strong and more to come,
 To music of the fife and drum,
 Like cavaliers of old romance,
 Are hurrying to rescue France,
 The sweetheart of the world.

Finish This Story For Yourself—

The girl got \$6 a week and was lonely. "Piggy"—you can imagine his kind—was waiting downstairs. He knew where champagne and music could be had. But that night she didn't go. That was Lord Kitchener's doing. But another night?

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Why memorials to him are being prepared; why universities are planning tablets to his memory; why text books of English literature are including his stories; why colleges are discussing his place in literature; why theatrical firms are vying for rights to dramatize his stories; why newspapers all over the country are continually offering big sums for the right to reprint his stories.

Send the Coupon Without Money

We will ship the complete sets so that you can look them over in your home and then decide whether or not you wish to buy. If you are not delighted with O. Henry and the free Kipling notify us and we will take the sets back as cheerfully as we sent them. How could any proposition be more fair?

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If you prefer the set of O. Henry in cloth binding change price \$19.50 to \$15.00, and change monthly payments from \$1.50 to \$1.00. There is so small a difference however between the price of the cloth and the beautiful half leather that we strongly urge our customers to buy the half leather.

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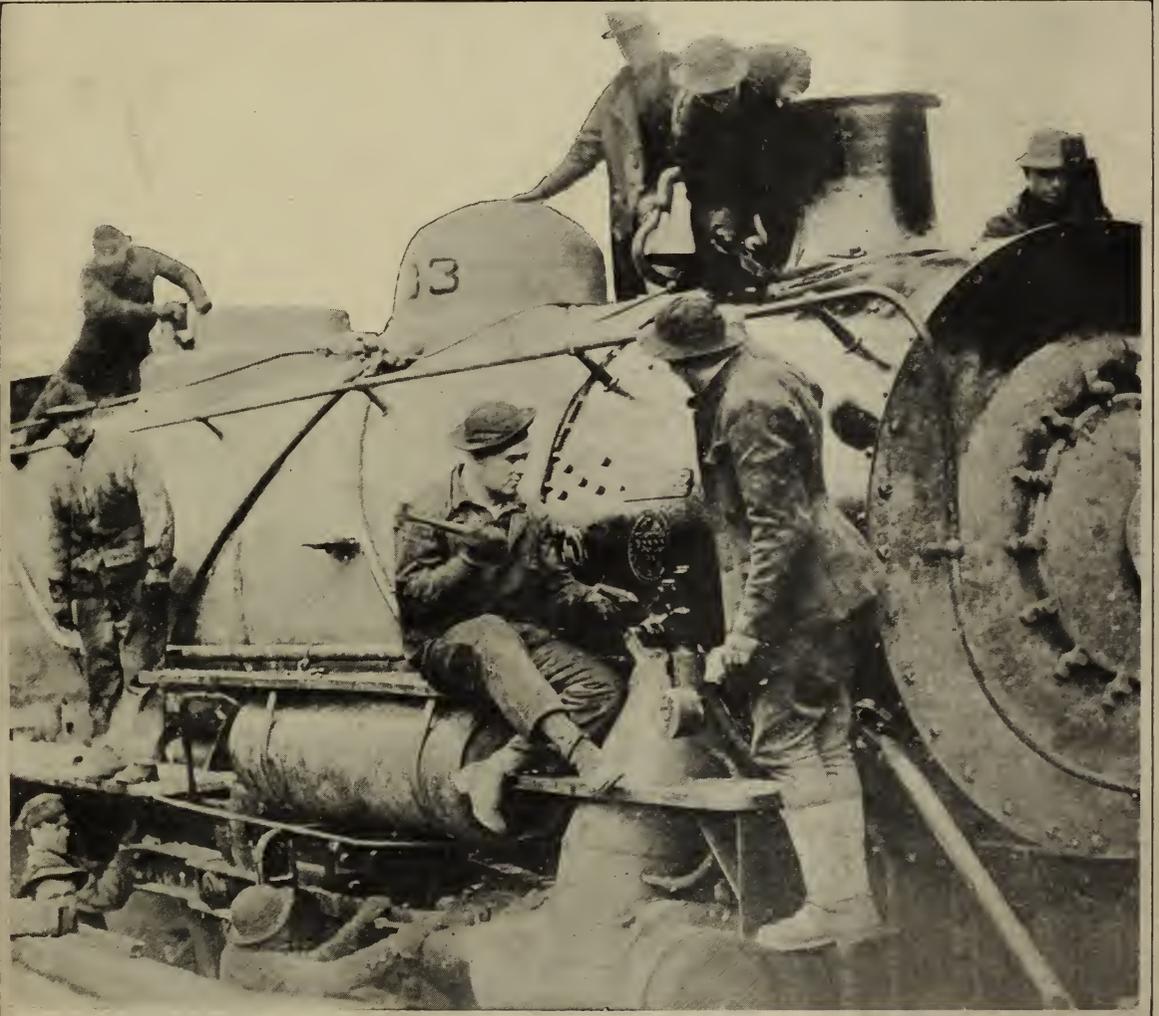
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(Committee on Public Information)

ASSEMBLING U. S. ENGINES IN FRANCE

AUGUST, 1918



FOOD AND THE MAN



A well-balanced and nutritious meal costs no more than a poorly planned one. A roast is not always possible, but there are many cuts of meat which may be boiled, broiled, stewed or roasted and will cost less than the

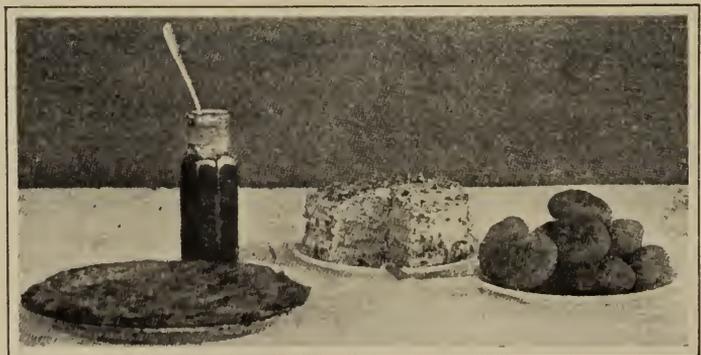
meat which goes into the frying pan. Ask mother to give you a boiled dinner or a stew oftener.

Fish is recommended for several meals each week. Graham bread is superior to rye, and rye is preferable to white bread, both as a food and as a health agent.

Fruit is not a luxury but a necessity, and in the months when too expensive for a large family, use prunes, evaporated apricots, peaches, apples, etc.

Milk or buttermilk is preferable to coffee or tea, but hot food or drink should be served twice each day. If tea and coffee are served, use in moderation. Give children cocoa or milk.

Pie, cake, doughnuts, etc., clog the bowels and put your system out of order. Eat only enough dessert to satisfy craving for sweets. Serve oftener and eat less at a time.



(Photos courtesy Eastman Kodak Co.)

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Get Ready for "Old-Timers' Shoots"

Trapshooting has its "old-timers"—veterans of the game for fifteen or more years. By attending shoots, serving as officials, increasing the membership, instructing new members, promoting club events and otherwise serving the club, they've been the "old reliables" whose loyalty rightly deserves recognition by fellow-members and sportsmen everywhere.

Show these "old-timers" you are appreciative of their work to make trapshooting the "sport alluring."

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(Baltimore & Ohio Employes Magazine)



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(About 2 blocks west of Reisterstown Road)

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McMECHEN, W. VA.

SIXTH (OR GRANT) STREET

Lot 1 and part of lot 2, J. A. Miller's addition, 40 feet 8 inches by 42 feet. 2-story frame dwelling, 8 rooms, brick foundation, city water, lighted by gas. Price \$2500.00. 1-10 cash, balance in monthly instalments.



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19 rooms, shingle roof, brick foundation. 1 out building 10 feet by 12 feet. Lot 100 feet by 150 feet. Price \$1600.00. Suitable for hotel or large boarding house.

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4 rooms, city water and sewer, shingle roof, concrete foundation. Lot 74 feet by 208 feet. Price \$1000.00.



GARRETT, INDIANA

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8 rooms, gas and electric lights, city water and sewer, shingle roof, brick foundation. Lot 50 feet by 125 feet. Price \$1450.00.



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Volume 6

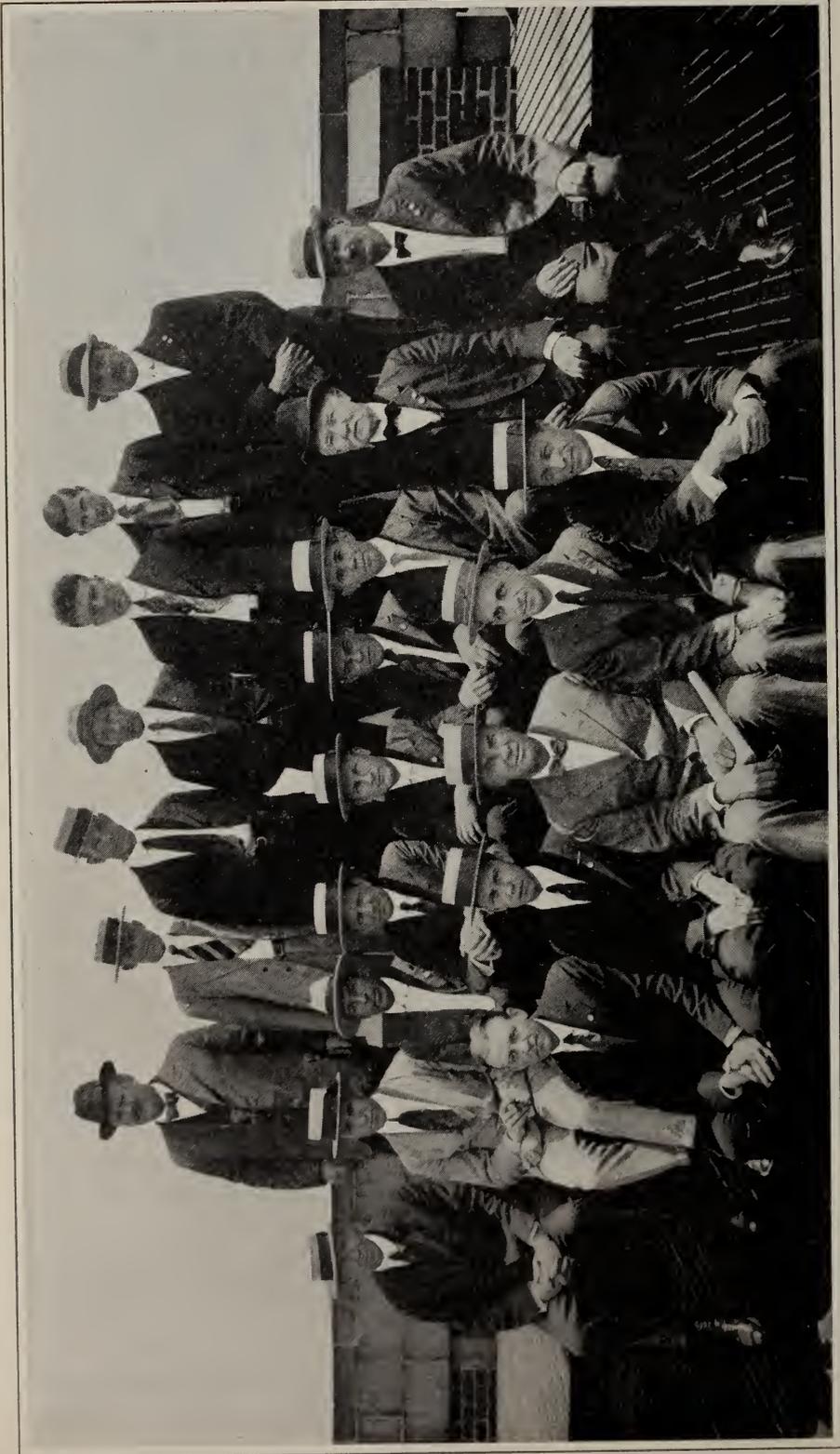
BALTIMORE, AUGUST, 1918

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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.



BALTIMORE AND OHIO GLEE CLUB, BALTIMORE

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Appointments Announced by Federal Managers of Eastern and Western Lines

 W. THOMPSON, Federal Manager for the Allegheny Region, has announced a number of appointments that affect the Baltimore and Ohio Lines, East, and the new officials are now in their respective offices. The Federal Manager also realigned a number of divisions of the Baltimore and Ohio and other railroads that are under his control.

The appointments, effective July 1, were as follows:

R. N. Begien, assistant to Federal Manager (operating), with headquarters at Baltimore.

J. M. Davis, Manager Baltimore and Ohio New York Terminals, with headquarters in New York.

S. Ennes, General Manager Baltimore and Ohio-Eastern Lines and of the Coal and Coke Railway, with headquarters in Baltimore.

M. C. Byers, General Manager Western Maryland Railway, Cumberland Valley Railroad and Cumberland and Pennsylvania Railroad, with headquarters at Hagerstown, Md.

A. Fries, Traffic Manager, with headquarters in Baltimore.

F. H. Clark, General Superintendent Maintenance of Equipment, with headquarters in Baltimore.

H. B. Voorhees, General Superintendent Transportation, with headquarters at Baltimore.

E. M. Devereux, Treasurer, with offices at Baltimore.

H. R. Preston, General Solicitor, with offices at Baltimore.

H. A. Lane, Chief Engineer, with headquarters at Baltimore.

W. S. Galloway, Purchasing Agent, with headquarters at Baltimore.

J. J. Ekin, General Auditor, with headquarters at Baltimore.

E. E. Hamilton, assistant to Federal Manager with office at Baltimore.

In his announcement concerning the new boundaries of districts, Mr. Thompson states the following:

The Potomac District is created, consisting of the following:

CUMBERLAND VALLEY DIVISION—Cumberland Valley Railroad, Western Maryland Railway between North Junction, Hagerstown, Md., and Shippensburg, Pa.; Edgemont, Md., and Quinsonia, Pa.; Philadelphia and Reading Railway between Shippensburg, Pa., and P. H. & P. Junction (Harrisburg, Pa.); Carlisle and Gettysburg, Pa.

HAGERSTOWN DIVISION—Western Maryland Railway from Virginia Avenue, Cumberland, Md., to Baltimore, Md., except portion included in Cumberland Valley Division; Baltimore and Ohio Railroad, Weverton, Md., to Hagerstown, Md.

ELKINS DIVISION—Western Maryland Railway, Virginia Avenue, Cumberland, Md., to Elkins, W. Va., and Belington, W. Va.; Cumberland and Pennsylvania Railroad.

The Charleston Division is hereby created, embracing the line from Charleston to Elkins, W. Va., including branches, and that portion of the Monongah Division, Weston to Pickens and Richwood.

The West Virginia District is extended to include the territory as above outlined.

The Coal and Coke Railway, which extends from Charleston, W. Va., to Elkins, W. Va., and branches, will be operated as a part of the Baltimore and Ohio Railroad.

The Western Maryland Railway between City Junction, Cumberland, Md., and Connellsville, Pa., will be operated as a part of the Connellsville Division of the Baltimore and Ohio Railroad.

Officers and employes will report to the superintendent at Connellsville, Pa.

On July 10 Mr. Thompson announced

that the Western Maryland Railway Terminals at Baltimore will be operated as a part of the Baltimore Division, Baltimore and Ohio Railroad.

On Western Lines

C. W. Galloway, Federal Manager of the Baltimore and Ohio Western Lines, also announced the same day a number of changes that likewise went into effect July 1. Unless otherwise stated, the headquarters of the new officials will be Cincinnati, Ohio.

F. A. Deverell becomes assistant to the Federal Manager (accounting).

As general solicitor, Morison R. Waite has been named.

C. L. Thomas becomes traffic manager.

L. G. Curtis, formerly district engineer of the entire Baltimore and Ohio System, becomes chief engineer.

S. U. Hooper is named superintendent of transportation.

W. S. Galloway, named purchasing

agent by Federal Manager Thompson for the Eastern Lines, will also be the purchasing agent for the Western Lines. His headquarters will be in Baltimore.

E. M. Devereux will serve likewise for the Western Lines as treasurer, with headquarters in Baltimore.

J. J. Ekin becomes general auditor of the Western Lines also, with headquarters in Baltimore.

E. W. Scheer becomes general superintendent of the Northwest District, with headquarters in Cleveland, Ohio.

F. B. Mitchell assumes the duties of general superintendent of the Southwest District.

J. B. Carothers is made assistant to the Federal Manager.

Mr. Galloway announces in his orders that the Northwest District will embrace the Chicago, Newark, New Castle and Cleveland Divisions.

The Southwest District will embrace Ohio, Indiana, Illinois and Toledo Divisions, and Dayton and Union Railroad.



STANDARD TRACK ON INDIANA DIVISION WEST OF SEYMOUR (LAY-OVER)

William T. Manning, Formerly Chief Engineer of Baltimore and Ohio Railroad, Dies Suddenly

THE sudden death on July 8 last of William T. Manning removes one of the most efficient railroad engineers in the country and his many friends over the Baltimore and Ohio System, of which he was chief engineer for some years, will be deeply grieved to learn of his passing.

Starting with the railroad as rodman, he arose through different grades until he became the chief engineer. He afterwards engaged in private practise of his profession and up until the time of his death was studying inventions that might be of value to the railroads. He is best remembered as the engineer who carried to a consummation the building of the Belt Line Railroad, which passes beneath the heart of Baltimore and which was a clever piece of engineering ingenuity.

Mr. Manning, whose father also was a construction engineer on the railroad and who carried through several big undertakings, entered the employ of the Baltimore and Ohio as rodman in 1873. He was assigned to the Chicago Division and served there until 1880. Having obtained practical experience in his chosen profession, his father took him as an assistant in the construction of the Gunpowder tunnel for the Baltimore City water works.

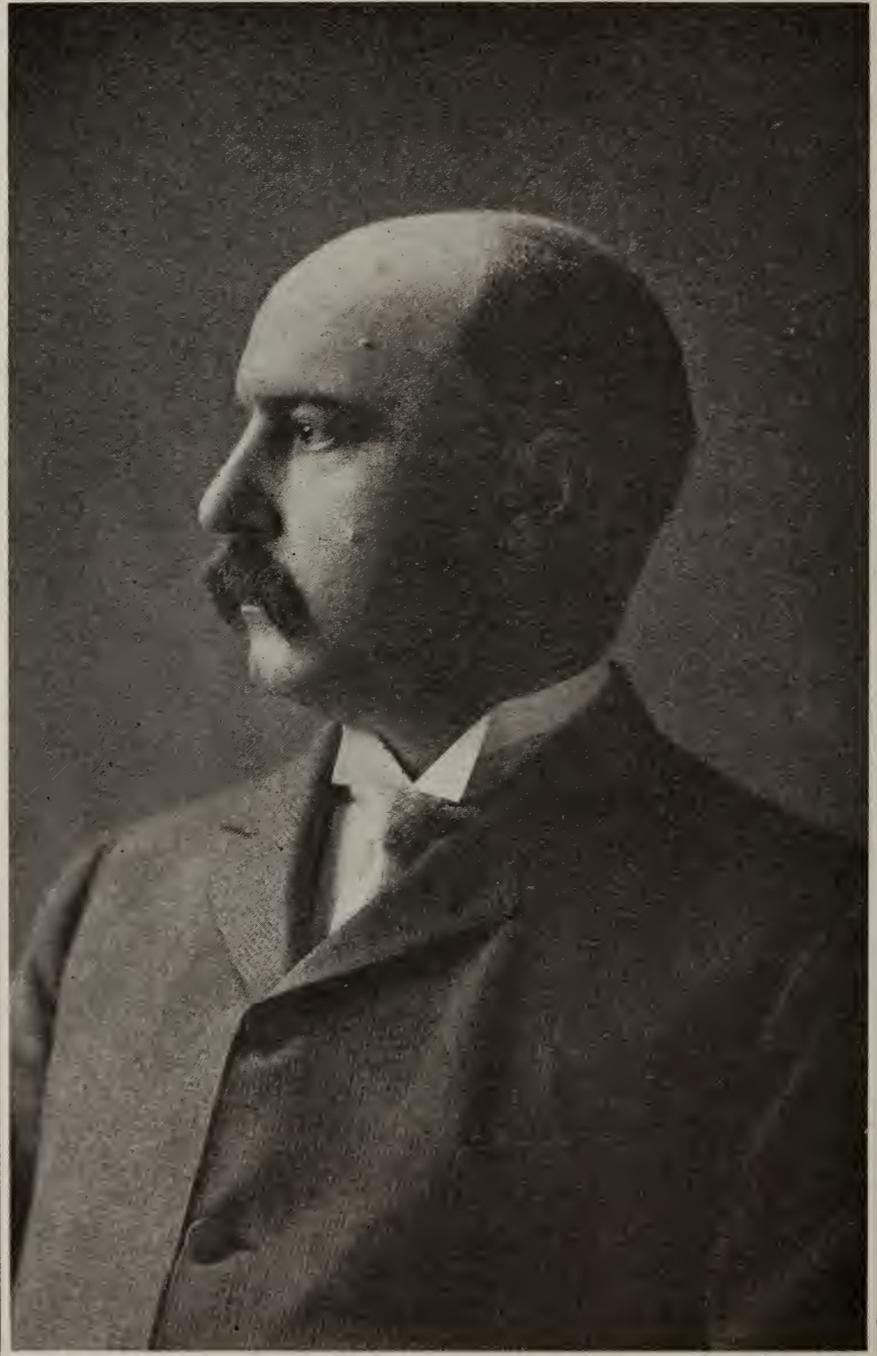
He returned to railroad work on the completion of the water system and became resident engineer of the Somerset and Cambria Railroad and later held the same position with the Ohio and Baltimore Short Line. He next was resident engineer for six months with the Rochester and Pittsburgh Railroad and

following that went to the Wheeling Division of the Baltimore and Ohio in the same capacity.

From 1883 to September, 1886, he served as assistant master of road for the Pittsburgh Division of the Baltimore and Ohio and from September, 1886, to July, 1887, was superintendent of the Ohio Division. From the latter date until October, 1890, he was engineer maintenance of way on the Pittsburgh Division. Following this assignment he went to the Staten Island Rapid Transit road as chief engineer and served simultaneously in the same capacity for the Akron and Chicago Junction branch of the Baltimore and Ohio. The latter road was being constructed and Mr. Manning showed much skill in getting the line through. He also served as engineer in charge of the construction of the new terminals at Pittsburgh, which he designed.

From April 5 to October 19, 1892, he served as assistant chief engineer of the Baltimore and Ohio Railroad, also discharging the duties of chief engineer during the absence of Henry T. Douglas, who went to Europe to regain his health. From January 31, 1894, until March 10, 1899, he was chief engineer of the railroad and also of the Pittsburgh and Western. From April, 1896, to the time he severed his connection as chief engineer, he also was in charge of the maintenance of way of the Baltimore and Ohio lines east of the Ohio River. He served as consulting engineer until December 1, 1900.

Mr. Manning was born February 10, 1856, at Alexandria, Va., coming to



THE LATE WILLIAM T. MANNING

Maryland with his parents when very young and completing his education at Glenwood Institute, Howard County. He was of a most practical turn of mind and one of his early achievements was the designing of angle bars, which, he maintained, would give greater safety to trains. Instead of having the heads of the bolts holding the angle bars to the rails all pointing in one direction, he alternated them in a "staggered" manner. He also designed the Manning Rail, by which the standard rail was changed by making the head heavier, adding metal on the side of the head next the flange of the wheel, thus providing greater wearing quality, especially on curves.

Mr. Manning married Isabelle B. Hewson, of Philadelphia, about twenty-one years ago. He is survived by a son, William Hewson Manning, and a daughter, Mrs. Addinell M. Hewson, and four brothers, Charles T. Manning, formerly an engineer of the Baltimore and Ohio Railroad, Joseph T. Manning, Sidney T. Manning, also at one time in the employ of the railroad, and Powell T. Manning. Mr. Manning was buried July 11 in Greenwood Cemetery, Baltimore. The honorary pallbearers were A. W. Thompson,

Federal Manager of the Baltimore and Ohio Lines, East; Findley H. B. Bullock, Cleveland P. Manning, Dr. George A. Hocking, Wilbur T. France, Augustus Bradford and George E. Cuttle.

+

Edgar A. Legare Passes Away

EVERYONE in the Freight Claim Department was deeply grieved at the death of Edgar A. Legare, one of the most faithful and efficient employes in this department. When the minister who conducted the funeral services said of him: "He performed the duties of his office with fidelity and to the best of his ability," he summed up all the characteristics that had impelled Mr. Legare. The minister was speaking of Mr. Legare's work as deacon of a country church, but he put the same energy into his business with the Baltimore and Ohio Railroad, which he served for sixteen years. He was a big, cheery type of man, one that his friends in the office called "Eddie," just to see him smile. He died early on the morning of July 3 and many of the members of the office force attended the funeral.

The Bravest Battle

By Joaquin Miller

The bravest battle that ever was fought,
Shall I tell you where and when?
On the maps of the world you will find it not;
'Twas fought by the mothers of men.

Nay, not with a cannon or battle shot,
With sword or nobler pen;
Nay, not with eloquent words or thought,
From mouths of wonderful men;

But deep in a walled-up woman's heart—
Of woman that would not yield,
But bravely, silently bore her part—
Lo, there was the battle field.

No marshaling troops, no bivouac song,
No banner to gleam and wave;
But, oh! these battles, they last so long,
From babyhood to the grave.

Yet faithful still as a bridge of stars,
She fights in her walled-up town—
Fights on and on in her endless wars,
Then silent, unseen—goes down.

O, ye, with banners and battle shot,
And soldiers to shout and praise,
I tell you the Kingliest victories fought,
Were fought in these silent ways.

NOTICE.

To Conductors and Enginemen.....First Division.

On and after the 1st of October next, TONNAGE TRAINS WEST, when delayed, will only have until 12 o'clock and 50 minutes to make PLANE No. 1 for Eastward bound Tonnage Trains, instead of 1 o'clock and 30 minutes.

TONNAGE AND DELAYED COAL TRAINS EAST will be governed by the following Time Table, between PLANE No. 1 and ELLICOTT'S MILLS, when Tonnage Trains have not all passed West:

T A B L E .

Plane No. 1,	Leave	12.50 P. M.
Gaither's Siding,	Arrive	1.30 "
" "	Leave	1.35 "
Sykesville,	"	1.45 "
Mariottsville,	"	2.10 "
Woodstock,	"	2.22 "
Elysville,	"	2.50 "
Ellicott's Mills,	"	3.20 "

The Rule for Delayed Coal Trains bound East leaving those Stations on Prompt Book Time, only applies when Westward bound Tonnage Trains have all passed West. If they have not passed, the Delayed Coal Trains East will comply with the above Table for running Tonnage Trains East.

If the Eastward bound Trains have not all passed East, the Westward bound Tonnage Trains will fall back on Coal Train Time West.

CONDUCTORS AND ENGINEMEN will bear in mind, that this Special Arrangement only applies between Delayed Tonnage and Coal Trains on Single Track between Plane No. 1 and Ellicott's Mills.

WM. S. WOODSIDE,

Master of Transportation.

By ALEXANDER DIFFEY,

Assistant Supervisor of Trains.

SEPTEMBER 26, 1856.

A Train Order of Yesteryear

Gone are the men who issued and those for whose guidance the above was distributed. The circular from which the photographic reproduction was made was recently found among some old papers in the possession of J. E. Spurrier, who forwarded it to the President's office. William S. Woodside, master of transportation, whose name appears on it, was known to the railroad men of the 50's as "The Doctor." Mr. Diffey's activities are recited in the article appearing on the next page, an interesting story of his elopement with the daughter of one of our first enginemen.

A Romance of the Old Main Line

Thomas Spurrier, Sr., and his Fascinating Daughters Linked
with the History of Baltimore and Ohio in its Early Days

WHEN Peter Cooper, pioneer locomotive builder in America, secured some unmounted gun barrels from a maker in New York, brought them to Baltimore and assembled them into an upright boiler, mounted it on an odd-looking platform resting on wheels and announced that he was ready to haul a car from Baltimore to Ellicott's Mills, the first division of the Baltimore and Ohio Railroad, many persons predicted the project would not be successful. This was in the year 1830.

However, there was one observer who welcomed the invention—none other than the little fellow whom artists portray as a beautiful naked boy, winged, armed with bows and arrows—"Dan" Cupid. The god of love saw in the "wood burner," which was to supplant the "hay burner" (the horse), a device which would be instrumental in assisting him to enslave a number of hearts.

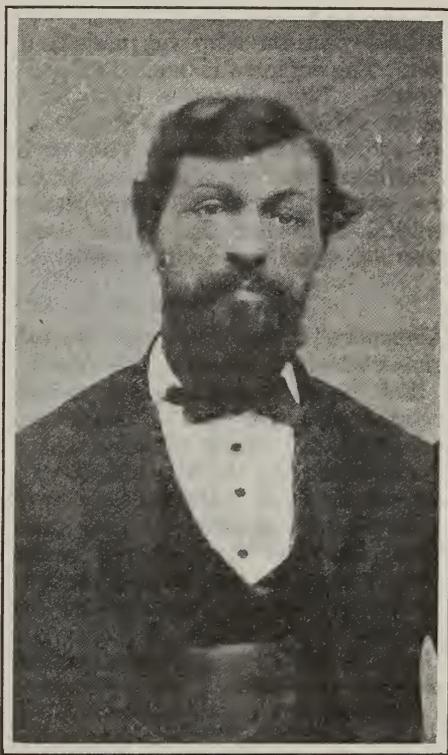
Among the first to operate a steam locomotive on the Baltimore and Ohio was Thomas Spurrier, Sr., who lived at Plane No. 4. Born September 15, 1802, when quite a young man he drove a team over the National Highway, the pike between Baltimore and Wheeling. With the building of the first link of the Baltimore and Ohio Railroad he realized that he would have unconquerable competition and he left the pike and entered the service of the railroad as teamster. He later was promoted to fireman and then to engineman.

Mr. Spurrier had four daughters, three of whom married men who served as firemen on his engine. One of them married twice, her second husband being a Baltimore and Ohio man.

"Dan" Cupid had a staunch and resourceful ally in Mr. Spurrier.

It was in the 40's that one of his firemen, Alexander Diffey, was promoted

to engineman. Mr. Spurrier's nephew, Thomas Spurrier, succeeded Diffey as fireman. The last named was in love with Mary Spurrier, both being about nineteen years old. They decided to elope to Baltimore and took young Spurrier into



THOMAS SPURRIER, JR.

their confidence. He consented to assist his cousin and prevent his uncle from interfering.

The day of the elopement arrived. Spurrier Senior and Spurrier Junior started with their engine for Monocacy. The elopers planned to board the Frederick train east at Plane No. 4. It was up to young Spurrier to delay his uncle

on their return trip in order to give Diffey and Miss Spurrier a good start.

He thought of many methods, such as allowing the steam pressure to go down, etc., but finally decided to remove a pin from the washer on the left side of the engine and watch for it to drop off. At Hartman's water station the pin was withdrawn. The engine was quickly oiled and, opening the throttle, Thomas Spurrier, Sr., had visions of making Plane No. 4 on time.

His nephew, meantime, was keeping an eye on that washer and he thought it never would fall off. However, just before reaching Bartholow's water station he saw it drop and called his uncle's attention to it when the stop was made to take water. The engine was backed off at Bartholow's. Then began a hunt for the washer. While this was in progress the elopers boarded their train. They arrived in Baltimore and were married at once. When young Spurrier felt sure that the Frederick train east had pulled out of Plane No. 4, he found the washer.

Rise of Diffey

Alexander Diffey was made traveling engineer about the time of his marriage. In 1852 he was promoted to assistant supervisor of trains and about the same time John R. Smith (grandfather of Federal Manager C. W. Galloway) became supervisor of machinery, a new title for traveling engineer. When Joseph Brown, supervisor of trains, resigned he was succeeded by Mr. Diffey, whose jurisdiction covered the territory from Baltimore to Wheeling.

B. L. Jacobs was appointed assistant supervisor of trains, with headquarters at Grafton. During the Civil War Jacobs was captured by the Confederates and taken to Fort Donaldson. Meantime Diffey had received a commission in the Union Army and he was given permission to visit his former assistant at the prison. Shortly after his return he was stricken with smallpox and died eight days later, October, 1863.

During the summer previous to his death Alexander Diffey narrowly escaped capture by the rebels. He was then living at Mt. Airy. The Confederates

raided the place and two of Stuart's cavalymen rode up to the Diffey home and asked for him. They pretended that they were Union soldiers and had an important message to deliver.

Mrs. Diffey recognized one of them, "Billy" Dorsey, who was a former schoolmate. While she stood in the door talking to them, her husband kneeling behind her directed that she state that he had left during the afternoon on a special train and would not return for several days.

During the conversation Mr. Diffey and a telegraph operator, Edward Mason or Charles Damon, climbed through a trap door and hid between the ceiling and roof. The Confederates believed the story and went away disappointed, as they had been previously informed by a Southern sympathizer that Mr. Diffey was at his home.

Before leaving they compelled road supervisor John Hipsley, track foreman



ALEXANDER DIFFEY

John C. Duvall, Charles Etchison, John Cline and several other employes of the Company to tear up the rails and ties and throw them down a ninety-foot embankment.

While this was in progress Alexander Diffey and the operator left the house and went over the hills to Plane No. 1, where they came up with several trackmen with a hand car, which took them safely over the single track to Marriottsville. Here they got in touch with Baltimore and an engine was sent out to bring them from the danger zone.

Alexander Diffey is said to have enjoyed the distinction of being the first employe elevated to an official position. He also fired the "Mt. Clare," the first engine built at the shops bearing that name. He had six sons and two daughters. Two of the boys died at Mt. Airy at an early age, but the others lived to learn the machinist trade at Mt. Clare. Later they left for the west and southwest. Two have since died, while one is now living in Kansas and the other in Texas.

Another Daughter Elopes

The elopement of Mary Spurrier was not the only one in her family. Her sister, Susanna, did likewise less than six months after Cupid put the first one over on Thomas Spurrier, Sr. After being married in Baltimore, Mr. and Mrs. Alexander Diffey made their home at 28 South Poppleton Street. While visiting her sister, Miss Susanna left the house one morning to go to a store and purchase a loaf of bread. Another visitor at the house at that time was Thomas B. Spurrier, a first cousin of Mrs. Diffey and Miss Spurrier, who also had acted as fireman of the engine run by his uncle, Thomas Spurrier, Sr.

When Miss Susanna started for the store she wore a house dress, pasteboard bonnet and a calico apron. When she returned she was Mrs. Thomas B. Spurrier. To their son, J. E. Spurrier, who has rounded out fifty-four years in the service of the Baltimore and Ohio, having served in various positions from fireman, telegraph operator, supervisor of trains, trainmaster and superintendent of a division, we are indebted for the

facts in this article. "Mr. John Ed," as he is affectionately called by hundreds of men who have grown gray in the service, is beyond doubt the best posted man in the Company's employ so far as matters relating to the pioneer days of railroading is concerned.

But romance still lived in the family. Emily Jane Spurrier was the next one to hear the call. She was married to John William Baker, engineman of old No. 55, a Winans short-furnace camel, running between Mount Clare and Martinsburg (First Division). Mr. Baker came from his father's farm near Plane No. 4 to the Baltimore and Ohio as fireman and was soon made an engineman, passing Plane No. 4 engine house (the home of Emily Jane) every day and it was not long before the whistle of No. 55 played alluring tunes as it bumped on its way, and at each toot Emily Jane cast whistful eyes in the direction of the passing engine. Daddy Spurrier many times had to arouse Baker from his reveries to more practical occupation, such as stoking the boiler of old No. 55, but Cupid knows no barriers and on November 27, 1856, Mr. Spurrier lost his third daughter and again one of his firemen swore marital allegiance.

The wedding ceremony was scheduled for seven o'clock in the morning. The prospective bride and groom wanted to catch the famous Frederick accommodation, of which William Norris was the chief. Mr. Spurrier's fourth daughter, Catherine, came into the engine house where Daddy was fondling his engine and wishing that he could find the lair of "Dan" Cupid, who had caused him no end of worry, and exclaimed:

"Pap, you and John wash your greasy hands and come to the house to see Em married. She is waiting for you."

"Pap" was busy with the spring packing at that moment, and as he raised his smudged face he replied:

"Oh, the devil. Ain't they married yet? Tell them to go ahead. We can't come for this engine must be ready to push the Fast Stock up the hill."

Catherine departed, for she did not want to miss that ceremony. Mr. Spurrier and his helper did not see the cere-

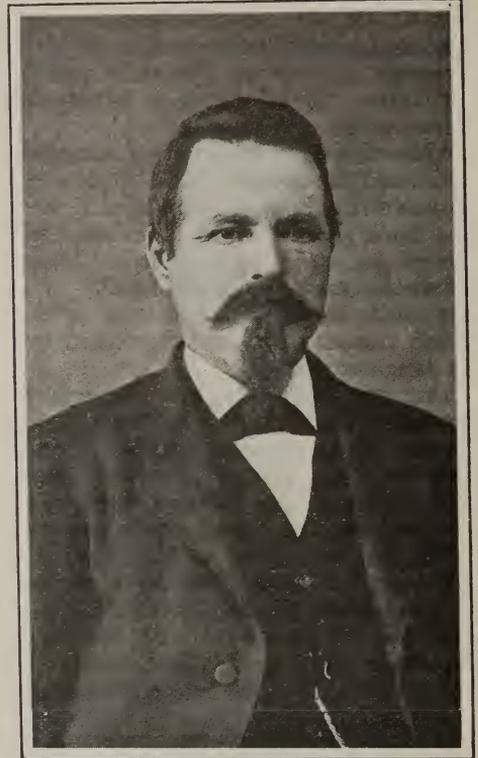
mony. On his return from his wedding trip Baker traded his old No. 55 for one of the Company's engines, No. 76, which was drawing the construction train that was used in double-tracking the Old Main Line. He contracted typhoid fever and died in the summer of 1858. He left no children.

Cupid Still Busy

Then Brook Buxton appeared on the horizon and entered into the romance willy-nilly. He left a Frederick County farm and became a fireman on the Old Main Line. He first was assigned to No. 119 and it was not long before he, too, learned to toot the whistle of his locomotive as he passed Plane No. 4 in a fascinating way. He asked for a transfer to Plane No. 4 to fire No. 170, as he put it officially in his communications, but really to be near Widow Baker.

Things were going merrily until the Confederates and Alexander Diffey's woolly dog Jack interrupted a courtship. Mosby's Raiders were operating around Point of Rocks and Baltimore and Ohio rolling stock was ordered rushed to Baltimore. Buxton was assigned to help in the preparations, and he saw an opportunity in the confusion to make desperate love to the widow. He implored the fair widow for a kiss, but got only a rejection. Then he attempted to get one a la Mosby Raiders, and was in a fair way to obtain his desires when the woolly dog Jack took three or four inches off the trousers that Buxton was wearing. The fireman had no time to make repairs to the trousers, as the Raiders were reported to be nearing every hour. He came to Baltimore with the torn trousers leg stuffed into his boots.

In about ten days the dangerous Raiders had moved to other conquests and Buxton returned to his own. One



BROOK BUXTON, JR.

frosty morning good dog Jack was found dead hanging to a tree behind the engine house. The road clear, Buxton renewed his suit and soon the fourth Baltimore and Ohio man became a member of the Spurrier family and Mrs. Baker changed her name to Buxton. He lived to be a pensioned engineman. He left four sons and three daughters.

Three of the sons became telegraph operators in the service of the Baltimore and Ohio Railroad. "Fred" Buxton still is an operator at Reels Mill and Mrs. Carrie Mullinix is the only surviving daughter. She is living at Plane No. 4.

"The man who says he Can't is right about it"

Act of Kindness Brings Unique Reward to Passenger Agent of Baltimore and Ohio at Chicago

KINDNESS is more than a virtue nowadays. The Hun has tried to relegate that attribute, which has been the world's most cherished possession since the days of the Savior, who preached and practiced "Love thy neighbor as thyself," to the Land of Forgotten Things. Selfishness and hate are more prevalent today than ever before and when an act of unusual kindness happens one is wont to look upon it almost with reverence.

It has been one of the working commandments of the Baltimore and Ohio Railroad that kindness and consideration should be given every passenger. An agent at Chicago recently put into practice this tenet and it brought him many heartfelt thanks and at the same time won for the railroad the life-long gratitude of a lady and her husband.

He'll tell you that he feels that he has done a noble deed. He'll verify the statement that kindness repays a hundred-fold.

A few weeks ago one of our representatives in Chicago received a communication from Hot Springs, Ark., requesting the reservation of a stateroom from Chicago to Newark, N. J., via the Baltimore and Ohio Railroad. The letter was signed with the name of an army officer, but apparently was written by a lady. The message was answered immediately, stating that the Baltimore and Ohio did not run a through sleeping car from Chicago to Newark, N. J., at that time, and suggested, as the army officer was an invalid, it would be best to use the Pennsylvania Lines, which operated a sleeping car from Chicago through Newark to New York City. The letter added that if the passengers still desired to use the Baltimore and Ohio, the

necessary arrangements, transfers, etc., would be made with pleasure.

A reply was received to this letter to the effect that the passengers had round-trip tickets and must travel via the Baltimore and Ohio. The passenger representative made the necessary reservation of a stateroom, giving the car number, train, date, etc., and a stateroom from Washington to Newark on the Pennsylvania Railroad. Copies of his letter were sent to the lines over which the passengers would travel and to the station passenger agents at Chicago and Washington, suggesting that the passengers be met with an invalid chair. All of this was done as a mere matter of a day's business.

The passenger man, following up the correspondence, went to the station to ascertain whether all of his arrangements had been carried out to the satisfaction of the travelers. Upon entering the sleeper, he was met by a motherly lady of mature years. The agent introduced himself and the lady fell upon her knees and kissed his hand. He was much embarrassed, but she said that she could not help it. She informed the agent that the treatment she had received was so different from anything she and her husband had experienced, that she knew of no other way of expressing her appreciation. She stated that her husband was an invalid, almost helpless, and that all of the correspondence was handled by herself.

The passenger man had a friend on the train who was a surgeon in the navy, whom he brought in and introduced to the couple, and the surgeon placed himself at their service for the rest of their journey.

United States Railroad Administration Bulletins

Wire Manager Named

The United States Railroad Administration authorizes the following:

CIRCULAR No. 14.

Martin H. Clapp is appointed manager, telegraph section, division of operation, with office in Southern Railway Building, Washington, D. C.

Mr. Clapp will have supervision over telegraph and telephone lines belonging to the railroads under Federal control.

C. R. GRAY,

Director Division of Operation.

Ruling on Per Diem Claims

P. S. A. CIRCULAR No. 13

In the matter of the reporting, charging, and collection of per diem, as provided for in General Order No. 31:

The question has been asked as to whether per diem reports, charges, credits, and collections which accrued prior to July 1, 1918, should be discontinued.

The order contemplates that per diem reports, charges, credits, collections, reclaims, and all claims in reference to per diem other than those due to arithmetical errors, up to and including June 30, 1918, shall be continued as heretofore, and that the provisions of the order relate only to accruals on and after July 1, 1918.

C. A. PROUTY,

Director Division of Public Service and Accounting.

Universal Mileage Scrip

Director General McAdoo authorizes the following announcement:

There will be placed on sale on or about August 1 a universal mileage scrip at the basic rate of 3 cents per mile.

Each coupon of the ticket will represent the value of 3 cents and can be used for the payment of sleeping and dining car charges and transportation of excess baggage, as well as transportation charges on all trains on railroads under Government control.

The advantages of this simple form of ticket are obvious, and the change is expected to relieve the pressure on ticket agencies at busy centers.

The war tax will be collected by conductors at the time of the presentation of the mileage scrip.

Shipping Board Chairman Tells Value of Ocean Delivery Service to Average American

By Edward N. Hurley

Chairman United States Shipping Board

AMERICAN business has the best delivery service in the world—for customers at home. The department store not only delivers a spool of thread to a remote suburb on schedule, but delivers it through an interlocking system of motor trucks, light vehicles, branch distributing stations and wagon routes, which speed up service and cut costs. The manufacturer and jobber reach their customers by flexible railroad service extending from the loaded freight car to the emergency express shipment to fill out missing stock numbers—and if these do not suffice they get closer to the customer with branches. This typical American delivery service has been extended to soil products, like California oranges, Colorado cantaloups, northwestern red apples, Florida grapefruit, Georgia peaches. By means of the refrigerator car and modern grading and packages, new trade has been built by serving new customers in new ways.

But all this delivery development is for our home trade. No country in the world hauls a ton of freight on the railroads as cheaply as we do. No country in the world has linked up such vast territory as ours on a modern delivery basis. Almost anything we raise or manufacture anywhere in the United States can be hauled profitably, quickly, right side up, in good order—at home. We are not daunted by distance, bulk, expense, or difficulties. If one delivery method won't work, we invent another.

But always for ourselves.

When we have prime American products to deliver to a foreign customer, it has been our practice thus far to call in the rusty ocean tramp steamer, turn the job over to a foreigner, and forget about it.

Imagine a great factory or department

store with no delivery system for its customers. When goods are packed, the shipping clerk steps to the door, whistles for any old expressman or teamster, and hands the goods over to him. That is what we have been doing in foreign trade. The more dilapidated the expressman's rig, and the cheaper his bid on the job, the better we thought it.

Meanwhile, the Briton and the German have been reaching some of the best trade in the world by the best ocean-delivery service. We started our jobbing teamster to South America with our goods and forgot all about him. He promised to get there as soon as he could. While he was on the road, the Briton and the German sped past him with fast delivery trucks of the latest type.

25,000,000 Tons of Ships

But the war is going to change all this. When we get done with our job of making the world safe for democracy, we will have 25,000,000 tons of merchant ships, or the equivalent of England's mercantile marine, which is the largest. Today, we are building ships for war. But each improvement in war shipping brings its corresponding improvement in merchant shipping. A year ago we would have been glad to get our hands on ships of any size or type, and our hopes were centered on a large fleet of wooden steamers of moderate capacity. Today, while still keeping all our wooden shipyards busy, we have increased the size to 5,000 tons, and now know that most of this wooden tonnage will be kept in coastwise trade, releasing the steel ships for the war zone. Where we were glad to get steel ships of 5,000 to 7,000 tons a year ago, now we are building them in 8,000 and 10,000 ton types, and planning

troop ships of 12,000 and 15,000 and even 20,000 tons, with speeds of sixteen to twenty knots an hour.

It is none too early for the American business man to begin thinking of these ships in terms of modern delivery service to foreign customers. And not the business man alone, but the farmer, the consumer, the community—the whole American Nation. We must get ships into our thinking, and planning, and work, just as we have got railroads into the American consciousness.

When the war ends, there will be work for ships all over the world. Peace will soon make the British mercantile marine as strong as ever. The Norwegians and Japanese are building ships. The Germans will undoubtedly rebuild their mercantile marine. So it is possible to look ahead and see times coming when we must compete with these nations. And we shall never hold our own unless both our ships and our foreign trade are organized along the efficient lines that facilitate business at home.

We must have ships running to all our customers in Latin America, the Pacific, and Europe on regular delivery schedules. Germany had the greatest international department store delivery system in the world before the war. See how her merchant marine was tied up in foreign harbors. The Hamburg-American line had in 1913 a total of 192 ships, and with these ships it covered seventy-four regular steamship routes. The North German Lloyd had 133 ships, and its regular routes covered practically the whole world. British shipping is on the same basis of regular routes and regular deliveries. We would not undertake to give service to customers at home without our fast freight lines, express facilities, and special cars for special goods. We can not hope to get close to foreign customers, and keep close, and give service, unless we organize our new ships to run on regular routes and embody the idea of regular service into the new foreign trade which we must build.

Will be Vital

Regular service on regular steamship routes will be vitally necessary if we are

to hold our own either in shipping or export trade.

The other day a steamship man in my office painted a somewhat gloomy picture of after-war shipping rivalry. Our war wages and higher costs would make it impossible to compete with British, Japanese, Norwegian and German ships, he feared.

"Suppose we run our ships on regular lines to all foreign countries where trade can be built," I suggested. "Suppose that instead of keeping the traffic on a basis of cheapness and irregular sailings, we extend our fast railroad freight service to the ocean, and afford American business men the same facilities for reaching customers abroad. Suppose we also carry passengers on combination cargo and passenger ships, and make it easy for those customers to visit our markets, just as the southern and western merchants visit Chicago and New York. Would that overcome the disadvantages of cheap ocean competition?"

"That is our only salvation," was his reply.

It is not only our big opportunity for holding our own in shipping competition, but it is the only businesslike way to build up foreign trade. You may take past statistics of our foreign trade to different countries and see regular delivery service and export trade growing together. Because steamship service to Europe was on daily schedule we were able to deliver our goods to customers there as regularly as we sent them over the border to Canada by our railroad service. Because West Indian and Central American countries could be served by our coastwise ships on regular schedules we built lasting and growing trade with these neighboring nations. And on the same principle, because our steamship service to South America, Australia and the Orient was irregular, when it existed at all, and in the control of competitors reaching those countries by regular lines, our sales were spasmodic and unbalanced by return shipments of raw materials.

Now we are rapidly building the mechanical equipment for regular steamship lines all over the world. The fast

troop ship can be converted for combined passenger and cargo service and placed on regular lines, reaching the whole of Central America, South America, the Pacific, and the British Colonies. We shall undoubtedly have our own liners to Great Britain, European, and Mediterranean ports. Our refrigerator ships, now carrying meat and dairy products to feed the allies, will carry meat, fruit, butter, eggs, and perishables to other countries. Our cargo ships can be organized on the triangular system, which has made British and German shipping profitable. That is, a British ship left Wales with a cargo of coal for South America, picked up a cargo of nitrates for the United States, and returned with a cargo of wheat to England. Thus British export and import trade were both facilitated, and on the third leg of the triangle the British ship did a delivery

□ □ □

job for a foreign nation, thus adding to tonnage and revenue. If 25,000,000 tons of American shipping can be kept busy in our own export and import trade, then the development of this third leg in the triangle will keep 30,000,000 to 35,000,000 tons of American shipping employed. That is the tonnage which I estimate will be needed by the United States after the war.

To keep this great new merchant marine busy we must have a radical change in American business thinking. Every manufacturer and trader in the United States, every banker, farmer, miner and consumer must begin to think now about American merchant ships as a great modern international delivery service. No longer must we be content to let our railroads stop at the ocean—they must be extended to reach clear around the globe.

The American Melting Pot

Some Odd Happenings in Our Country and Abroad

AMERICAN army cooks in France recently baked a ton of foot powder into bread, mistaking it for flour.

Charles M. Schwab, as the director of ship-building in the United States, will have under him over 450,000 men.

The Red Cross is calling on American women to keep on knitting—but to confine their efforts chiefly to socks.

Germany has limited the amount that prisoners may spend to \$15 a week for officers and \$12.50 for privates.

Charles S. Hamlin, of the Federal Reserve Board, says that "compared with the Kaiser, Sitting Bull was a philanthropist."

Senator Sherman of Illinois says, "our laws are being administered largely by social settlement workers rather than statesmen."

Chicago women are organizing a movement to do without hats throughout the summer and to contribute the saving to the Red Cross.

In Vienna a quarter of the population are living on the rations of the public kitchens and the city deficit for last year was \$7,500,000.

The American Museum of Natural History in New York has a food exhibit showing how one can have three meals a day for thirty-four cents.

A British army officer making a round of the historic sights in Philadelphia found "Made in Germany" on the thermometer in Independence Hall.

It is said that ships being fabricated under the Shipping Board control are to be named by the President's wife, and that she advocates Indian names.

Chauncey M. Depew, at his eighty-fourth birthday dinner, said that two-thirds of his friends had died of over-eating and that a good rule for dinner is to "taste everything, but eat only the roast."—*From Leslie's.*

S'teen Little Thrift Stamps

By R. H. R. in "Women's Wear"

Bought a little thrift stamp—
Pasted on a card.
"There goes a quarter—
And quarters come hard."

One little thrift stamp,
Lookin' lonely, blue;
Bought one for comp'ny,
Then there were two.

Two little thrift stamps,
Couldn't seem to 'gree,
Got 'nother to watch 'em,
Then there were three.

Three little thrift stamps—
How'll I get more?
Walked 'stead of ridin',
We'n'sday had four.

Four little thrift stamps
All in a row—
Started me to thinkin'
How to make 'em grow.

Cut one cigar a day,
Miss it much? Nix!
'Long 'bout Thursday
Count was six.

Had an old razor
Lyin' on a shelf;
Put it in condition,
'Gan to shave myself.

Last winter's overcoat
Looks mighty fine;
Cleaned, pressed and mended
(Thrift stamps nine).

Stay at home and read now,
'Stead of playin' pool;
Watch where the pennies go,
Live more by rule.

One stamp, Tea Store,
Grocer gave me two,
Even dozen "Thrifties,"
Week not through.

Bought me a business suit,
Had to keep a front;
Clothier's premium, four stamps,
"Pulled off the stunt."

Twelve cents from nowhere,
Thrift card filled;
Bought me a war stamp;
Gosh! how I thrilled.

Never thought I'd do it,
Just a merry wheeze, eh?
Saved a V in one week
Just as e-a-s-y!

S'teen little thrift stamps,
Every week or two;
Buy me a Liberty Bond
'Fore the year's through.

3,403 Employes in the U. S. Service

Since the United States declared war on Germany, 3,403 employes of the Baltimore and Ohio Railroad Company have entered the Army and Navy.



“Kultur” and “Vultur” are the same. Help put an end to both with War Savings Stamps

A Bit of Laughing Gas

Contrary

“People should marry their opposites.”

“Most people are convinced that they did.”
—*Louisville Courier-Journal*.

Divorced One—See here! I want you to restrain your client from acknowledging my alimony checks on picture postcards from places where I can't afford to go myself!
—*Judge*.

Getting Back at Hubby

Mrs. Meekun—I wonder what they'll wear in heaven?

Mr. Meekun—I suppose you'll want the most expensive things, the same as here.

Mrs. Meekun—That needn't alarm you, dear. You won't be there to pay for them.
—*Wroe's Writings*.

Don't Cough

Don't Sneeze

Don't Spit



Courtesy Virginia Department of Health

Many diseases are spread in this manner, including pneumonia, measles, diphtheria, mumps, meningitis, infantile paralysis, "grip," and tuberculosis.

Don't cough or sneeze unless you have a handkerchief to your mouth.

Don't spit on the floors of railroad cars, street cars, stations, public buildings, or sidewalks; in fact any place where it might be offensive or dangerous.

If you must spit, find a cuspidor, or use your handkerchief.

And the Railroad Men are Pledged to Help You Do It, Mr. Schwab!

We must get the men and the guns and the airships over. More and more men must go over, and more guns and rifles and motor trucks—rails, clothing, and horses—but the whole job depends upon you. I, for one, have every confidence that you will do the job and do it right.—*From the address of July 4, of Mr. Charles M. Schwab, Director General of the Emergency Fleet Corporation.*



Wilson's Call to Freemen Death Knell of Kaiserism and Teutonic Kultur

(From the President's Fourth of July Address)

THERE can be but one issue. The settlement must be final. There can be no compromise. No half-way decision would be tolerable. No half-way decision is conceivable. These are the ends for which the associated peoples of the world are fighting and which must be conceded them before there can be peace:

The destruction of every arbitrary power anywhere that can separately, secretly, and of its single choice disturb the peace of the world or, if it cannot be presently destroyed, at the least its reduction to virtual impotence.

The settlement of every question, whether of territory, of sovereignty, of economic arrangement or of political relationship, upon the basis of the free acceptance of that settlement by the people immediately concerned, and not upon the basis of the material interest or advantage of any other nation or people which may desire a different settlement for the sake of its own exterior influence or mastery.

The consent of all nations to be governed in their conduct towards each other by the same principles of honor and of respect for the common law of civilized society that govern the individual citizens of all modern States in their relations

with one another; to the end that all promises and covenants may be sacredly observed, no private plots or conspiracies hatched, no selfish injuries wrought with impunity, and a mutual trust established upon the handsome foundation of a mutual respect for right.

The establishment of an organization of peace which shall make it certain that the combined power of free nations will check every invasion of right and serve to make peace and justice the more secure by affording a definite tribunal of opinion to which all must submit and by which every international readjustment that cannot be amicably agreed upon by the peoples directly concerned shall be sanctioned.

These great objects can be put into a single sentence. What we seek is the reign of law, based upon the consent of the governed and sustained by the organized opinion of mankind.

These great ends cannot be achieved by debating and seeking to reconcile and accommodate what statesmen may wish, with their projects for balances of power and of national opportunity. They can be realized only by the determination of what the thinking peoples of the world desire, with their longing hope for justice and for social freedom and opportunity.



Our Worst Enemy

"I am more powerful than the combined armies of the world.
I have destroyed more men than all the wars of nations.
I am more deadly than bullets, and I have wrecked more homes
than the mightiest siege-guns.
I steal, in the United States alone, over 300,000,000 dollars each
year.
I spare no one, and I find my victims among the rich and poor
alike, the young and the old, the strong and the weak.
Widows and orphans know me.
I loom up to such proportions that I cast my shadow over every
field of labor, from the turning of the grindstone to the
moving of every railroad train.
I massacre thousands upon thousands of wage-earners a year.
I lurk in unseen places, and do the most of my work silently. You
are warned against me, but you heed not.
I am relentless.
I am everywhere—in the house, on the street, in the factory, at
railroad crossings, and on the sea.
I bring sickness, degradation and death, and yet few seek to
avoid me.
I destroy, crush and maim; I give nothing, but take all.
I am your worst enemy.
I am CARELESSNESS."

Famous Old Grafton Roundhouse Fast Passing to Make Way for Modern Structure

DOWN in quaint and picturesque Grafton, W. Va., several veteran employes of the Baltimore and Ohio Railroad gather at intervals to watch the fast-disappearing skeleton of one of the oldest haunts of railroad men in that section of the System. As the merciless hammer of the gang breaks piece by piece the huge iron girders that formerly formed the frame-work of the old Grafton roundhouse, the veterans groan a bit, but realize that the big locomotives now in use cannot be squeezed into the tiny stalls that once accommodated the engines of the division.

As soon as the last vestige of the old roundhouse disappears there will begin to rise a modern structure that will add

twelve stalls to the ten already provided in the new roundhouse constructed more than ten years ago. It will mean an expenditure of about \$325,000 for the addition, but when completed the plant will be one of the best equipped in the United States. H. A. Lane, chief engineer of the Baltimore and Ohio Lines, East, wants to make this a model engine house and has installed a one hundred-foot turn-table that will be able to hold the largest engines.

It was back in 1866 that the old Grafton roundhouse was started and it was finished the following year. There had once stood on the same site an ancient building belonging to the Northwestern Railways of Virginia, or what was known



GRAFTON ROUNDHOUSE AS IT WAS FOR MANY YEARS

as the Parkersburg Branch. There have been beneath the old roof some of the locomotives which made history for the Baltimore and Ohio Railroad and there have gathered there men who have been prominent figures in the handling of this section of the System after the stirring Civil War days.

The Grafton roundhouse was erected under the supervision of George Lowry, who had as his principal assistants William Luethke and Henry Luethke, stone masons. Samuel Huston was the first master mechanic and he was more than proud of this quaint building, which in its day was one of the showplaces on the System. A list of the master mechanics at the old roundhouse makes interesting reading, their names being linked with the development of the railroad around that section of West Virginia. E. W. Lippincott succeeded Mr. Huston and then there came E. L. Weisgerber, S. B. Crawford, John Adair, Daniel C. Southers, G. C. Smith, P. Hayden, who is still a resident of Grafton, James Prendergast, Patrick Prendergast, O. J. Jelley, W. S. Galloway, W. I. Rowland, B. H. Hawkins, H. Huston, M. H. Oakes, T. F. Perkinson and then J. A. Anderson, the present master mechanic.

John Cassell recalls the construction of the old roundhouse and many of the incidents of the early days of its existence. For many years he was night foreman and now is retired and living at Blueville,

just outside Grafton. William D. Hardy and Vernon Beall, retired engineers, still stroll around to watch the demolition of the famous building where, in the olden days, they were wont to call for their engines and place them in shelter for the night.

The roundhouse has cradled some of the finest mechanics in the country. Men who began life as railroaders in this bun-shaped structure have gone into other fields and made good. Some have gone to the very top of the railroad ladder and few failed to state when occasion permitted that they had started their careers at the Old Depot, "Grafton House" or thereabouts. There is sadness manifested by many at the passing of this building, but all realize that in these days of progress and huge locomotives, the antiquated roundhouse must give way. Claude Brown is on the ground as the repre-



FAREWELL, OLD ROUNDHOUSE!

sentative of the chief engineer and he has plans for a structure that will surprise the natives of Grafton, these plans having been prepared by the Company's architect, M. A. Long. Instead of the old ninety-five-foot stalls, there will be one hundred and ten-foot stalls for the locomotives and the immense turn-table will be a novelty that will be a magnet for the veterans who once got along handily with a much smaller table.

The accompanying photographs will show the style of roundhouse in the olden days and the last vestige of the Grafton roundhouse of pioneer days.

KEEP CARS MOVING

A car delayed one day represents the loss of earnings from handling one ton of coal one thousand miles

KEEP CARS MOVING



The American Red Cross



What It Is and What It Does

(PART III)

Who are the Refugees?

When the German Army invaded France, hundreds of thousands of French people were driven from their homes and are now scattered throughout the Republic. These people are known as refugees. The number has increased, of course, for various reasons until now there are more than 1,200,000, embracing all classes and ages, except able-bodied men. There are approximately 500,000 refugees in Paris alone.

The housing of these people is one of the greatest problems of the French Government. The American Red Cross is cooperating with the French Government in this work. In Paris, where housing is the crux of the refugee problem, the American Red Cross has made an examination of all unfinished apartment buildings and has turned over nineteen of these, which will house 2,800 persons to housing organizations for completion. The Red Cross provides the furnishings and pays for them.

What is the Red Cross doing for the people living in the ruined villages?

One of the most pathetic things in France today is the reluctance of the French people to leave the ruined villages. Practically every able-bodied man is at war, or has fallen in battle; old men, women and children remain. With husbands, fathers, sons given to their country, the one thing left that is dear to them is the old home. Now it is in ruins. Though their homes are in ruins and under poisonous gas, many of these old men and women and children rather than become refugees, cling to the place. They till their fields fairly up to the battle

line, working mostly by night and staying by day in cellars.

It is to help relieve such conditions that the American Red Cross has located its relief warehouses just behind the battle lines at strategic points; and is shipping food, clothes, blankets, beds, mattresses, stoves, kitchen utensils, garden tools and hundreds of other articles of prime importance to people who were contented and prosperous only four years ago. Today there are more than six hundred ruined towns in France.

How are we helping to save the children of France?

With the great reduction in births and the tremendous loss of life of men in the war, it is imperative that every child in France be saved, for in saving the children we save France. This problem is a grave one. There are today five thousand children under the medical care of the American Red Cross, and twenty thousand are aided by the Red Cross, directly or indirectly. The French Government has issued an edict that no child under seven years shall remain in the shelled area. Such young children cannot be taught to keep on their gas masks.

Wherever barracks can be found, homes for the children are established; homes in which the Red Cross applies to these French children American standards of child-welfare. Medical centers, traveling dispensaries, and even traveling shower baths to care for the children in the devastated region have been provided. The village of Toul was the first center established by the Red Cross for the care and treatment of homeless children.

Several other centers have since been established, and shelter is provided now by the Red Cross in sixty-three towns and cities outside of Paris.

How is this work looked upon by the French people?

This question can best be answered by the following incident told by Mr. Henry J. Allen, editor of the *Wichita (Kansas) Beacon*, which illustrates most forcibly the implicit faith of the French people in the American Red Cross. Mr. Allen says: "At Toul I met a wonderful little woman, Madame Tirrell, of gentle birth and formerly used to all the comforts and luxuries of life. Madame Tirrell is a woman of wonderful combination of quiet strength and determination. Her husband is in the trenches and she is working alone on her little farm, twelve miles behind the firing line. If she tries to work in her fields in the daytime the Germans drop a shell thereabouts and she has to run to the shelter of her underground dug-out, where she lives day after day, and then at night she goes out under the stars alone, and with her gas mask around her neck she has plowed and sowed and reaped thirty acres of wheat. And then last August she took ten days' vacation to give birth to her baby. At the end of that time she brought the baby to Toul, to turn it over to your American Red Cross. I endeavored to say what a heroine I considered her to be, and she passed it off as a matter of course. She says she has no hatred in her heart for the Germans and for what they have done to her, but she shed tears of womanly vexation and anger only because the Germans wouldn't let her work in the daytime in her fields when she could accomplish so much more than by working at night in the darkness. And when she left, she said, 'Good-bye, Mr. Allen, I know that your American Red Cross is going to take care of my baby, but I must get back to my little farm, for France needs my grain more than my baby needs me.'"

How is the dependent population of France constantly augmented?

By the Repatries.

Who are the Repatries?

They are the French and Belgian people who were caught behind the German line in the great drive of 1914, and have since been returned to France. These people have been living in captivity in the parts of France and Belgium occupied by the German Army and have been working possibly on their own lands, at their own looms, in their own bakeries, for Germany. In 1915 Germany began a systematic repatriation of them through Switzerland. Up to January 1, 1918, more than three hundred thousand repatries had passed into France through Evian, a town near the Swiss frontier, and the stream continues unbroken, at the rate of more than a thousand a day. There are yet hundreds of thousands to come. Those whom Germany sends back are industrial discards of a nation efficiently stripping itself of human encumbrances—children under ten, women burdened with the care of two or more children, men past fifty.

What is the Red Cross doing for these Repatries?

Each arriving train, one in the morning and one in the evening, is met by automobiles and ambulances with Red Cross chauffeurs to help the aged and infirm. The children are examined and serious cases treated immediately at Evian. Children in need of convalescent care are sent to a Red Cross hospital near Lyons; tuberculous repatries are referred to a Red Cross hospital in Lyons; and the thousands of homeless old men, women and children are sent to strange parts of France because their own villages are devastated or in enemy territory, to be met by American Red Cross delegates, who aid in re-establishing livable homes with some fuel, furniture, clothing and food. While many of these people have been united with their families and have found new homes in their native lands, yet because of this constant pouring-in process, from thirty to forty thousand are temporarily dependent upon the American Red Cross.

What assistance is the American Red Cross giving the French authorities toward preserving health?

The American Red Cross is filling a certain definite role in a program, begun in the summer of 1917, under the patronage and general direction of the Rockefeller Foundation, to combat tuberculosis. This work is carried on, not only in military hospitals, but among the civil population as well. Judging from the results accomplished thus far, those in authority there believe that this program will be carried farther in France in four years than we carried it in the United States in twenty-five years.

When the war opened there were 24,000 physicians and surgeons in the French Republic; 18,000 of them went to war and forty per cent. of these 18,000 have fallen in the last three and a half years. There are communities in France of 25,000 population without a competent doctor. To meet this emergency, twenty-eight well-equipped Red Cross dispensaries, three of them in Paris, have been established, and the attempt is being made to reach the civil population that is suffering from the ravages of war, by detailing doctors and nurses for service at these dispensaries. In addition to these there are now throughout the Republic probably three hundred clinics and minor dispensaries operated by the Red Cross, in many cases occupying a single room of a French hospital or other charitable institution. The American Red Cross is now conducting, wholly at its own expense, seven hospitals for children and tuberculous patients.

ITALY

What is our problem in Italy?

The Refugees.

What created an emergency for Red Cross Work in Italy?

The great German and Austrian drive which wrecked the Italian battle front and caused the retreat from Udine late in October, 1917, when 500,000 refugees were made in a single day.

What do we mean by Italian Refugees?

People compelled by the invading army to desert their homes in great haste in order to save their lives. The transportation of these people from the danger zone was a monstrous task and, considering the large numbers and the need of quick action, the Italian Government did a remarkable piece of work. It was necessary, of course, to crowd them into cars. In some cases men, women and children had to stand for three days without food or rest; children were born on trains; and many people fell and died of exposure. On reaching their destination it was impossible to care properly for such a large number of people so that thousands had to sleep in churches and monasteries, often with nothing between their bodies and the stone floors.

How did the American Red Cross meet this emergency?

Up to the time of this disaster, the American Red Cross was operating only through an advisory commission and had undertaken little of special importance. A telegram from the American Ambassador to Italy for food and clothes reached the American Red Cross in Paris in the middle of one forenoon; by the evening of the next day they had bought in the Paris markets twenty-four carloads of supplies and had started these cars toward Italy. Within one week after the disastrous retreat the American Red Cross was in the field with physicians, nurses and ambulances, ministering to the refugees. Twenty-three ambulances were dispatched from France early in November for service with the Italian Army, and it is planned to increase the number to two hundred.

What practical aid has the American Red Cross given these refugees?

Our Red Cross Committee has sent beds, mattresses, blankets, sheets, clothing and has opened soup kitchens, hospitals and warehouses at essential points. It has furnished these refugees with tools and implements and is endeavoring to place them in positions where they can ply their own trades. These people,

however, will have to be cared for, to a large degree, until the invaders are driven back, when the next great relief work, that of reconstruction, will begin.

ENGLAND

What is the character of our work in England?

Our Red Cross Commission in England is working in cooperation with the British Red Cross and the Y. M. C. A., both American and British, in furnishing relief and comfort in France to sick and wounded in hospitals, in casualty clearing stations and on lines of communication; in maintaining Red Cross auxiliary hospitals and convalescent homes in England; and in supplying instruction in Great Britain for Orthopedic and Facial Treatment and for general restorative work for disabled soldiers. The American Red Cross is also maintaining a hospital at a port in England for sick American soldiers and sailors, and one at South Devon which will be available for our boys in emergencies.

In appreciation of what the American Red Cross is doing for England, the following expression has been received from the British Government:

"I should like personally to express our profound appreciation of the action of the American Red Cross in contributing \$1,000,000 to the funds of the British Red Cross. It is a gift characteristic of the generous and friendly heart of the American people. It will bring relief to thousands of suffering men and women, and will be a further means of strengthening the real understanding between the United States and Great Britain, which the former's whole-hearted entry in the war for liberty has created. I know that I am expressing the thought dominant in the minds of my fellow-countrymen when I say that they will always remember this gift with gratitude."

(Signed) D. LLOYD GEORGE.

BELGIUM

Do we have a special Red Cross Commission for Belgium?

Yes. Owing to difficulties of communication and transportation in France,

a Commission of the American Red Cross has been formed to direct all Red Cross activities in Belgium, with headquarters at Havre, France, now the seat of the Belgian Government.

What is our special work for Belgium?

Particular attention has been given to Belgian children and orphans who have been the great sufferers during the three and a half years of war. In this work the American Red Cross is aiding the Queen of Belgium, who has the care of the orphans under her personal supervision. Homes have been established where the Red Cross is trying to bring back to life and vigor these children in whom lies the hope of Belgium. The American Red Cross is now aiding 6,000 Belgian children of whom it has 1,000 in complete charge.

What will be the great work as the battle line retires?

Reconstruction. When a village is recovered the work of rehabilitation is begun by the burgomaster and his assistants, the Red Cross furnishing them with tools, furniture, seeds, farm animals and supplies needed to help the refugees get on their feet. Warehouses have already been erected along canals and highways to serve as centers of relief distribution.

ROUMANIA

What is the problem in Roumania?

Crushed on all sides by the enemy, the little kingdom of Roumania presents what is probably the saddest example of the tragedy that follows in the wake of warfare. Three million of her eight million once prosperous inhabitants are dead—victims of battle and disease. The remaining five million, driven back by the enemy hordes from the fertile portions of the empire, were, previous to the peace pact of March 5, crowded together in what was left of free Roumania, a strip of sterile land lying along the Russian border and representing less than a third of the nation's original territory.

(To be concluded)

A Lesson from Arctic Regions for Railroad Men

IN the regions near the North Pole there is but one day and one night the year round—six months of light and six months of night.

Peary, the world-famous Arctic explorer, has said that travelers to the land of the Esquimaux do not fear the extreme cold, or other hardships attendant on such a perilous journey, so much as they do the six months of darkness. He said a nervous man would probably go insane in the long night.

What, then, must be the mental agony of the rational man who is stricken blind and who must live, not only through six months of darkness, but through an eternal night? When one seriously reflects upon such a profoundly pathetic fate one shudders and one's blood becomes chilled.

The blackest of shadows has been cast upon his soul and he need never hope for even a faint ray of light to relieve the awful gloom. He must grope through the dark and, seemingly, unending years

until his epitaph is written. An impenetrable curtain has been drawn before his eyes shutting out from view for all time all that he holds near and dear. His mother, whose soul was thrilled with ebullitions of joy at seeing those eyes open to the light of day, must now go daily through the soul-tearing ordeal of seeing

them closed forever. Perhaps her grief could not be more poignant had she seen them closed in death.

Is it any wonder why Peary presumes a nervous man would go insane even in six months of darkness?

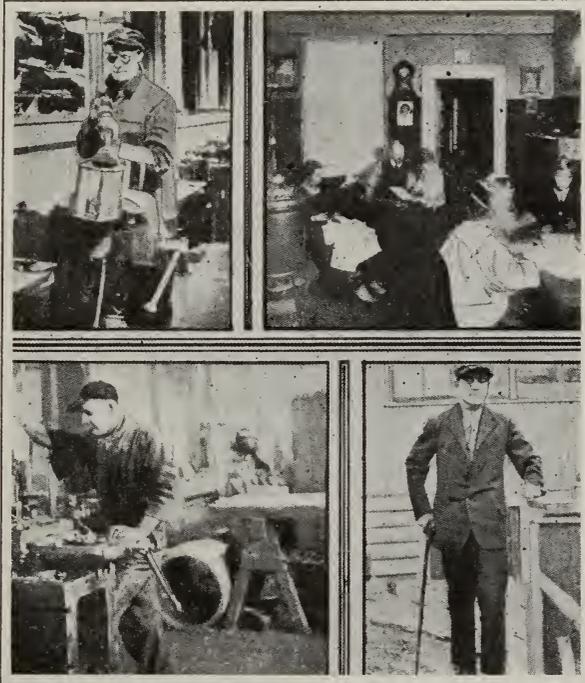
Now, you Baltimore and Ohio employes to whom this applies, the plain question is:

"Will you use your goggles, or will you run the

risk of losing your sight and, perhaps, end as a raving maniac in some lunatic asylum?"

Seriously reflect on such a frightful fate. The choice is yours! The matter is fairly and squarely up to you!

You will do well each morning when you punch your time card to bear in mind the words of Peary.



CAREFUL WORKER—GOOD HOME
CARELESS WORKER—NO HOME

Pins is Pins

By H. S. S.

WHAT an insignificant thing is a little pin, yet many of us would not dare to pass one without stooping to pick it up. We say: "It is an amulet—it will bring me good luck." The charm power of a restored pin may be questioned, but its ability to produce economy cannot be.

But the whole nation is conserving nowadays. Your help is needed. You may say that a pin does not amount to much, but in its production there is a certain amount of material and energy wasted that might be employed in the production of some essential that could be used in the drive toward Berlin.

In the making of pins, such a small article, a quantity of heat is necessary in the different processes and the conservation of fuel is here added to the saving of human energy if you and I give our little mite towards picking up every pin we see lying idle.

A good many pins are thrown away with waste paper. These could very easily be saved; and in doing so you are helping in two ways,—you are saving the pin and then we get more for the waste paper.

The great majority of them are filed with correspondence, where they stop working, and have to be replaced.

Let's form the habit of "pulling a pin out" just the same as we do of "pushing a pin in," and let's make these pins work instead of loafing in the file room.

Won't you help cut the pin bill?

Baseball Activities Among Employes

Special Notice

The Thompson Baseball Cup will become the permanent property of the baseball team winning the 1918 System Championship of the Baltimore and Ohio System.

On account of change in the organization of the Eastern Lines, the General Manager's Baseball Cup will be donated this year by S. Ennes instead of by R. N. Begien.

Mt. Clare Shops

The Mount Clare Welfare, Pleasure and Athletic Association basketball team's season, just closed, was the second and most successful for the team. Although not winning as many games as during the first season, the players made a more creditable showing, considering the strong teams that opposed them. Playing in the Baltimore Basketball League, they won eight games and lost seven, having the edge on every team excepting the Central Y. M. C. A., which won two games of a series of three, the final and deciding game being played on a neutral floor, at which the Mount Clare Band was in attendance. The games were closely contested in all cases and furnished some real sport. E. E. Emmerich was team manager and H. Winters, athletic manager.

The Mount Clare Welfare, Pleasure and Athletic Association has arranged an excursion to Tolchester Beach for Saturday, August 10. The association anticipates a very large crowd. The Mount Clare Band will be in attendance and there will be a number of outdoor athletic sports, including a baseball game.

The names, occupations and positions of the men on the Mount Clare Welfare baseball team are as follows:

NAME	OCCUPATION	POSITION ON TEAM
W. T. Mahaney	Clerk	Catcher.
P. S. Andrews	Piecework Inspector	Pitcher.
J. Appel	Machinist	Helper..... 1st Base.
B. Caulder	Car Builder	Short Stop.
R. Maul	Machinist	Center Field.
J. Boland	Machinist	Helper..... Pitcher.
T. Dee	Clerk	2nd Base.
T. Beck	Machinist	2nd Base.
C. Bloomfield	Machinist	Left Field.
H. Eyerly	Apprentice	Left Field.
J. Sank	Machinist	Helper..... 3rd Base.
J. Gribbin	Machinist	Helper..... Short Stop.
C. A. Eisenmacher	Apprentice	Right Field.
A. Evans	Shop Hand	Pitcher.
W. Poska	Carpenter	Right Field.
H. Wartman	Material Man	Umpire.



LEFT TO RIGHT - M. RUPNIK, C.E. EMPLOYEE TEAM MANAGER, F. MILHOLLAND, H. WATERS, ATHLETIC MANAGER, R. DYKIE, H. KAMMICH, T. LIPBUCK, E.A. DOTTIGER

MT. CLARE BASKETBALL TEAM

Pennsylvania District

Below are the names of players comprising the Glenwood, Pa., and New Castle Junction, Pa., baseball teams, the same being eligible to take part in the inter-division games which started Saturday, June 22:

GLENWOOD, PA., TEAM

NAME	OCCUPATION	IN SERVICE
E. G. Gisbert...	Pipe Fitter.....	8 years.
W. W. White....	Pipe Fitter.....	9 years.
William Seanay.	Brakeman.....	7 years.
Guy Shrope....	Brakeman.....	3 years.
J. F. Parker....	Pipe Fitter.....	6 years.
Thomas Kyle...	Machine Operator..	8 months.
Thomas Hudson.	Boilermaker.....	5 years.
J. J. Boltz.....	Handyman.....	9 years.
Earl Glass.....	Patrolman.....	7 months.
A. J. O'Malley..	Machinist.....	5 years.
D. J. Friel.....	Oiler.....	3 years.
C. Reynolds....	Clerk.....	4 years.
W. Quirring....	Chief Clerk to Storekeeper.....	5 months.
A. Nehilla.....	Machine Operator..	2 years.
H. J. Meehan...	Machine Apprentice.....	2 years.

E. G. Gisbert is captain Glenwood team.

Frank Rush, non-playing manager, Glenwood team.

NEW CASTLE JUNCTION, PA., TEAM

NAME	OCCUPATION	IN SERVICE
Harry Horner....	Engineer.....	8 years.
L. M. Piler.....	Boilermaker.....	4 years.
M. E. Battley....	Brakeman.....	2 years.
William Shields..	Fireman.....	3 years.
Joseph Chill....	Foreman.....	8 years.
J. Barttley.....	Machinist.....	3 months.
D. McCormick....	Machinist.....	3 years.
S. Daniels.....	Car Repairman..	5 years.
Charles Irwin....	Machinist.....	6 years.
M. N. Wolfgang..	Brakeman.....	2 years.
W. C. Guthrie....	Storekeeper.....	13 years.
G. H. Wyman....	Brakeman.....	5 years.
R. Roberts.....	Fireman.....	2 years.
William Chill....	Clerk.....	3 years.

Harry Horner is captain New Castle Junction team.

A. C. Harris, non-playing manager, New Castle Junction team.

"Andy" Bennett, star catcher for Pittsburgh, has been home on a brief furlough and is looking the picture of health. "Andy" tells us that he is in love with camp life. The baseball team is surely missing "Andy" this year, but Uncle

Sam has a great asset. He is in the Depot Brigade at Camp Lee and is a sergeant. The best wishes go to "Andy." Another star player has been added to Uncle Sam's fighting forces in Paul Schandoll. He recently was home on a furlough, but now is in France.

Glenwood added another victory to its string on July 6 when the nine from that town humbled the ball tossers from New Castle. The score was 8 to 2, in a seven inning contest. Voltz allowed the New Castle team only four hits and struck out nine of the players who faced him. Shrope, Reynolds and Gisbert did the most slugging for the winners. Score:

GLENWOOD	AB	R	BH	PO	A	E
Gisbert, 3d.....	4	0	2	1	1	1
Seaney, 1st.....	2	0	0	4	0	0
White, lf.....	3	2	2	1	0	0
Friel, c.....	2	0	0	9	1	0
Meehan, 2d.....	2	1	1	1	1	0
Reynolds, ss.....	2	2	2	0	3	1
O'Malley, rf.....	2	2	0	0	0	0
Shrope, cf.....	3	1	2	1	0	0
Voltz, p.....	3	0	0	1	0	0
Matthews, 1st.....	2	0	0	3	0	0
Totals.....	25	8	9	21	6	2

NEW CASTLE	AB	R	BH	PO	A	E
McCormick, 2d.....	4	0	0	0	0	0
Pliler, ss.....	4	0	1	1	3	1
Nye, c.....	3	0	0	3	0	0
Horner, 1st.....	2	1	2	9	0	0
Wyman, cf.....	2	0	0	0	0	0
Foley, p.....	3	1	0	0	3	0
Wolfgang, lf.....	2	0	0	3	0	1
Daniels, 3d.....	2	0	1	2	3	2
Guthrie, rf.....	3	0	0	0	0	0
Totals.....	25	2	4	18	9	4

	1	2	3	4	5	6	7	Total
New Castle.....	0	2	0	0	0	0	0	2
Glenwood.....	1	3	3	0	1	0	x	8

Two-base hits—Shrope, Reynolds. Three-base hits—Gisbert, Daniels. Sacrifice hits—Meehan, Reynolds, Wolfgang. Struck out—by Voltz, 9; by Foley, 3. Base on balls—off Voltz 2; off Foley, 1. Earned runs—Glenwood, 5; New Castle, 0. Left on bases—Glenwood, 3; New Castle, 4. First base on errors—Glenwood, 3; New Castle, 2. Umpires—Glasman and Coleman.

Glenwood defeated New Castle in a slugging match at the New Castle grounds by the score of 11 to 8. The Glenwood nine collected 15 hits off Bartley, who was in danger nearly all the way. Meehan, of the Glenwood team, cracked out two two-base hits and scored twice.

A neat double play, engineered by Meehan and Seaney, cut off runners who were threatening to score and upset the lead the Glenwood team had. Score:

GLENWOOD	AB	R	BH	PO	A	E
Gisbert, 3d.....	5	3	2	0	4	0
Seaney, 1st.....	5	2	3	8	0	0
White, lf.....	4	1	3	0	0	1
Friel, c.....	4	1	1	10	0	2
Meehan, 2d.....	4	2	3	3	1	0
Reynolds, ss.....	3	2	0	2	3	1
Shrope, cf.....	4	0	2	1	0	1
O'Malley, rf.....	5	0	1	1	0	0
Voltz, p.....	5	0	0	0	0	0
Hudson, p.....	0	0	0	0	0	0
Totals.....	39	11	15	25	8	5

Two-base hits—Friel, Meehan, 2, Gisbert. Double plays—Meehan to Seaney. Number of innings pitched by Voltz, 8 $\frac{3}{4}$; by Hudson, $\frac{3}{4}$. Number of hits made—off Voltz, 4; off Hudson, 3. Struck out—Voltz, 9. Bases on balls—Voltz 2, Hudson, 2. Wild pitches, Voltz, 2. Hit by pitched ball—Voltz. Passed balls—Friel 2. Earned runs—7. Left on bases, 6. First base on errors, 4.

NEW CASTLE	AB	R	BH	PO	A	E
Sisler, 3d.....	3	2	0	2	0	0
Pliler, ss.....	5	1	2	1	4	2
Daniels, 2d.....	3	1	0	1	4	2
Horner, 1st.....	3	1	0	13	0	0
Battley, c.....	4	0	3	5	0	0
Wyman, cf.....	2	0	0	0	0	0
Irwin, f.....	4	1	1	3	0	0
Wolfgang, rf.....	3	1	1	1	0	0
Bartley, p.....	4	1	0	0	5	1
Shields, cf.....	2	0	0	1	0	0
Totals.....	33	8	7	27	13	5

Number of hits made—off Bartley, 15. Struck out—Bartley, 4. Bases on balls, Bartley, 1. Hit by pitched ball, 1. Earned runs, 2. Left on bases, 7. First base on errors, 3.

Cleveland Division

The Baltimore and Ohio Railroad employes of Cleveland have placed a stronger baseball team in the field than in previous years and are open to play any team on the System. The team has won two games and lost one. For games communicate with R. Schuler, 1430 W. 54th Street, Cleveland.

Following is the lineup: Curley, 2b.; Hobson, l. f.; O'Brein, s. s.; Skidley, 1b.; Schuler, p.; Wallace, c. f.; Sheakley, r. f.; Smith, 3b.; Skidley, c.; Pressler, Williams, Kundtz and Whitacre, utility players.

Cleveland walloped Willard to the tune of 8 to 1 in a fast game at the Cleveland field. Sheakley, who pitched for the Cleveland team, was in fine shape and allowed only six scattered hits. No one of the Willard nine got more than a single hit. Miller was the only Willardite who was able to get more than one base on a hit. He made the only run. O'Brien and O'Neill, for the victors, had their batting eye goggleless and swatted the ball hard and consistently. Score:

WILLARD	AB	R	BH	PO	A	E
Arters, rf.....	3	0	1	3	0	0
Bell, 3b.....	4	0	0	0	0	0
Huston, p.....	4	0	0	0	2	0
Wayland, c.....	3	0	1	5	4	0
Savage, ss.....	3	0	0	0	1	1
Archer, 1b.....	4	0	1	10	1	0
McDonald, cf.....	2	0	1	3	0	1
Miller, lf.....	3	1	1	3	0	0
Keene, 2b.....	3	0	1	0	3	0
Totals.....	29	1	6	24	11	2

Two-base hits—Miller. Three-base hits—0. Home runs—0. Sacrifice hits—0. Struck out—Huston, 4. Bases on balls—off Huston, 4. Hit by pitched ball—Savage. Left on bases, 4.

CLEVELAND	AB	R	BH	PO	A	E
Y. Marick, 2b.....	4	1	3	4	2	0
Froscio, 3b.....	4	2	2	2	3	0
O'Brien, ss.....	4	2	3	0	2	0
O'Neill, c.....	4	1	1	9	0	0
Shepard, lf.....	4	1	2	2	0	0
Schuler, rf., p.....	3	0	0	0	2	0
Barnarski, cf.....	1	0	0	0	0	0
Walus, cf.....	3	0	0	0	0	0
Skidley, 1b.....	3	0	0	9	0	0
Sheakley, p.....	2	1	1	0	2	0
Hopson, rf.....	2	0	0	1	0	0
Totals.....	34	8	12	27	11	0

Two-base hits—O'Brien. Three-base hits—O'Neill. Sacrifice hits—Skidley. Double plays—Marick, unassisted; O'Brien to Marick to Skidley. Number innings pitched—Sheakley, 4; Schuler, 5. Number hits made—off Sheakley, 1; off Schuler, 5. Struck out—by Sheakley, 5; by Schuler, 2. Bases on balls—off Sheakley, 2; off Schuler, 4. Hit by pitched ball—Skidley. Earned runs, 6. Left on bases—7. First base on errors—2.

Indiana Division

The championship team at Seymour, Indiana consists of the following:

NAME	POSITION	LENGTH OF SERVICE
C. McCosker, ss.....	Timekeeper.....	9 years.
L. Ackerman, 2b, p.....	Clerk.....	1 year.
J. Sage, 3b.....	Fireman.....	10 months.
H. Lucas, 1b.....	Switchman.....	2 years.

J. Aulman, rf.....	Fireman.....	11 months.
R. C. Cooper, cf.....	Fireman.....	9 months.
H. Mendell, lf.....	Fireman.....	6 years.
R. Clark, lf.....	Brakeman.....	10 months.
V. G. Moritz, c.....	Brakeman.....	1½ years.
J. Dittmer, p.....	Fireman.....	11 months.
J. W. Allen, sub.....	Fireman.....	2 years.
H. Cowles, sub.....	Brakeman.....	2 years.
P. Jackson, sub.....	Brakeman.....	9 months.
Blevins, sub.....	Brakeman.....	3 months.
C. Glasson, sub.....	Clerk.....	6 months.

The championship team at Flora, Indiana, is made up as follows:

NAME	POSITION	LENGTH OF SERVICE
H. F. Rice, 1b.....	Check Clerk.....	8 years.
C. F. Rice, 2b.....	Brakeman.....	10 years.
D. Kramer, ss.....	Brakeman.....	2 years.
H. M. Hogan, 3b.....	Car Distributer..	7 years.
R. Herrin, lf.....	Boiler Maker.....	2 years.
L. E. Kellums, cf, M. P. Dist. Clerk.		3 years.
J. Smelzer, rf.....	Machinist.....	6 years.
D. Lentz, p.....	Helper.....	2 years.
J. Cherry, p.....	Operator.....	10 years.
F. Corey, c.....	B. M. Helper....	4 years.
T. F. Burns, sub.....	Brakeman.....	2 years.
L. Tullett, sub.....	Machine Helper..	4 years.
R. Jefferis, sub.....	C T. Timekeeper.	7 years.
L. Wells, sub.....	Baggage man.....	1 year.
W. S. Allen, umpire.	M.W. Timekeeper.	4 years.

Illinois Division

The first ball game of the season on the Illinois Division was played at Flora on June 8, resulting in a victory for Flora by a score of 10 to 5. Both teams had practically their same lineup as last year and the first game was very interesting and much enthusiasm was displayed. A large crowd was in attendance. The most remarkable feature of the game was the three-bagger by Nurge. It was never thought that he could come back, but the indications are that his sticking ability this year will equal that of 1916.

The second game, which was played at Flora, June 16, did not result so well for Flora, Washington Shops defeating them by a score of 5 to 0. This was due to errors. As the matter now stands, Washington and Flora are the only Baltimore and Ohio teams on the division and they are now tied. Both teams are very anxious to grab the championship for the Illinois Division and it is likely that the future games will be very exciting.

Newark Division

The Newark Division baseball team defeated a team composed of employes from Zanesville

on May 25 by a score of 13 to 3. Features of the game were the pitching of Thomas and the fielding and batting of the division team. On June 15 the Newark Division team defeated a team from Benwood by a score of 7 to 5. Pitcher L. Thomas for the Newark Division did excellent work on this occasion. Superin-

tendent of shops Cooper has been selected to manage the Newark Division team for the season and has selected a team which will no doubt be a credit to the division. All employes of the division are urged to cooperate with the management of the baseball team to make the coming season a successful one.

□ □ □

School for Training Women as Railroad Ticket Sellers

The United States Railroad Administration issues the following:

Because of the need for skilled ticket sellers and the difficulty of obtaining enough trained men the Railroad Administration has opened schools in several sections of the country for training women to fill these positions.

The present force of trained men ticket sellers will be retained whenever possible because of the expert character of their work, but it has been found necessary to supplement their activities with women. This is due partially to the

increase of traffic and partially to the loss of men to the Army and Navy.

When thoroughly trained, women ticket sellers will be paid the same salaries as men doing the same work. Already enough applications have been made to fill the schools for the present.

After preliminary training of from one to two months, the women who show aptitude will be given work of actual selling the simpler form of tickets and gradually will be worked into the sale of more complicated forms.

DEFINITION OF SUCCESS

HE HAS achieved success who has lived well, laughed often and loved much, who has gained the respect of intelligent men and the love of little children and dumb animals; who has filled his niche and accomplished his task—who has left the world better than when he found it, whether by an improved poppy, a perfect poem or a rescued soul; who never lacked appreciation of earth's beauty or failed to express it; who has always looked for the best from others and given the best he had; whose life was an inspiration; whose memory a benediction—*Stanley*



Baltimore and Ohio Employees Magazine

WILLIAM F. BRADEN, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

What Have You Given Up?

HAVE you given up your job and let your business future take care of itself?

Have you said good-bye to your family and friends and all you hold dear?

Have you begun an entirely new career that may end, if you live, with health impaired, an arm off, a leg gone, an eye out?

Have you given up your business future and said good-bye and taken a chance on coming back alive and well, and done it all with a cheerful heart and with a grim determination to do all you possibly can for your country?

And do you only at times—in the evenings, perhaps, when the light in the sky slowly fades away—feel so homesick and so lonesome that you are fearful you will not have the courage to do your part after all?

You have not done these things? Ah, I see, you are not one of our Army or Navy boys; you are a stay-at-home person.

Well, there have to be twenty or more stay-at-home persons for everyone who goes, and so certainly no disgrace attaches to being one if you fully appreciate what those boys who do go have to give up and if you support them to the limit of your ability.

Pledge yourself to save to the utmost of your ability and to buy War Savings

Stamps that there may be more money, labor, and materials to back up those who fight and die for you.

□□

Make Your Letters Say, “We’ll Win”

GET the victory punch into your business letters.

Pessimism is more infectious than a cold. One doubter can give the chills to a room full of people. The germ of this disease often creeps into our correspondence and does more harm than the spoken word.

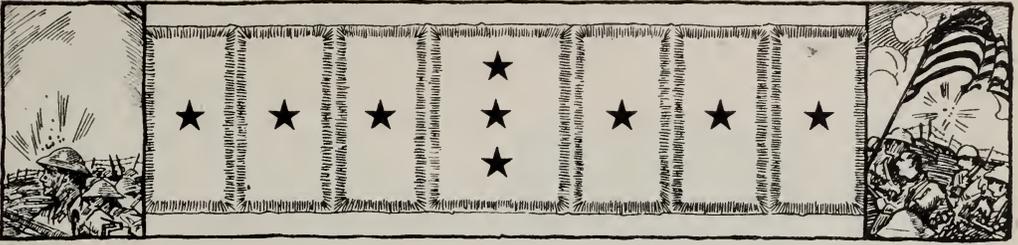
So the Department of Commerce suggests that the win-the-war spirit be got into business letters. Originally the idea was proposed to apply to mail sent to foreign countries. Here the color of our thoughts is searched for eagerly between the lines of what we write. The business man abroad—whether a neutral or an ally—is quick to see any weakness. The flag ought to be kept flying in all letters that leave the country.

The same is true of business letters to home correspondents. There is such a thing as negative as well as positive patriotism. To refrain from doubts is not enough. Our correspondence should carry a vital confidence and purpose to see the war through to victory. We are going to win. Let your letters show you know it.

□□

New Meat Program

THE demand for beef for our Army, the armies of the Allies and their civil populations for this summer are beyond our present surplus. On the other hand, we have enough increased supply of pork this summer to permit economical expansion in its use. It will therefore be a direct service to our Armies and the Allies if our people will in some degree substitute fresh pork, bacon, ham, and sausage for beef products.



The Little Flag On Our House

By William Curtis Demorest

Read at the forty-first annual dinner of the Class of 1881, Arts and Mines, held at the Columbia University Club on April 4.

The little flag on our house
 Is floating all the day
 Beside the great big Stars and Stripes.
 You can almost hear it say
 To all the folks in our street,
 As the breezes make it dance:
 "Look up and see my one blue star—
 We've got a boy in France!"

The little flag on our house,
 It floats sometimes at night,
 And you can see it 'way up there
 When the street lamp shines just right.
 And sometimes, 'long towards morning,
 When the cop comes by, perchance,
 It signals with its one blue star:
 "We've got a boy in France!"

The little flag on our house
 Will wave, and wave, and wave
 Until our boy comes home again,
 Or finds in France his grave.
 Nay—tho' its blue star turn to gold,
 Because of War's grim chance,
 It still shall wave to say: "Thank God!
 We've got a boy in France!"

—From *Leslie's Weekly*.



The Service Flag

By C. F. LaFlare

Freight Conductor, Chicago Division

Halt! Lift thine eyes; salute that star.
 It tells that a man has gone to war.
 It tells of a mother's love and tears;
 It tells of a father's hope and fears.

It tells of a sister's broken heart;
 Tells that a brother is taking a part.
 It tells of a sweetheart's sacrifice.
 It tells of a Hell and a Paradise.

It tells that a MAN will place a lily
 In the Kaiser's hand some day soon.
 Halt! Lift thine eyes; salute that star.

BALTIMORE & OHIO MEN IN U.S. SERVICE



WALLACE WOODWARD
(Ohio Division)



WALTER M. DONALDSON, EDGAR E. HARON
(Cumberland Division)



YEOMAN J. W. B. HANEKE
(Mount Clare Shops)



RAYMOND W. AULD
(Baltimore and Ohio Building)



SERGEANT GLENN WORDEN
(Chicago Division)



From the Boys "Over There"

The two following letters were received by J. S. Murray, assistant to the president, from former clerks in the President's office:

Dear Mr. Murray:

I have written to you about three times since my arrival in France, as I knew that you would be somewhat interested, but due to the uncertainties of the mail, I suppose they have not reached you. However, I am again making an attempt in the hopes that this letter will go through all right.

First of all, I want to tell you how delighted I am that our mutual friend "Sam" has been located in the same department and in the same city that I am. I was aware of the fact that he was on his way across, for I had seen his record in the office of the Director General of Transportation, which had preceded him, so I was on the lookout for him. I ran into him a week or so ago, about eight o'clock in the morning, when he was "washing up" at the fountain. He was so surprised to see me that he dropped his soap and towels and almost dropped himself. Since that time we have been together every evening, and, of course, have had much of interest to talk over. He is now all right and again looking fine. It gives me much pleasure to tell you that he is highly thought of in the office of the D. G. T. and has been made chief clerk to the Deputy D. G. T., Colonel W. J. Wilgus, formerly of the New York Central. He has landed a very good berth, is now a sergeant and before long I feel sure that he will be really something worth while in the way of status. I feel that you will be glad to know of this, as well as all his other friends around the office.

I suppose now it will be proper for me to say

a little about myself. Since my arrival I have been shifted around to quite a few places. At first I was located at a Casual Depot and from there I was sent to General Headquarters. Only remained in the latter place about three days when I was sent to one of our most important stations in the Advance Section. I remained there six weeks and really liked the work very much. I was next transferred to the Transportation Department at Paris. While there I had a most pleasant position as stenographer to one of the Deputy D. G. T's.

After about a month the officer for whom I worked was given a new position and he had me go along with him to Tours, where I still am. It is my expectation to be sent back again to the office of the D. G. T. I have asked for such a transfér and feel sure that it will be effected. I am still an A. F. C., but am inclined to believe that when I am placed with the Transportation Department I will have an opportunity of securing a commission.

Just now we are all watching with the greatest interest the Big Drive which is on. Everyone seems very confident that the result will be most favorable and we are all pulling hard for it. The country around this particular section is most beautiful and it is certainly a pleasure to take a nice long stroll on Sunday afternoons, when we have a half-holiday.

There are quite a few Baltimore and Ohio boys in this town and we see one another quite often; in fact there are so many boys here from Baltimore that I oft times wonder if I'm really so far away after all. We have a wonderful Y. M. C. A. up town where most of the officers and our crowd eat and it surely is a comfortable place. The "Y" is doing a wonderful work and deserves more credit than it ever could be

given. I am comfortably located in a nice "chambre" with a French family, as are all officers and field clerks, and we are more than grateful for the comforts of a home. With best wishes to yourself and everyone in the office, I am,

Sincerely yours,

HARRY J. HUNT.

My Dear Mr. Murray:

You and Mrs. Murray are wondering why I have not written to you since my arrival over here. I have thought of you many times, but after reaching this old land we have moved about a good deal and I thought it best to wait until we got settled. I feel that I am very fortunate in landing with Colonel Wilgers and Lieutenant Homer to start with to act as the chief clerk in the office. They both are very fine men and have been very considerate already. The work will increase, no doubt, considerably from now on and the hours will be necessarily long, but if I can only please them here I shall feel fully repaid for having made the trip across.

I believe that Harry Hunt has written you that we are working on the same floor. He and I have been together practically every night since my arrival. I am sure we have rehashed everything that ever happened in the President's office during the years we were together there and have enjoyed many a laugh over some of the things which took place. Last night Harry, Norman Ryan and I went to a musical comedy and we certainly did enjoy it. This is a very beautiful country and there are lots of interesting things to see. Once while at a camp near which we landed, the lieutenant gave us permission to go to town and several of us went through an old castle dating back to B. C. Then, too, the old churches and cathedrals are quite attractive and we have also visited several of them.

I know this dreadful war cannot last forever, and when it is over I anticipate much pleasure in seeing you again. This is an opportunity and a great privilege for me and I am glad to have it. I am now a sergeant.

Very sincerely,

SAMUEL S. M. DuBois.

Care D. G. T., American Expeditionary
Force, A. P. O. 717, France.

Dear Mother:

This makes the third time that I am writing, and I have not heard from home since I left. That is my hard luck. The mail is chasing us, and every time it gets anywhere near, we move on, or go out on a trip. Just now we are on a trip, and will probably not get anywhere where we can get mail until the end of the week. I have gotten one letter since I last saw you—and it was from a girl in Philadelphia and did not amount to a gadget.

I was ashore on recreation last Sunday morning, and heard a band of 480 or 500, I forget which, led by Sousa. The setting aided the effect of the music—in a corner of the grounds, where the field met the woods there is a large baseball diamond, and in the center of this diamond the band sat. The officers and their wives had the grandstand (such as it is) and the enlisted men and midshipmen occupied the bleachers. The band was arranging their music, the audience was humming with conversation, and beyond the birds were singing in the trees. Suddenly Sousa arose, and for a moment there was absolute silence, even the birds stopped singing to look for the cause of the silence of their human co-listeners. The hand of the great leader arose, paused, and as it descended twenty bands from different men-of-war began simultaneously to play. It mattered not that they perhaps had never played together before, the magnetism of Sousa held and directed them as a unit.

Among the pieces they played were "A Hunting Scene," "A Baby's Prayer at Twilight," a medley of American airs, the "Star-Spangled Banner," and "The Stars and Stripes Forever."

While ashore I met some of the fellows who were at camp with me at Saunder's Range—Ward, Frush, Abell and Musselman. They are still on the old Massachusetts, the ship that I enjoyed being on.

Doubtless by now the cold spell and your cold are buried and "snowed" under with June sunshine. I know how cold it was, for one night I slept on the forecastle, and at three in the morning I found myself awake, and curled up in such a tight knot that the moon could not find me between the mattress and the two blankets.

With Love,

W. REID IRVING.

1st Class Yeoman, U. S. S. Wisconsin.

To the Editor:

We take pleasure in letting you hear from two old employes, now serving the government in the navy and in the army. We have been doing foreign service for the past few months and upon our last return voyage from France our boat was torpedoed and sunk by a German submarine. Our ship, the U. S. S. President Lincoln, was in the transport service and had made several successful voyages.

After the submarine had sunk the vessel we took to the water on rafts and in life boats and then in about one-half an hour the "sub" appeared on the surface and cruised around and about the life boats and rafts. They took one of our officers prisoner and gave us quite a scare when it looked for a while that they were going to fire upon us. However, the submarine commander seemed to be a good sport and he left us without taking any further prisoners or

firing on us. We were in the water on rafts for quite a long time and were finally picked up by our own destroyers, who had come out from the base in France. It was sure a good sight, out there in the briny deep, to have our rescuers come out to save us at midnight.

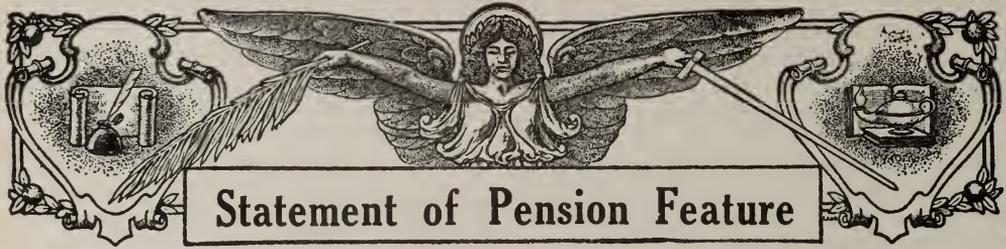
To the readers of the EMPLOYEES MAGAZINE, we want them to know that the boys of the Baltimore and Ohio are doing their bit for Uncle Sam. Now that we have had our first taste of real warfare we are returning home for a few weeks, only to be sent out again to fight in this world battle to uphold our rights and to protect our people.

Yours for the old Baltimore and Ohio Railroad.

R. W. VERTS,
Fireman, First Class, U. S. Navy.
A. C. PHILLIPS,
Corporal, Tank Corps, U. S. Army.



BACKING INTO AN INDUSTRIAL PLANT LOOKING THE WRONG WAY—
EYES FORWARD IS A GOOD RULE TO FOLLOW IN RAILROADING



Statement of Pension Feature

Employees who have been honorably retired during the month of June, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bowman, Thomas B.....	Engineer.....	C. T.....	Illinois.....	46
Heron, John D.....	Engineer.....	C. T.....	Cumberland.....	39
Howard, Edward.....	Boiler Maker.....	M. P.....	Illinois.....	34
Sherman, Christian.....	Laborer.....	M. P.....	Chicago.....	22
Taylor, Charles C.....	Crossing Watchman.....	C. T.....	Indiana.....	45
Vanhorn, Lindsay M.....	Brakeman.....	C. T.....	Cumberland.....	45

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

During the calendar year of 1917, over \$312,000 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, have amounted to \$3,400,963.45.

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
Armiger, Thomas A...	Carpenter.....	M. of W.	Baltimore.....	June 1, 1918..	24
Brown, Marshall H...	Conductor.....	C. T....	Monongah.....	June 1, 1918..	37
Payne, James M.....	Laborer.....	M. P. ..	Newark.....	June 11, 1918..	20
Fowles, Alfred A.....	Carpenter.....	M. of W.	Pittsburgh.....	May 6, 1918..	25
Carr, Wesley C.....	Crossing Watchman.....	C. T....	Baltimore.....	June 22, 1918..	30
McKinnell, James H..	Machinist.....	M. P. ..	Baltimore.....	June 25, 1918..	30
Cullinan, James.....	Material Distributer.....	Stores.	Newark.....	June 20, 1918..	40

Another Baltimore and Ohio Man Gives Life for Nation

A TELEGRAM received at Weston, W. Va., announces that Sergeant Thomas H. Wales, aged twenty-four, a member of the United States Marine Corps, was killed in action in France, on June 6. Mr. Wales had served an enlistment in the marines several years ago and in April of last year the government solicited him to re-enlist and he did so, arriving in France in August, serving there until he fell in action.

Mr. Wales was a well-known and well-liked boy at home. When he enlisted last year he was serving as a Baltimore and Ohio brakeman. He was popular in sports, having taken an active part in baseball and foot-

ball. He is the first Lewis County boy to be killed in action, but the fifth to die in the service since war was declared. He is survived by his mother, Mrs. Emma Wales, an employe of the Weston State Hospital; three sisters,

Mrs. Lee Wilson, of Weston, Mrs. James Waggy, of Pittsburgh, and Mrs. Veta Barnes, of Lewis County, and one brother, Wade, who is now in the army in France. He was

a nephew of J. A. Simmons and Mrs. C. A. Taylor, of Weston.

The following telegram was received by Sergeant Wales' mother:

MRS. EMMA
WALES,
General Delivery, Weston, W. Va.

Deeply regret to state that a cablegram received from abroad advises that Sergeant Thomas Henry Wales, Marine Corps, was killed in action on June sixth. Body will be interred abroad until end of war. Accept my

heartfelt sympathy in your great sorrow. Sergeant Wales nobly gave his life for his country.

MAJOR BARNETT,
Major General Commandant.



SERGEANT T. H. WALES

I Was Just Thinking—

By Miss Floy Whitmore,

Master Mechanic's Office, Lorain, Ohio

NOWADAYS we hear a great deal about conservation. The cry is to conserve the food, the supplies and even the daylight. But most of all we realize we must conserve the man power of our country in this hour of need. It is true that people have for years been studying how to prolong and better life in general, but the great conflict "over there" is an unlooked for drain on our men. Statistics show that deaths due to accidents are a close second.

It may be the most common of every day affairs that suddenly become the unexpected means of someone losing his life or being crippled. The thing may happen, not so much through our own fault, as through the negligence or faulty workmanship of someone else. Take, for instance, the case of a switchman who was crushed between two cars, when, owing to improper loading by someone miles away, a car of huge ingots brook loose from a string of cars and pinned him against another car.

But I believe that most of the accidents may be classed under one of the three following causes:—First, ignorance, which may be due to a superior's lack of instruction; second, thoughtlessness—how many times a man says: "Yes, I knew that if I did so and so it would happen, but I didn't think;" and last, but not least, is carelessness. Often upon coming to work in the morning we see any number of women and children climbing cars to which engines are attached and throwing off coal to others scrambling around the cars. There is no denying that they know better, for they have been warned, but it is a spirit of bravado and recklessness that encourages them to "show off."

A Sad Example

Last summer a very sad example of ignorance came to my attention when an aged lady and her granddaughter, who were new to the work around the yards, took their lunch in the shade of some box cars on a siding and sat down and leaned against the wheels. A car was "kicked" further up the track and it came crashing into

the cars on the siding. They jolted along and the aged lady fell under the wheels and was crushed. She did not know her danger and no one saw her in time to warn them.

Nine-tenths of the accidents could be prevented if people would only use common sense. In the first place, if you are new to the work, find out either from your foreman or the "Safety First" book just what to avoid. Then keep these things in mind. If you find anyone else, for instance, carelessly striking rivets without any precaution as to where they may fall, call his attention to the damage that is done almost daily by flying rivets. Goggles are supplied for those whose work might cause injury to their eyes, but some fellows say: "Oh, that is too much trouble." So is the pain and torture of losing one's eyesight, but they don't think of that either.

The Baltimore and Ohio Railroad has taken great pains to inform its employes along these lines and takes pride in providing means of protection, among which might be mentioned the first aid boxes, fire drills, booklets on safety, blue flag track warnings, safety meetings, and even a becoming and most sensible uniform for their women employes. Every precaution which is called to its attention as being worthy of consideration is adopted.

Let us suppose an accident has occurred. Amidst the usual confusion at such times, perhaps the persons who know which doctor to call are out of the office. After finding out his name, someone frantically fingers through the telephone book for his number. Then, perhaps, he is home, or at the hospital, or any place except where you want him most. If the doctor's home and office numbers and the ambulance number were posted as conveniently near the phone as is the "Keep Smiling" card (when you couldn't smile if it were to kill the Kaiser), how much valuable time could be saved.

Speeding Up

We are urged to "speed up and win the war," which we must and WILL DO. But that means speed up on production, not injuries.

It is better to be a little too careful with our machines or ourselves than a little too careless. I remember a little story which I think illustrates the point.

A certain rich, but very eccentric old man, advertised for a chauffeur. Every applicant was taken out to a steep precipice and asked how close he could drive without going over. One young fellow went so far as to say that he believed he could drive within a couple of inches and not go down. The old man turned to a quiet looking young man and asked him

if he could not do better than that. After a brief look down the yawning chasm he replied: "No, sir; I would keep just as far away from there as I could get."

He got the job.

We might paraphrase the old railroad sign of "Stop, Look and Listen" into "Know, Think and Pay Attention," and, above all, I believe that some of us have learned from bitter experience that rather than to lay the blame on poor old Columbus and take a chance, it is better to always play "Safety First."

□ □ □

Former Railroad Man's Son Brave American "Ace"

Friends of the late S. D. Hill, for many years a Baltimore and Ohio Railroad conductor on the Springfield Division, have been elated by reports that recently have come from France that his son, Lieutenant Robert E. Hill, of the United States Air Corps, has distinguished himself. With a bombing squadron, he attacked four German airplanes, routed them and then he and his companions bombed the railroad station and yards at Conflans, inflicting great material damage that will cause the Huns some worry.

Lieutenant Hill's machine showed fourteen places where German shells had struck it, but the Springfield officer maintained his pluck and glided back to the American lines. In passing No Man's Land he was scarcely 100 feet above the ground and a fine target for anti-aircraft guns. But the spirit which made conductor Hill one of the most loyal employes the railroad has ever had, was inherited by the son, who seems to be on the brink of a notable army career.

□ □ □

Veterans Wish Them Success

A. W. Thompson, former traffic vice-president and now Federal Manager of the Baltimore and Ohio Lines, East, with jurisdiction over the Western Maryland Railway, and C. W. Galloway, former General Manager of the Baltimore and Ohio Western Lines, but who is now Federal Manager of the Company's lines, West, received letters of congratulation from the Baltimore Division of the Veteran Employes' Association upon their being selected by the United States Railroad Administration as representatives of the government. Following is a copy of a letter which was sent to each official:

VETERAN EMPLOYES' ASSOCIATION
BALTIMORE & OHIO RAILROAD
BALTIMORE DIVISION

BALTIMORE, June 20, 1918.

My Dear Sir:

The announcement of your appointment as Federal Manager of the Balti-

more and Ohio Railroad Lines has been received by the members of the Baltimore Division, Veteran Association, with a great deal of pleasure, and while it is felt that the honor was fully merited we beg to offer our congratulations on your elevation to this important post, and to assure you that the members of this association will cooperate in every possible way to make your administration a glowing success.

We express the hope that you may be blessed with an abundance of good health to sustain you in doing your bit to win the war.

By order of the Executive Board.

Yours truly,

W. H. SHAW,
Recording Secretary.

A Message to You From President Wilson

“*Preventable Fire* is more than a private misfortune. It is *public dereliction*. At a time like this, of emergency and of manifest necessity for the conservation of national resources, it is more than ever a matter of deep and pressing consequence that every means should be taken to prevent this evil.”

(Signed) WOODROW WILSON.

Heed the warning of our Chief Executive:

The continuous operation of the Baltimore and Ohio Railroad is a necessary part of our fight against the “HUN.” Destruction of our property by fire reduces our efficiency and is a victory for the enemy. Join the Fire Prevention Campaign.

Be careful in your work when handling fire or hazardous supplies.

Don't allow packing material, rubbish or similar things to accumulate where stray sparks may set them afire.

Don't let your neighbor or fellow-workman take chances which may burn you, as well as himself, out of a job.

Report anything you cannot correct yourself to the person in charge, or direct to

OFFICE GENERAL SUPERINTENDENT POLICE,
FIRE PREVENTION BUREAU,
BALTIMORE, MD.



Home Dressmaker's Corner

Courtesy "Pictorial Review"



The Question of How to Dress a Girl Becomingly Solved by this Design

IT is not always an easy matter to dress a girl becomingly, because girls vary so greatly in size according to their ages. Of all difficult ages, the years from eleven to fifteen are most puzzling to dress. The model shown here is appropriate for any

age between six and sixteen and is pretty, made of check gingham with collar and cuffs of white pique with scallops buttonholed in blue cotton. The back of the waist and skirt are cut in one, the front and side gores being attached to the front of the waist under the belt. At the front there is a plait, to the left of which the adjustment is effected. The waist closes in front. Twelve-year size requires 3 yards 36-inch gingham with $\frac{5}{8}$ yard 36-inch pique for trimming.

The simplest way of cutting the dress properly is as shown in the guide. Section "L" containing the back of the waist and back gore is placed so that the triple "TTT" perforations rest along the lengthwise fold. The side gore comes next, with large "C" perforations along a lengthwise thread. In the space opposite these two sections the belt is laid, with "T" perforation on a crosswise thread of the material. The front gore of the skirt and the collar must be placed with "T" perforations along the lengthwise fold of material. The remaining sections, consisting of the front of the waist, pocket, cuff and sleeve, are laid on the gingham with large "O" perforations resting on a lengthwise thread.

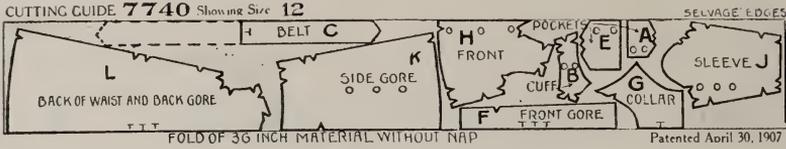
The first step toward construction is to turn the hem in the waist front notch. Then, gather the lower front edge between "T" perforations. Turn edge of side gore under on slot perforations, lap on front gore with notches and edges underneath even and stitch to position



SCALLOP
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7740

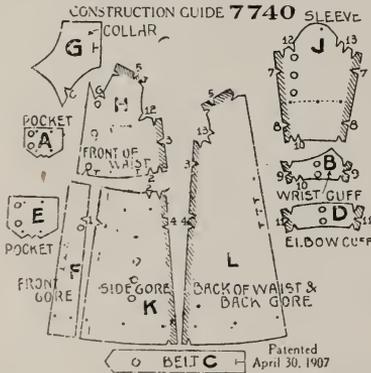
GIRL'S FROCK IN CHECK GINGHAM



one inch from folded edge; leave seam to left of center-front free above single large "O" perforations in front gore and finish for closing. Sew gores to lower edge of waist front, with notches and center-fronts even; bring seam underneath plait to small "o" perforation in front section; leave the left front of waist free forward of the small "o" perforation, draw gathers to the required size and stitch tape underneath the gathers. Close under-arm and shoulder seams as notched. Turn hem at lower edge of dress on small "o" perforations.

Next, face the collar and sew the neck edge with notches and center-backs even. Now, close the seams of sleeve and elbow cuff as notches. Line cuffs and sew to lower edge with seams even. Sew sleeve in armhole, holding toward you when basting in the armhole. The cuffs and collar should be embroidered before cut.

Take the pockets and form plaits, bringing together and stitching along the corresponding lines of small "o" perforations. Open each box-plait keeping seam at center and press. Adjust pocket A on front of waist and pocket E on side gore with upper edges between indicating small "o" perforations and stitch side and lower edges to position.



Finally, line the belt and arrange around the waist with upper edge at small "o" perforation near center-back. Slip end through a buckle and close in front.

Pictorial Review GIRLS' AND JUNIORS' DRESS No. 7740. Sizes, 6 to 16 years. Price, 20 cents.

Pictorial Review patterns on sale at local dealers.

Frocks of Sheer Stuffs Realize Patriotic Ideal of Material Conservation

By Maude Hall

MANY a woman has lost a reputation for idleness since the war began, and everyone is better and bigger for the test which conditions have imposed. Home dress-making, a few seasons ago a lost art, is undergoing a renaissance, with the number of women going in for it constantly increasing. Instead of being a vague subject, the planning and putting together of a frock is becoming a matter of general knowledge. After all, the secret of home dressmaking is enterprise and patience.

The purpose of saving money is driving hundreds of women to undertake what hitherto has been considered a tedious and confining job. Now, however, with good patterns they are able to turn out simple cotton frocks which answer every purpose and the making of which will give them experience for the building of serges and satins at a later time.

The chief objective of fashion designers just now is to place style under the yoke of thrift, and they are creating their most charming models upon econom-

ical lines, as far as yardage is concerned. Of course one may drift far out upon the sea of extravagance when it comes to trimmings, but expensive materials and embellishments are not indispensable to smart appearance. It is well to select a good quality fabric for the firm foundation upon which the simple home-made cotton frock shall take its stand, five or six yards being sufficient for the average model. Add to this a really good pattern without complicated structure and the merest tyro should be able to turn out a desirable dress. If the material is exceedingly sheer, it will be all the better if it is entirely made by hand.

Pretty enough to tempt the most inexperienced dressmaker is a model in figured batiste. Over the two-piece skirt is dropped a tunic with straight line and the simple waist is trimmed with a deep collar and vest of white organdy, the collar being edged with lace. A belt of self-material gives an unpretentious and thoroughly satisfactory finish to the waist.

Combinations of materials are as smart as ever and there is inexpressible jauntiness about a frock of check gingham and plain chambray. The plain gathered skirt is trimmed with a deep band of check gingham, stitched about four inches from the lower edge.

The blouse, also of the check material, has an open front and an inset vest of handkerchief linen, the upper edge of which is cut off in square effect and hemstitched. Buttons trim the long one-piece sleeves and there is a removable jumper which extends below the waist at the back in peplum effect.

Equally desirable for city or country wear is a model in bieve Liberty crepe, which is all cotton, though it looks like silk and which can be tied in hard knots without leaving a wrinkle. The skirt is gathered to a simple bodice under a belt of self-material. A large collar of tub satin finishes the open front and the vestee is slashed and laced at the center front. This new material comes in many delightful colors, but seems to be liked best in the natural tints and the soul satisfying Japanese blues.

Swiss organdys, wonderfully figured, make fascinating frocks. Bands of plain white organdy stitched around the peplum emphasize the design in a blue and white model. The front of the waist is in Eton style, finished with a shawl collar. The vestee fastens in surplice effect giving a V-shaped outline to the neck. The Swiss organdys are fabrics of fairy-like beauty, not alone in the sheer, misty unadorned variety, but also in the cross-barred, figured, striped or tiny block check patterns in self colors which are to the fore this season.

The dress with moderately snug waistline and widened hip is constantly growing in favor. A type approved by women of liberal and conservative taste alike, is developed in green chambray, the only note of trimming being a crochet edge for the pockets, cuffs and collar. The skirt is gathered to the waist under a very deep girdle buttoned in front to simulate the adjustment of the blouse.

Braid is used to decorate many a simple frock of gingham, voile, etc. It is applied sparingly, but always with telling effect. Quite pretty is a white cotton pique, with gathered skirt edged with braid. It is worn with a blouse that is gathered at the front, the neck being cut in V-shape and finished with a round collar. The waist has attached peplum sections and patch pockets to give it a distinctive note. All of these details are, of course, emphasized by a trimming of braid.

Lovely lawns and linen mixtures, quite as sheer as handkerchief linen, are shown in the shops for use in making up the better type of wash frocks. They are offered in an immense number of charming designs in stripes, spots, or checks as well as in plain colors, though they are by no means reliable in the matter of holding color.

Of particular importance to the well-dressed woman are sunshades, shoes and hats. Some original persons have introduced parasols of organdy and of gingham for summer occasions. A model in black gingham lined with striped batiste is most unusual and becoming to wear with any frock. Something else quite out of the ordinary is the sunshade

of check taffeta ornamented with tiny organdy ruffles. It is permissible to make one's parasol as fluffy as possible by buying one of plain silk with a good wooden handle and adding as many tiny organdy ruffles as look well. Any one who is clever with the needle can do this.

Many hats are made of organdy and gingham to match parasols. There are

also lovely models in taffeta, crepe georgette, satin, etc. Elaborate trimming is not allowed on a really smart hat and even when feathers are used, there is no other ornament.

There was never a season when women paid so much attention to the appearance of their feet as now. Although hosiery is not so luxuriant as last season, it is pretty.



The Needleworker's Corner

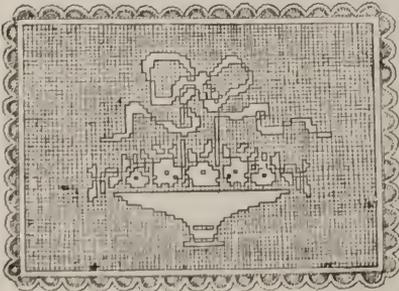
Pretty Novelties in Filet Crochet Suitable for Chairs and Trays

By Katherine Mutterer

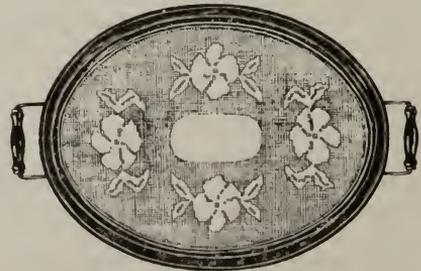
Courtesy "Pictorial Review"

THE remarkable adaptability of filet crochet has made it worthy of universal acceptance by women who like needlework. It is so simple that even those who cannot be persuaded to do any other form of crochet take to it readily. In the first place, the

The chair tidy illustrated is typical of the newest designs in filet crochet and it makes a charming decoration for cushions of denim and other materials in plain colors. The design is so simple in fact, that it even will not jar with cretonne effects. There is nothing prettier for the summer cottage or even for



No. 8—FILET CHAIR TIDY



No. 68—WILD ROSE TRAY CLOTH

designs, in most instances, are easy to follow and an absence of variety in stitches means no sacrifice of the beauty of a filet crochet piece.

the city home. In either white or ceru the tidy is attractive. In size it measures $8\frac{1}{2}$ by $11\frac{1}{2}$ inches and requires one ball of crochet cotton No. 80 and a steel hook No. 14. After the tidy is com-

pleted a dainty scallop is added all around.

Unusually handsome is the serving tray cloth because its shape is unique and its design one that is in great demand. The floral motifs show up especially well in filet crochet and the wild rose is a general favorite. The mahogany frame forms a suitable setting for the old rose back-ground over which the filet cloth is laid. The crochet oval is attached to a center of white linen. If desired a monogram or initial may be embroidered in the linen.

The making of filet crochet is the most fascinating of all kinds of crochet

as one can work the design without having to follow minute directions. For the woman who desires the beautiful things of life there is no better way by which the result can be accomplished with so little outlay of money as by making crochet pieces for the home or for gifts.

FILET CROCHET TRAY CLOTH No. 68. Directions and working pattern, 10 cents.

FILET CROCHET CHAIR TIDY No. 8. Directions and working patterns, 10 cents.

Pictorial Review patterns on sale at local dealers.



Modern Locomotive Valves and Valve Gears

By Charles L. McShane

This is an entirely new book covering the subject of valves and valve gears now in general use and contains a vast amount of new and up-to-date and practical matter. Much has not heretofore been published. Concisely written, it is as plain, common-sense form as the subject and the English language will admit. The treatise contains just the kind of information that a practical shop or road man constantly needs to keep in touch with the requirements of the present day. The fine points that puzzle so many men are treated with clearness and simplicity. The many illustrations show the working operations of the various valves clearly. Bound in fine cloth, \$2.50. Griffin & Winters, publishers, Chicago, Ill.

Regulation of Railways

By Samuel O. Dunn

The purpose of this volume, finished since the United States Government assumed control of the railroads, is to review fully the policy which has been followed in the regulation of American Railways, especially during the last ten years, and pointing out both weak and strong points

in the system, the ways in which it has done some harm and the ways in which it has been of public benefit. It also discusses at length the timely and vitally important question of Government ownership, and takes cognizance of the developments in the railway situation since the war began. It is a clear discussion of the railroad situation by a well-known authority on the outside. Canadian regulation also is analyzed by Mr. Dunn, who is editor of *Railway Age*. Bound in cloth, \$1.75 net. D. Appleton & Co., New York, publishers.

Wake Up America

By Mark Sullivan

The shipping problem is the big problem of the present hour. Upon it depends, more than is generally realized, the successful termination of the war. In this little book Mark Sullivan discusses the question with his customary fearless frankness. The coal scarcity, the wheat and munitions scarcity and the man scarcity, he resolves into terms of ships and shows how each one of these crises result from our rapidly accelerating scarcity of ships. The book is timely and its theme of the utmost importance to all who would understand our national situation. Bound in paper, 60 cents. Published by The Macmillan Company, New York.

“Genius is two per cent. inspiration and ninety-eight per cent. perspiration”—Edison



Safety First Roll of Honor

Staten Island Division

While train No. 454 was reaching St. George Terminal, trainman G. C. Decker noticed defective equipment on engine 8. The train was stopped and defect repaired. He has been commended for his keen observation.

On May 29 engineer E. Parker, train No. 35, after leaving Huguenot and while approaching a green signal, noticed a tree across the tracks. He applied the brakes and stopped the train before reaching the obstruction. He sent his fireman out with a flag to protect the east-bound train. Mr. Parker has been deservedly commended.

On June 11 trainman R. McCafferty volunteered to fire engine attached to train No. 11 and the train arrived on time at St. George from Tottenville. Mr. McCafferty has been commended for his voluntary services. It is such men as he who are helping win the war.

Operator A. B. Scheer of Western Avenue train order station on June 14, while extra 1638 was passing at 2.25 a. m., noticed defective equipment on C. M. & St. P. car 58486. He took prompt action in having train stopped and defect attended to. He has been commended.

Extra 1603 east in charge of engineer C. E. Wynans, Jr., June 16, while approaching the Richmond Light & Railroad Company plant at Livingston, noticed a pile of timbers close to the eastward track which only cleared the right hand cylinder of engine about one inch. He stopped, went back, notified watchman, and assisted the watchman in moving the timbers a safe distance from the track. He is hereby commended for his keen observation and prompt action.

Chicago Division

On May 22 section foreman Otto Wiebeck observed defective equipment on car in train of extra 4246. He succeeded in having train stopped.

On May 20 operator M. C. Hildred, Defiance, Ohio, observed and reported door open on train No. 94. The door was closed and boards, which were projecting out over track, were replaced.

On May 14 brakeman A. E. Coffing, with extra west, engine 4289, discovered defective rail west of Hamler, Ohio. He immediately took steps to have repairs made. For his prompt action he has been commended.

On May 1 engineer C. E. Hart and fireman Neil Miller, with engine 4293, discovered defective equipment. They assisted in disconnecting engine and brought it into Garrett without further damage. For their good judgment under these conditions they have been commended.

Ohio Division

Lampman Thomas Lanane found broken frog bolt on house track frog at Dundas, June 9, which made it very dangerous for westbound trains. He made temporary repairs and notified sectionmen.

L. A. Pausch, supervisor, received a cigar box containing eight or ten pounds of strap lead from torpedoes picked up by Elmer Jones along the track. Mr. Jones is to be commended for his thoughtfulness.

Indiana Division

On June 28 Edward Sherber, brakeman on extra 2720, west, after leaving Loogootee, discovered water along the



ARTHUR WIDENER

track and stood on rearend of caboose to keep a close lookout for washouts. West of Black Oak, he found water had cut through from north side of track to south side for a space of about six feet. He also located two other dangerous places. He reported to conductor W. C. Cox and repairs were made.

Above is a photograph of Arthur Widener, son of engineer J. M. Widener, age seventeen, who, while standing at pen stock at Cochran waiting for his father, noticed defective equipment on Southern car 343059 in extra 2720 east. He called the conductor's attention to it. This boy's alertness is very commendable.

While extra 2669 east, conductor A. Hodapp, was passing Dabney, operator R. C. Moore detected a defective equipment in train. He immediately proceeded to give stop signal to trainmen and succeeded in having train stopped. His close observance of such a defect is to be commended.

R. C. Moore, agent-operator at Dabney, Ind., on June 19 noticed defective equipment on car in extra 2669 east, when train was passing his station. He succeeded in stopping train and notified crew of the defect before any damage occurred.

He has been commended for his close attention to duty.

On June 10 Thomas Rowland, supervisor Washington Sub-division, detected defective equipment on 77034 when car was being handled in extra 2750 west, in charge of conductor A. Hodapp. The car was set out at Mitchell and repairs made.

Baltimore Division

On June 12 supervisor A. G. Zepp noticed defective equipment on a box car at Grays, Md., and train was stopped at Marriottsville,

where car was repaired. There were seventy-five empties in the train and the repairing of the defect necessitated a delay of twenty-six minutes.

One of foreman Pickett's men at east end of pull-out switch, Hollofields, noticed defective equipment on a car in center of the train. When the train arrived at Gaithers the car was found to be off center. This man's alertness is commendable.

On May 29 operator E. B. Cunningham, who had worked the second trick at F tower Washington, until midnight, walked to Q tower in order that he might take No. 3, then backing into Washington. On arrival at the tower he found that extra west engine 1391 was being delayed owing to the absence of a flagman. He volunteered to act as flagman from Washington to Brunswick. Mr. Cunningham has been commended for this act of loyalty to the Company. It may be remembered that it was Mr. Cunningham who, on April 11, volunteered to fire engine 4311 from Washington Junction from midnight until six o'clock the following morning. Not only is Mr. Cunningham helping the Company, but he is also making a fine display of patriotism, especially in these days when delays are so obstructive to the moving of supplies for our boys overseas.

Connellsville Division

On May 19 as extra 2589 west passed Stoyestown at 5.04 p. m., R. E. Robertson, second trick operator, Stoyestown, Pa., noticed a defect on a car in that train, and promptly notified the crew at Hooversville, which had necessary repairs made. Superintendent Broughton has commended Mr. Robertson.

Cumberland Division

While extra 4049 west was passing Green Spring May 29, operator J. D. Rockwell noticed defective equipment on Baltimore and Ohio car 126998. He informed conductor Ridgeway, who had defect repaired.

While extra 4856 west was passing McKenzie June 12, operator F. L. Byrd observed door on south side U. P. car 71983 swinging toward adjoining track. He had train stopped at Rawlings and had door closed.

Cleveland Division

On May 28 W. A. Shaw, fireman of engine 4283, while passing N. D. Pit, noticed rod across rail on westbound track and promptly notified engineer of the obstruction. The train was stopped and rod removed. He has been commended by the superintendent for his watchfulness.

On May 29 engineer M. L. Donohoe and fireman G. F. Miner in charge of engine No. 4299 brought train, consisting of fifty-nine loads, 4,891 adjusted tons, from Holloway to Lorain without taking coal at any point along the line, a distance of 123 miles. On arrival at Lorain this engine only had one ton of coal left on tank. On arrival at Lorain it was found that the cylinder packing on this engine was worn on the left side and was blowing, also that one unit had bursted and four others leaking. This would cause the engine to burn between three and four tons more coal than it would if the cylinder packing was not blowing or the units leaking. Both of these men have been commended by the superintendent for the efficient handling of engine on this trip.

On June 9 engineer E. C. Kuhn and fireman T. Menke, in charge of engine No. 4062, was held up at Dover on account of head broken off of tail bolt on right side. The jaws on butt end had gapped open about one inch. Engineer Kuhn secured a tail bolt at Dover and with the assistance of fireman Menke replaced the broken one. These repairs were made while they were waiting on trains which they were ordered to meet at that point, and there was no delay to engine or train. They have received letters of commendation by the superintendent.

Toledo Division

On June 2 fireman Harry A. Reid was dead-heading from Barr yard to Chicago on freight train of 110 cars with engine 2579, engineer Latshaw and conductor Hennesey. Shortly after boarding his train Mr. Reid discovered the fifty-first car from engine to have all brasses missing on one side and the journals cut through

the boxes and into the arch bars, which were also nearly cut off. Owing to the heat having consumed the packing there was no smoke to indicate a hot box from a distance.

Superintendent Nichols has commended Mr. Reid for his timely action in reporting an unsafe condition.

Operator W. B. Confer, second trick operator at Middletown, has been commended for observing a car that was not properly loaded, lumber protruding from the door. He caused the train to be stopped and the lumber was replaced.

J. W. Burkam, operator at Columbus Grove, discovered defective equipment on extra 2416 north on June 10. He notified the conductor on rear of train and it was stopped. This action on the part of operator Burkam is very commendable.

"Sam" Borland, a brakeman on the Toledo Division, has been commended for discovering a defective rail west of Xenia. Mr. Borland entered the service of the Company in 1903 as freight brakeman and is now a passenger brakeman on trains Nos. 68 and 69 between Dayton, Ohio, and Chillicothe, Ohio. He is one of the most popular men on his line among the Company's patrons.

Newark Division

On May 20 operator O. A. Rusler, while standing on station platform at Summit, noticed defective equipment on engine of passing train No. 133 and immediately notified train dispatcher, with the result that train was stopped at following station and temporary repairs made to broken parts of engine before proceeding. The alertness of Mr. Rusler is commendable.

On the night of May 18 A. R. McLaughlin, who operates a flour mill at Buffalo, Ohio, observed a horse on a bridge belonging to this Company and secured assistance in removing the animal. He has been written a letter of thanks by superintendent Stevens for the service rendered in this instance.

When in Doubt, Remember "Safety First"



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPET

An unusually good time was enjoyed by the clerks of this office Saturday afternoon, June 8, at the Westport baseball grounds, when the cares of the office were cast aside. All kinds of games were provided, from running races to a ball game, and the only missing sport on the program was the greased pig, which, on account of the high cost of pork, was omitted. Thanks to the foresight of Messrs. Brauer and Spedden, the ladies were furnished with ice cream, cake and lemonade. Charles Fauntleroy, our smiling porter, was on hand arrayed in a spick and span white uniform and dispensed the refreshments.

Special mention should be made of the old style pie eating contest, participated in by four youngsters of the office, to the great delight of the onlookers. This event was decided in favor of Edward Kimball, who, when he had finished, was blackberry pie from ear to ear and chin to forehead.

An unconfirmed rumor is being circulated that the winner of the potato race gathered up the potatoes and took them home with her. The ball game was a nip and tuck affair between the married and single men of the office and when play was called at the end of the ninth inning the score stood 13 to 13. Looks unlucky.

The winners of the different races and prize drawing were: Running race for married men, A. H. Lehman; running race for single men, Frederick Svick; potato race for ladies, Miss

Alice Ott; running race for ladies (married and single), Miss M. Kyle; pie eating contest, Edward Kimball; and winner of \$5.00 gold piece, Edward Link.

New York Terminal

Correspondent, T. A. KAVANAGH, *Freight Agent*, West 26th Street, N. R.

Divisional Safety Committee

W. B. BIGGS.....	Chairman, Assistant Terminal Agent
A. L. MICHELSON.....	Terminal Cashier
C. E. FLOOM.....	Terminal Claim Agent
J. J. BAYER.....	Freight Agent, Pier 22, N. R.
J. T. GORMAN.....	Freight Agent, Pier 21, E. R.
T. KAVANAGH.....	Freight Agent, 26th Street, N. R.
T. F. GORMAN.....	Freight Agent, Pier 7, N. R.
M. F. STEINBERG.....	Freight Agent, St. George Lighterage
J. E. DAVIS.....	Freight Agent, St. George Transfer
E. J. KEHOE.....	Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

E. A. ENGLISH.....	Marine Supervisor, Chairman
C. H. KEARNEY.....	Assistant Marine Supervisor, Vice-Chairman

Staten Island Rapid Transit Railway Company

Correspondent, J. V. COSTELLO, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. HANLINE.....	Chairman, Superintendent
Miss Eva RUNNOW.....	Secretary, Trainmaster's Clerk
H. W. ORDEMAN.....	Division Engineer
W. A. DEEMS.....	Master Mechanic
W. L. DRYDEN.....	Signal Supervisor
R. F. FARLOW.....	Master Carpenter
Dr. F. DE REVERE.....	Medical Examiner



SCENE AT FIELD DAY FOR COAL AND COKE AUDITOR'S OFFICE

A. J. CONLEY..... Road Foreman of Engines
 J. D. GIBB..... Trainmaster
 J. F. MCGOWAN..... Division Operator
 E. R. DECHER..... Division Agent
 W. J. KENNEY..... Attorney
 C. A. WILSON..... Supervisor Crossing Watchmen

ROTATING MEMBERS

W. NEIDERHAUSER.....Towerman, Tower B
 J. B. GEROW..... Freight Conductor
 GUY FEITZER..... Painter
 A. SMITH..... Locomotive Engineer
 J. NAPLES..... Locomotive Fireman
 W. A. MARSHALL..... Clerk to Agent, Tompkinsville
 G. J. GOOLIC..... Inspector

Frank A. Zurmuhlen, per diem clerk in the Car Accountant's Department, has resigned to accept a position with a milk company at New Brighton. Frank is of the opinion that he can handle milk bottles better than a car record book.

Miss Edith O'Mara, clerk in the Car Accountant's Department, has been promoted to per diem clerk.

S. A. Turvey, who entered the service of the U. S. Government, has been stationed at Fort Slocum. "Sam," as he was familiarly known, was transferred to Company B, 51st Engineers, Camp Belvoir, Virginia, and will go after the Kaiser within a few weeks. Good luck to "Sam."

William G. Stark, mail clerk in the superintendent's office, has joined the superintendent's force. He has made many friends and is a very bright lad.

The automobile travel over the Perth Amboy Ferry is very heavy. It is necessary to operate

two boats on Saturdays and Sundays to take care of the travel to and from the seashore resorts.

I. W. Titus, captain of the tug Narragansett, is enjoying his vacation motoring about the country.

Captain H. McIntyre has returned from a vacation and is in the best of health.

J. T. Mullane, first trick tug dispatcher, has returned from a vacation trip around Staten Island.

Captain E. McCune, night captain of tug J. K. Cowen, has returned from his vacation, which he spent up in the Catskill Mountains, planting his war garden.

O. M. Jensen, bridge foreman and supply clerk, has returned from a two weeks' vacation. He visited Niagara Falls, Chicago and Washington. This is the first vacation "Larry" has had in twenty-two years.

Miss Eva Rumow, stenographer in the superintendent's office, has been appointed secretary of the divisional safety committee, vice S. A. Turvey, furloughed for U. S. service. She has also been appointed secretary of the freight claim prevention committee.

Thomas Murray, inspector Maintenance of Way Department, is enjoying his vacation at Red Bank, New Jersey. There must be some attraction at Red Bank for "Tom" visits that place whenever there is an opportunity for him.

Mrs. K. Purcell is enjoying a week's vacation at Cleveland, Ohio.



CLERKS AT GENERAL OFFICES—PHILADELPHIA

Philadelphia Division

Correspondents

- J. C. RICHARDSON, *Chief Clerk*
- J. C. ANDERSON, *Shop Clerk*

Divisional Safety Committee

- R. B. WHITE..... Chairman, Superintendent
- C. E. OWEN..... Vice-Chairman, Trainmaster
- T. BLOEGER..... Division Engineer
- J. P. HINES..... Master Mechanic
- J. E. SENTMAN..... Road Foreman of Engines
- H. K. HARTMAN..... Chief Train Dispatcher
- T. B. FRANKLIN..... Terminal Agent
- J. N. GODMAN..... Captain of Police
- F. H. LAMB..... Division Claim Agent
- DR. C. W. PENCE..... Medical Examiner
- E. G. OWENS..... Road Engineer
- W. E. BURNS..... Road Fireman
- H. F. LANE..... Road Conductor
- J. F. COONEY..... Yard Conductor
- WM. TISDALE..... Machine Shop Foreman
- R. F. MINNICK..... Car Builder
- FELICE CORI..... Section Foreman
- W. M. DEVLIN..... Secretary

service of the Company in the latter part of 1898 as a laborer on the Philadelphia Division, and has steadily risen to his present position. "Frank," as he is generally known by all who come in contact with him, is quite popular and is a very efficient and steady employe.

C. C. F. Bent, general agent, Philadelphia, who has been ill for some time past, has recovered sufficiently to be about again and is now spending a few weeks at Atlantic City.

It must be inspiring to be engaged in railroad work with such a bevy of beauty around one as is indicated by the accompanying photograph, sent from the general offices at 24th and Chestnut Streets, Philadelphia. There is only one other comparably delightful employment, and that is working with an equal number of Baltimore girls. They say the Philadelphia and the Baltimore girls are the most efficient and prettiest on the System. Somebody's going to challenge this and get the Editor into a controversy.

On this page is a photograph of fire track foreman, Francesco Menna. He entered the



FRANCESCO MENNA

W. J. Wilde, crew dispatcher, has taken the position of chief clerk to terminal trainmaster, East Side, Philadelphia.

W. N. Brown, formerly freight solicitor, Philadelphia, has taken the position of car distributor, Philadelphia Division.

Clarke Lonkhart, formerly assistant terminal trainmaster, has been appointed night terminal trainmaster, East Side, Philadelphia.

will get him. The longer the game keeps up the bigger piece of bacon will Lieutenant Grammes bring home. And about "Kaiser Bill" getting him, well, we will just tell that to the Marines.

Have you noticed that service button being worn by our wreckmaster "Tom" Kelly. Two stars—one son in the army and another in the navy. Mr. Kelly says he has another son who is figuring out which branch of the service to get in.

On Wednesday, May 8, there passed away one of the best loved men on the Baltimore Division, our road foreman of engines, Edward Columbus Shipley. He was born at Martinsburg, W. Va., November 10, 1870, and entered the service August 1, 1890, as a fireman, and in turn became freight engineer and passenger engineer. He was appointed road foreman of engines, August 2, 1911. As an engineer Mr. Shipley was known to be right up to the minute and was always a good partner to his fireman in the cab and many a fireman was assisted to their promotion by the guidance of engineer Shipley. His father, Monroe Shipley, was also an engineer, and for years handled the old 819 in passenger service on the east end of the Cumberland Division, running between Martinsburg and Cumberland. Among his men Mr. Shipley was loved and admired, and by his death the Baltimore Division lost a good and faithful employe, and a staff officer that neither hours or weather were considered in the performance of his duties.

Baltimore Division

Correspondent, J. B. MORIARITY, *Superintendent's Office*, Camden Station

Divisional Safety Committee

P. C. ALLEN.....Chairman, Superintendent
W. E. NEILSON.....Vice-Chairman, Assistant Superintendent

Y. M. C. A. DEPARTMENT

T. E. STACY.....Secretary, Riverside
E. K. SMITH.....Secretary, Brunswick
C. H. WINSLOW.....Secretary, Washington

RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Baltimore
DR. J. A. ROBB.....Medical Examiner, Washington
DR. J. F. WARD.....Medical Examiner, Winchester
R. B. BANKS.....Divisional Claim Agent, Baltimore
J. M. POWELL.....Captain of Police, Camden Station

TRANSPORTATION DEPARTMENT

S. A. JORDAN.....Assistant Superintendent, Brunswick, Md.
C. A. MEWSHAW.....Trainmaster, Camden Station
E. E. HURLOCK.....Division Operator, Camden Station
E. C. SHIPLEY.....Road Foreman of Engines, Riverside
J. J. McCABE.....Trainmaster and Road Foreman, Harrisonburg
W. T. MOORE.....Freight Agent, Locust Point
D. M. FISHER.....Freight Agent, Washington
W. E. SHANNON.....Freight Agent, Brunswick
W. E. NELSEN.....Freight Agent, Camden Station
J. L. HAWES.....Freight Conductor, Riverside
W. T. EDGAR.....Yard Conductor, Camden Yard
C. W. McDANIELS.....Passenger Fireman, Riverside
J. W. CAVEY.....Passenger Engineman, Riverside

MAINTENANCE OF WAY DEPARTMENT

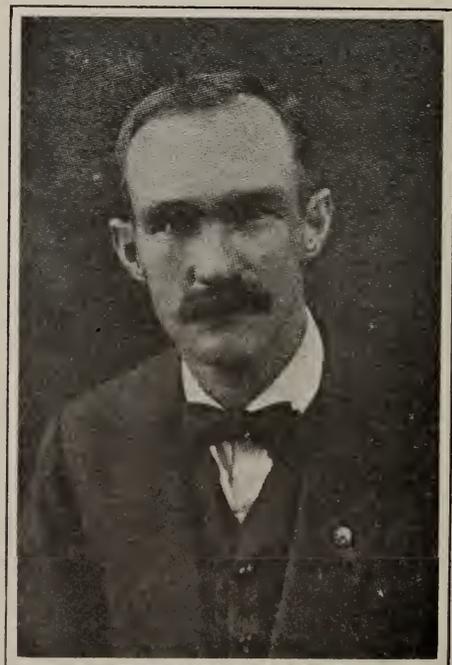
H. M. CHURCH.....Division Engineer, Camden Station
S. C. TANNER.....Master Carpenter, Camden Station
C. A. THOMPSON.....Signal Supervisor, Camden Station
J. FLANAGAN.....General Foreman, Locust Point
C. W. SELBY.....Supervisor, Gaithersburg
S. J. LICHLITER.....Supervisor, Staunton, Va.
W. O. RUNKLES.....Section Foreman, Brunswick
C. RITTER.....Signal Repairman, Mt. Royal Station
R. W. MITCHELL.....Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

T. F. PERKINSON.....Master Mechanic, Riverside
G. B. WILLIAMSON.....General Car Foreman, Riverside
T. O'LEARY.....Car Foreman, Washington
C. W. C. SMITH.....Machinist, Brunswick
C. B. BOSIEN.....Machinist Apprentice, Riverside
J. W. PEYTON.....Leading Car Inspector, Brunswick
G. N. HAMMOND.....Material Distributer, Locust Point

We are pleased to see that our stationmaster, J. H. Magee, is looking so fine these days and is doing "his bit," as he has for a good many years.

Occasionally letters are received from our dear friend Lieutenant-Colonel R. A. Grammes. In one of his recent letters he states that he will come home with the bacon, or not at all; that he will get "Kaiser Bill," or "Kaiser Bill"



THE LATE E. C. SHIPLEY



FORMER TEMPORARY CASHIERS' OFFICE, WASHINGTON FREIGHT STATION

A card has been received from Major Walter V. Shipley, former passenger agent at Baltimore, announcing that he has "arrived safely abroad."

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary,*
Y. M. C. A.

Divisional Safety Committee

G. H. WINSLOW..... Chairman, Secretary, Y. M. C. A.
DR. JAMES B. GRIER..... Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

W. M. GRANT..... Boiler Foreman
H. A. BRIGHT..... Gang Leader
C. J. AYERS..... Gang Leader
A. F. KREGLOW..... Storekeeper
T. E. CROSON..... Yard Engine Dispatcher
N. TIPPET..... Foreman, Car Shop
H. A. BAREFIELD..... Assistant Foreman
A. A. PACE..... Foreman, Station
J. J. DESMOND..... Gang Leader
G. VALENTINE..... Yard Engine Dispatcher
B. HOWARD..... Assistant Foreman
R. HEINDRICH..... Foreman, Station

TRANSPORTATION DEPARTMENT

P. H. DELEPLANE..... Train Director
L. T. KEANE..... Conductor
E. M. FARMER..... Conductor

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL..... Master Carpenter
F. W. HODGES..... Foreman, Carpenter Shop
H. L. BELL..... Foreman, Carpenter Shop
A. M. BRADY..... Track Foreman
J. T. UMBROUGH..... Track Foreman
P. C. RICHMOND..... Signal Maintainer

Letters coming from the railroad men in the army are interesting and inspiring. When one

notes the earnestness with which they write, their eagerness to be at the front and their loyalty to the ideals of our government, there can be no doubt as to the outcome of the war. It is a well-known fact that the railroad men can fight. They will be in the front line when the march into Berlin takes place. But what about supporting them? Great effort is needed "over here" to put it across "over there." They will not lay down on the job, neither will we. Every man ought to remember that some one is in the front trench for him and show appreciation by seeing that that man does not lack for hearty cooperation and support. Buy War Savings Stamps, Liberty Bonds, pay taxes with a smile, give generously to the Y. M. C. A. War fund, the Knights of Columbus, Red Cross and other funds to make it easier for the man filling your place and keep him in good condition to win.

The railroad men subscribed liberally to the baseball and bat fund originated by Clark Griffith for soldiers, to help them enjoy the great American game and introduce it among men from other nations as a healthy, invigorating, clean sport.

The wedding announcement of H. D. Harton, of Nashville, Tenn., formerly in the superintendent's office, was received recently. Mr. Harton's many friends send congratulations and wish both Mr. and Mrs. Harton a happy and prosperous future.

The Washington Terminal Women's Auxiliary to the Red Cross was asked to partici-

pate in another "drive," this time for the special effort of increasing sales of War Saving Stamps. They were assigned to the National Theatre during the time of the drive and had splendid success in obtaining pledges and cash for Uncle Sam in his great drive for the liberty of the world.

The various Y. M. C. A. summer schools are placing special emphasis on the army work this year and the programs are made up with this in mind.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk.*

We are now approaching what is usually considered among railroad people as the "slack" period of the year, but in Washington, D. C., as well as in probably all other large freight stations, this so-called "slack" period is in the dim and misty future. The rush and bustle of railroad life is affording us "stay-at-homes" an opportunity to do our share of the work of those of our number who have answered the call of Uncle Sam, and are already at the front, or are now on their way "over there," and we are daily losing our young men, either through the draft or by enlistment.

We feel proud of our boys who leave us today wearing their civilian togs and in a short time come in to see us dressed in the "khaki" of Uncle Sam's fighters for liberty, and all we can do is to wish them good luck and a speedy return, crowned with victory and full of the knowledge that they have fought in the great cause and have overcome the forces of tyranny and oppression. In the meantime we have our part to do in the great struggle and it is for us to do our utmost to keep things moving over here for the sake of the boys "over there." The circular letter recently issued by superintendent P. C. Allen is full of splendid thoughts and suggestions and if we do as Mr. Allen instructs us to (and we can, if we will) it will go far towards accomplishing the one great purpose that we all have in view, that is, to WIN THE WAR, and lick the detested Hun so thoroughly that he will have to acknowledge his defeat.

A regrettable typographical error in the June-July issue in this place made it appear that W. A. Keys, Jr., was a sailor on the "Cattleship" Kansas, United States Navy. It should have been Battleship Kansas. The Editor does not want to detract one bit from the glory attached to the enlistment of Mr. Keys, but feels certain that if his nation assigned him to a battleship he would serve just as faithfully as he is on the big fighting ship.

The photograph on preceding page was taken in the year 1912, and recalls a bit of what is now "ancient history," when a train of cars got loose and found its way into our office building. We had to use every available inch of space to house our office force, and the picture

shows the agent's private office turned into the cashier's department, with cashier W. Y. Stillwell on one side of the desk, and agent D. M. Fisher and assistant cashier J. H. Peak on the other side. This picture is of particular interest at this time as many changes have taken place in our office, making more room for everyone employed, the most important change being an entirely new private office for the agent, enabling him to transact the more important business in connection with the station without being interrupted by the noise and commotion that is always going on in well-regulated large railroad offices.

Mount Clare Shops

Correspondent, MISS MILDRED L. GOETZINGER

Divisional Safety Committee

L. FINEGAN	Chairman, Superintendent of Shops
W. S. EYERLY	Vice-Chairman, General Foreman
M. L. GOETZINGER	Secretary, Secretary to Supt. of Shops
H. A. BEAUMONT	General Car Foreman
G. H. KAPINOS	Assistant General Foreman
R. T. E. BOWLER	Supervisor of Shop Machinery and Tools
DR. F. H. DIGGES	Assistant Medical Examiner
P. F. WAGNER	Shop Hand, Erecting Shop
H. T. STICKELL	Boilermaker, Boiler Shop
G. F. KLINE	Foreman, No. 3 Machine Shop and Steel Car Plant
E. B. BUNTING	Machinist, No. 2 Machine Shop
W. H. ROBINSON	Pipe Fitter, Pipe and Tin Shop
G. M. KISER	Moulder, Foundries and Re-rolling Mill
J. T. GILES	Blacksmith, Blacksmith Shop
G. SCHMALE	Machine Operator, Bolt and Forge Shop
W. P. MAY	Machinist, Air Brake Shop
C. KESSLER	Patternmaker, Pattern Shop
S. H. GAINOR	Piecework Inspector, No. 1 Machine Shop
T. U. DOVER	Shop Hand, Tender and Tender Pain Shops
H. ALKER	Shop Hand, Axle Shop and Power Plant
T. M. NICHOLS	Car Repairman, Freight Car Track
J. E. HULL	Car Builder, Passenger Car Erecting Shop
W. E. FOLKS	Upholsterer, Passenger Car Plant, Finishing and Upholstering Shops
A. SELMEIR	Mill Machine Hand, Saw Mill and Cabinet Shops
W. BANAHAN	Foreman, Stores Department

The photograph on next page of cunning little Doris C. Hittel should make any parent envious of the joy that she must bring to the home of her parents, Mr. and Mrs. J. M. Hittel. She was three years old on July 1 last and was the honored guest at a birthday party at her home. Her father, a machinist at Mt. Clare, is very popular with his fellow employees and it seems that Doris inherits some of her charm from the paternal side of the domicile. Mr. Hittel is one of the most enthusiastic members of the Mt. Clare Welfare Association.

Cumberland Division

Correspondents

E. C. DRAWBAUGH	<i>Division Operator</i>
W. C. MONTIGNANI	<i>Secretary, Y. M. C. A.</i>
LAURA E. LINGAMFELTER	<i>Stenographer, Maintenance of Way Department</i>



DORIS C. HITTEL

Division Artist

MABLE R. CRAWFORD, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

- J. W. DENEEN..... Chairman, Superintendent
- T. K. FAHERTY..... Vice-Chairman, Assistant Superintendent
- T. R. REES..... Secretary
- E. P. WELSHONCE..... Trainmaster, West End
- E. C. GROVES..... Trainmaster, East End
- L. J. WILMOTH..... Road Foreman, East End
- M. A. CARNEY..... Road Foreman, West End
- W. T. HUGHES..... Division Engineer
- T. R. STEWART..... Master Mechanic
- E. C. DRAWBAUGH..... Division Operator
- DR. J. A. DORNER..... Medical Examiner
- DR. J. H. MAYER..... Medical Examiner
- G. R. BRAMBLE..... Freight Agent
- W. D. STROUSE..... Joint Agent
- L. O. MILLER..... Car Foreman, East End
- R. A. TULL..... Car Foreman, West End
- F. L. LEYH..... Storekeeper
- E. A. WORKMAN..... Storekeeper
- ROBERT CHILDRS..... Division Claim Agent
- J. Z. TERRELL..... Freight and Ticket Agent
- I. S. SPONSELLER..... General Supervisor
- H. D. SCHMIDT..... Captain of Police
- F. A. TAYLOR..... Master Carpenter
- W. L. STEVENS..... Shop Clerk
- W. C. MONTIGNANI..... Secretary, Balto. and Ohio Y. M. C. A.
- M. E. MULLIN..... Assistant Master Mechanic, Keyser, W. Va.

ROTATING MEMBERS

- J. C. HAUSER..... Conductor
- F. HADDIX..... Engineer
- H. H. GRIMM..... Fireman
- J. D. DEFBAUGH..... Machinist
- C. W. ROBINSON..... Car Inspector
- F. B. RATEKE..... Yard Brakeman

Baltimore and Ohio Athletic Association
of Cumberland, Md.

PRESIDENT

GRIFFIN A. MCGINN..... Chief Clerk to Superintendent

VICE-PRESIDENTS

- F. F. HANLEY..... Division Engineer
- T. R. STEWART..... Master Mechanic
- E. C. DRAWBAUGH..... Division Operator
- H. D. SCHMIDT..... Captain of Police
- A. J. KELLY..... General Yardmaster

TREASURER

G. R. BRAMBLE..... Freight Agent

SECRETARY

C. W. FRIES..... Chief Clerk to Division Accountant

On this page is reproduced a photograph of Thomas K. Faherty, recently promoted to assistant superintendent, west end of the Cumberland Division. Mr. Faherty was born at Harper's Ferry, May 20, 1877, and entered the service of the Baltimore and Ohio, November 3, 1897. He began his railroad career as a fireman and soon was promoted to the position of engineer. On March 1, 1908, he was appointed fuel inspector, and two years later was made road foreman of engines on the Cumberland Division. A year later he was sent to the Monongah Division in the same capacity. He was promoted to the position of supervisor of locomotive operation of the West Virginia District on December 1, 1916. In 1917 he went to the New Castle Division as road foreman of engines, and retained that position until his promotion as assistant superintendent of the west end of the Cumberland Division.



THOMAS K. FAHERTY



"DON" KNIGHT AND SON

Keyser

A picture of Dominic Calemine and "Jim" Monceri is shown on this page. Dominic and "Jim" were down to Baltimore seeing the sights and while there boarded a "warship" in a photograph gallery and had their pictures taken. Dominic is an injured hostler and is unable to follow his vocation, and "Jim" is a track foreman in charge of a section on the Cumberland Division. As their names indicate, they are Italians, but better Americans than they can't be found. Dominic impersonated Uncle Sam in a Red Cross parade here not long ago and made quite a hit and he was the happiest fellow in town.

Sometime ago the MAGAZINE contained an item about Harry B. Knight's new son. Here is a picture of him and his "pa" taken when he was six months old. What do you think of him for six months?

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer, Grafton*
 C. F. SCHRODER, *Operator, Grafton*
 J. LYNCH, *Car Inspector, Fairmont*

Divisional Safety Committee

HUGH WILSON.....Chairman, Superintendent, Grafton
 B. Z. HOLVERSTOTT.....Asst. Superintendent, Grafton
 E. BARTLETT.....Trainmaster, Fairmont
 JOHN NILAND.....Trainmaster, Grafton
 W. C. DEEGAN.....Trainmaster, Weston
 McCLUNG.....Trainmaster, Grafton

J. A. ANDERSON.....Master Mechanic, Grafton
 C. E. DOTSON.....Road Foreman, Grafton
 G. F. EBERLY.....Division Engineer, Grafton
 H. L. MILLER.....Car Foreman, Grafton
 J. O. MARTIN.....Division Claim Agent, Clarksburg
 DR. C. A. SINSEL.....Medical Examiner, Grafton
 DR. E. A. FLEETWOOD.....Medical Examiner, Clarksburg
 P. B. PHINNEY.....Agent, Grafton
 J. D. ANTHONY.....Agent, Fairmont
 S. H. WELLS.....Agent, Clarksburg
 M. J. TIGHE.....Road Foreman of Engines, Fairmont
 P. D. MARSH.....Road Foreman of Engines, Weston
 J. P. RYAN.....Agent, Weston
 T. L. NUZUM.....Storekeeper, Grafton
 J. O. WHORLEY.....Engineer, Fairmont
 W. H. KELLY.....Machinist, Grafton
 C. C. BURGY.....Brakeman, Grafton
 E. E. YERKEY.....Conductor, Clarksburg
 J. W. THORNHILL.....Leading Car Inspector, Fairmont
 L. V. ATHA.....Conductor, Grafton
 E. L. PENDERGAST.....Machinist, Fairmont
 E. J. HOOVER.....Agent, Buckhannon
 W. E. CLAYTON.....Assistant Chief Clerk to Superintendent

The West Virginia and Pittsburgh District have nine brakemen in the service in France.

Weston has a service flag which will be erected shortly in the passenger station at Weston showing the number of employes who are now serving the colors. A gold star will be placed in this flag to denote the death of Sergeant T. H. Wales.

Fireman E. M. Arbogast has gone to Mount Clements to take a four-week treatment at the baths at that place.

Master carpenter Hopke is now at Mount Clements for his health.

W. C. Deegan, trainmaster at Weston, spent a week-end with his family at Wheeling, W. Va.

DOMINIC CALEMINE (RIGHT)
"JIM" MONCERI



MRS. MARY CHAPMAN

James Copp is working as dispatcher at Weston in the absence of dispatcher Stafford, who is taking a much needed rest.

A. P. Lavelle, the popular dispatcher at Grafton, has been indisposed for several days.

Road foreman of engines P. D. Marsh has recovered from the burns which he received at Flemington while transferring gasoline.

"Blackey" White, one of our genial engineers on the Baltimore and Ohio, has a nice little farm a few miles east of town. He says he is doing his bit to down the Germans. He is a member of the Red Cross, has purchased a bond, has planted twenty-one acres of corn and a large crop of potatoes that all look well, and he is pulling the throttle every day.

C. R. Knight, of Grafton, is at Weston examining the men on the new book of rules.

Wheeling Division

Correspondent, C. F. MILLER, *Office of Superintendent*

Divisional Safety Committee

E. V. SMITH.....	Superintendent
E. C. WIGHT.....	Division Engineer
F. C. SCHORNDORFER.....	Master Mechanic
C. MALONE.....	Trainmaster
M. J. WALSH.....	Road Foreman of Engines
M. E. CARTWRIGHT.....	Terminal Trainmaster
J. A. FLEMING.....	Agent, Wheeling, W. Va.
DR. J. E. HURLEY.....	Medical Examiner
M. C. SMITH.....	Claim Agent

F. M. GARBER.....	Car Foreman
DR. D. L. NORRIS.....	Medical Examiner
H. H. TEDERICK.....	Track Supervisor
H. K. REID.....	Engineer
G. E. GATEWOOD.....	Conductor
L. O. SWANN.....	Fireman
H. PARKER.....	Machinist Helper
L. C. NICHOLS.....	Brakeman
J. R. PADDEN.....	Secretary

In April a plan was started to organize a Baltimore and Ohio Veterans' Association at this terminal. A meeting was called and arrangements were completed and on May 9 the organization was perfected. The veterans meet in the assembly room in the Baltimore and Ohio station building and organized with a membership of fifty-four and the following officers were elected: J. F. Shafferman, president; S. J. Linn, vice-president; F. H. Brumage, secretary, and J. D. Hecker, treasurer; H. G. Fletcher, W. H. Brown, G. W. Swisher, R. W. Burnup and O. C. Hull, executive committee. This association will hold regular meetings the first Thursday in each month at 7.30 p. m., and all veterans are invited to attend.

Herewith is printed a photograph of Mrs. Mary Chapman, coach cleaner at Fairmont. She has been in the service for a year and is in a class all by herself when it comes to a woman doing a man's work. She can couple steam hose, test air brakes and make repairs and do any other work that is to be done on a passenger train.

H. A. Woerner was appointed division engineer with headquarters at Wheeling, vice E. C. Wight, resigned.

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
MISS HELEN WRIGHT, *Office of Division Engineer*

Divisional Safety Committee

J. W. ROOT.....	Superintendent
F. G. MORAN.....	Trainmaster
J. G. KIRCHER.....	Road Foreman of Engines
O. J. KELLY.....	Master Mechanic
L. E. HAISLIP.....	Division Engineer
F. R. DAVIS.....	Terminal Trainmaster
DR. J. P. LAWLOR.....	Medical Examiner
E. CHAPMAN.....	Captain of Police
F. A. CARPENTER.....	Agent, Parkersburg
S. E. EASTBURN.....	Agent, Yardmaster, Huntington
H. F. OWENS.....	Secretary

ROTATING MEMBERS

P. M. ROE.....	Engineer
O. W. McCARTY.....	Fireman
H. NEAL.....	Conductor
M. F. CALDWELL.....	Brakeman
A. C. SMITH.....	Car Department
C. R. TAYLOR.....	Locomotive Department
J. E. ROSIER.....	Stores Department

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent*

Divisional Safety Committee

H. B. GREEN.....	Superintendent
G. B. GYMER.....	Secretary
J. J. POWERS.....	Trainmaster

W. J. HEAD.....	Trainmaster
A. R. CARVER.....	Division Engineer
G. R. GALLOWAY.....	Master Mechanic
P. C. LOUX.....	Road Foreman of Engines
G. H. KAISER.....	Road Foreman of Engines
A. J. BELL.....	Terminal Agent
DR. A. A. CHURCH.....	Medical Examiner
G. J. MAISCH.....	Claim Agent
M. E. TUTTLE.....	Division Operator

ROTATING MEMBERS (to serve six months)

J. HICKMAN.....	Relief Agent, Cleveland
F. E. WEEKS.....	Dispatcher, Cleveland
P. ESPOSITO.....	Section Foreman, Akron
T. RIDLEY.....	Carpenter Foreman, Canton
D. ROBINSON.....	Brakeman, Lorain
W. L. CUTTER.....	Engineer, Lorain
E. C. HAVLAND.....	Engineer, Cleveland
N. WILBOIS.....	Conductor, Akron
J. F. HERT.....	Conductor, Cleveland
J. J. HURLEY.....	Enginehouse Foreman, Cleveland
V. LUCAS.....	Steel Car Foreman, Lorain

Harrison Z. T. Lynch, affectionately called "Dad," died at his home in Cleveland June 14, aged sixty-six years, after an illness of several months. "Dad" was one of the oldest engineers on the Cleveland Division, having entered the service as freight engineer December 2, 1881. Before entering service of this Company, he helped build the Black River and Tuscarawas Valley Railroad, now the Lorain Branch of this division, and ran the first train between Lorain and Bridgeport. He was very proud of his thirty-seven years' service without a "black" mark against him. On January 21, 1913, he was presented an inscribed oil can by the management in recognition of the care he took of his engine. Our sympathies are extended to the family.

We are pleased to advise the many friends of conductor C. C. Craig, that he is rapidly re-

covering from a recent operation and hopes soon to resume his run. Mr. Craig is the oldest conductor in service on this division. May he add many more miles to his credit.

H. D. Evans, better known as "Hank" Evans around Cleveland, has again returned to Baltimore to perform service in office of general superintendent of transportation.

J. G. Collinson, former assistant division engineer on this division, has resigned to accept service with a tire company at Akron, Ohio.

J. P. Cooper, former clerk in freight office at Elyria, Ohio, has been appointed relief agent, vice H. T. Williams, resigned.

Lowell H. Eddy, former engineer on the "Lorain Plug," has been pensioned after forty-five years of continuous service, having entered the service on November 15, 1872, as fireman, was promoted to passenger engineer in 1880 and has been on the right side of the cab ever since. Lowell is only sixty-six years "young" and his happy smile assures us that he intends to enjoy the fishing trips on his merited vacation.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS.....	Chairman, Superintendent, Newark
J. P. DORSEY.....	Vice-Chairman, Trainmaster, Newark
C. R. DIEMAR.....	Division Engineer, Newark
R. A. VERNON.....	Road Foreman of Engines, Newark
W. D. JOHNSTON.....	Master Mechanic, Newark
A. R. CLAYTON.....	Division Claim Agent, Newark



"JOE" CLINE (Left) AND "TOMMY" DIXON



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D. J. HOST T. M. & C. T. D., Columbus
 C. D. MILLER Shopman, Newark
 DR. M. H. KOEHLER Medical Examiner, Newark
 F. BACKENSTOS Conductor, Newark
 W. H. RISSLER Fireman, Newark
 L. C. DECKER Engineer, Newark
 O. A. COLLINS Car Repairer, Newark
 F. STREAR Blacksmith, Newark
 D. E. SHOCK Yard Conductor, Newark

DR. F. H. WEIDEMANN Medical Examiner
 G. M. TIPTON Freight Agent
 W. G. CARTER Freight Agent
 C. A. ALBRIGHT Freight Agent
 H. B. PIGMAN Division Operator
 F. T. ROBINSON Engineer
 A. G. WATSON Fireman
 J. E. LECKEMBY Conductor
 J. T. DENEEN Brakeman
 H. T. ROBINSON Machinist
 J. G. PERCY Boilermaker
 S. M. MAY Road Foreman of Engines
 J. S. GILMORE Trainmaster
 J. J. RYLAND Secretary

The friends of Jeremiah Donahoe, retired general yardmaster, were grieved to learn of his death at Columbus on May 16 from pneumonia after an illness of one week. Mr. Donahoe was born February 17, 1855, and first entered the service of the Baltimore and Ohio July 1, 1878 as a brakeman. He was promoted to conductor the following year and held this position until October, 1898, when he was selected as general yardmaster at Columbus. He was married at Columbus to Miss Ellen O'Neill, February 15, 1881. Mrs. Donahue died April 30, sixteen days before her husband. They are survived by two sons and three daughters. Mr. Donahue spent his entire life in Columbus and was well known in that city and by the employes of the Newark Division generally, who extend sympathy to the family.

Injuries sustained two months ago, and double pneumonia, resulted in the death of Walter J. Adams, fifty years old, engineer on the Baltimore and Ohio wreck train for about

Connellsville Division

Correspondents

P. E. WEIMER, *Office of Superintendent, Connellsville*
 S. M. DEHUFF, *Manager of Telegraph Office, Connellsville*
 C. E. REYNOLDS, *Clerk to Assistant Superintendent, Somerset*

Divisional Safety Committee

M. H. BROUGHTON Chairman, Superintendent
 C. M. STONE Assistant Superintendent
 A. E. MCVICKER Trainmaster
 A. P. WILLIAMS Division Engineer
 T. R. STEWART Master Mechanic
 G. N. CAGE Road Foreman of Engines



THE LATE WALTER J. ADAMS

thirty-five years, at his home, 1203 Sycamore Street, Connellsville. Mr. Adams was injured when another train bumped into his, causing a stove to overturn in one of the wooden coaches. He was the last man to leave the train. Mr. Adams was born at Tunnelton, Preston County, W. Va., a son of Mr. and Mrs. Michael Adams. At the age of eleven years he came to Connellsville with his parents, residing here since. He entered the service of the Baltimore and Ohio railroad thirty-eight years ago and was widely and favorably known in railroad circles. He was a member of the Baltimore and Ohio Veterans' Association, the Yough Tent Knights of Maccabees and the Immaculate Conception Church. He served on the old borough council in 1906 and was a member of the old Friendship Hose Company No. 1 of Connellsville. Nineteen years ago last November he was married to Miss Katherine Moore, of Oil City, who, with the following children, survives: Misses Cornelia, Mary, Jeannette and Evangelist, and Robert Adams, all at home. Four sisters, Mrs. Katherine King, Mrs. Ann Costello, Mrs. Julia Nee, all of Connellsville; Sister Veronica, of the Holy Angels' College, New York, and two brothers, P. J. Adams, of Connellsville, and Michael Adams, of Homestead, also survive.

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

T. J. BRADY	Chairman, Superintendent
T. W. BARRETT	Vice-Chairman, Trainmaster
J. M. MUEHLBAUER	Secretary
H. H. MARSH	Division Engineer
M. C. THOMPSON	Road Foreman of Engines
G. W. C. DAY	Division Operator
R. B. STOUT	Superintendent of Shops
A. J. WEISE	General Car Foreman
F. BRYNE	Claim Clerk
W. F. DENEKE	Terminal Agent, Pittsburgh
DR. A. J. BOSSYNS	Medical Examiner
G. S. DIETZ	Brakeman

"Joe" Kennedy of our division arrived safely in France. He is attached to an Engineers' regiment.

"Harp" Ryan was one of the same party to land safely on the other side.

H. A. Dietz, employed as statistical clerk in the D. S. M. of P. office, has left to join the colors. He is driving the horses for Uncle Sam. We wish him the world of luck.

"Jeff" Haney has arrived safely "over there" with a regiment of engineers. These boys are going to show the folks on the other side how "our own" roads on this side are manipulated. They are going to build the main line from the French front to Berlin. And believe us of the Pittsburgh Division, they are the boys that will show the Huns up. Good luck to these boys.

Charles Schwvert, Thomas Caville, Irwin A. Miller, H. H. Lunsenschler, H. J. Balkey,

Frank Dudson, Earl Seatz, Thomas Curran, Frank Dehn, Oscar Newhousen and Hugh Neeman have enlisted in the flying corps.

A. P. Berg has been appointed terminal road foreman of engines, with headquarters at Glenwood. We all wish "Al" very much success in his new position.

W. H. Linsenbigler, car foreman, has been absent from his office for about six months because of sickness. Mr. Linsenbigler has been with the Baltimore and Ohio Railroad since July 1, 1883.

George Rush, assistant yardmaster at Demmler, Pa., left June 21 for Baltimore to spend a fifteen-day vacation.

G. L. Fisher, chief clerk to yardmaster, Demmler, Pa., was named extra assistant yardmaster.

We have been pleased to learn of O. P. Dom being promoted to night chief joint car inspector at Dexter, Pa., between Baltimore and Ohio and Pittsburgh and Lake Erie Railroads. Mr. Dom has been with the Baltimore and Ohio since August 17, 1899.

We were sorry to hear that our freight house at Braddock burnt to the ground on May 2. The wreckage has been cleaned up, and our new freight house is now under construction.

Albert Suckling, clerk to assistant superintendent of terminals, has resigned to accept a position with the Pittsburgh Railways Co.

Robert MacBeth, yard clerk at Versailles, is making plans and preparations to accompany W. L. Douglass, his father-in-law, to a camp meeting in August.

Conductor Rahsick and family have returned from a two weeks' vacation spent in Ohio. Charles reports having a good time.

The Pittsburgh Division subscribed \$285,550 for the third Liberty Loan campaign.

New Castle Division

Correspondents

W. W. MCGAUGHEY, *Chief Clerk to Superintendent*
C. S. MAYNARD, *Operator*, Chardon, Ohio
V. P. McLAUGHLIN, *Operator*, BD Tower, Akron Junction, Ohio

Divisional Safety Committee

C. W. VANHORN	Chairman, Superintendent
C. P. ANGELL	Vice-Chairman, Trainmaster
D. W. CRONIN	Division Engineer
A. H. HODGES	Master Mechanic
JAMES AIKEN	Agent, Youngstown, O.
DR. F. DORSEY	Medical Examiner
C. G. OSBORNE	Claim Agent
F. H. KNOX	Agent, New Castle, Pa.
W. P. CAHILL	Division Operator
W. DAMRON	Terminal Trainmaster
A. T. HUMBERT	Master Carpenter
J. J. FISHBURN	Secretary
E. J. HUNT	Road Conductor, New Castle Junction

G. C. ANDERSON..... Road Fireman, New Castle Junction
 S. O. LEWIS..... Road Engineer, New Castle Junction
 N. THATCHER..... Machinist, New Castle Junction
 G. H. GLENN..... Yard Engineer, Haselton, O.
 F. D. LANCASTER..... Yard Conductor, Painesville, O.
 Miss E. R. BIGGERSTAFF..... Clerk, New Castle Junction
 Miss PEARL D. CLARK..... Chief Clerk to Agent, Youngstown, O.

DR. W. A. FUNK..... Medical Examiner, Garrett, Ind.
 DR. C. W. HEDRICK..... Medical Examiner, Willard, O.
 J. D. JACK..... Claim Agent, Garrett, Ind.
 J. F. MILBURN..... Act. Sec'y, Y. M. C. A., Willard, O.
 JOHN DRAPER..... Agent, Chicago, Ill.
 W. P. ALLMAN..... Agent, Avilla, Ind.
 H. C. BARETTA..... Engineer
 W. J. WISENBAUGH..... Fireman
 C. B. MAXWELL..... Conductor
 A. C. SMITH..... Brakeman
 S. R. YINGLING..... Machinist

The news of the death of Dennis W. Cronin came as a decided shock to a large number of employes of the Baltimore and Ohio Railroad Company, particularly on the New Castle Division, where he had been employed as division engineer. A fire, originating in the Cronin residence at Youngstown, Ohio, was discovered by him. He went to the third floor to determine if his son was still in the building. It is apparent that during his search he was overcome by smoke. Mr. Cronin was born September 11, 1863, and entered the service of the Baltimore and Ohio Railroad Company December 1, 1889. He was first employed as laborer and his ability and energy won for him successive promotions as foreman, supervisor, general supervisor, maintenance inspector on the staff of engineer maintenance of way, eventually division engineer of the New Castle Division, which position he held at the time of his death. He had resided with his family in Cumberland for a number of years and had just recently moved to Youngstown.

He was ambitious and conscientious in his work and made for himself a high reputation in track maintenance work and it was in this particular feature of railroad work that his ability won for him the recognition that resulted in carrying him into positions of greater responsibility. The body of Mr. Cronin was taken to Cincinnati, Ohio, on Wednesday, June 19, and a special delegation of staff officials from the New Castle Division was assigned to accompany the family to that point. The funeral services were held Thursday, June 20, in the Church of the Atonement, Cincinnati, Ohio.

O. C. Bedell, of Newton Falls, assistant examiner on book of rules, called upon the operators of New Castle Division commencing June 1.

The home of operator H. Hull of Akron Junction was burglarized June 8, the thieves taking \$145.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON..... Chairman, Superintendent, Garzett, Ind.
 T. J. ROGERS..... Vice-President, Trainmaster, Garrett, Ind.
 T. E. JAMISON..... Trainmaster, Garrett, Ind.
 JOHN TORDELLA..... Division Engineer, Garrett, Ind.
 G. P. PALMER..... Division Engineer, Chicago, Ill.
 D. B. TAYLOR..... Master Carpenter, Garrett, Ind.
 F. N. SHULTZ..... Division Operator, Garrett, Ind.
 W. F. MORAN..... Master Mechanic, Garrett, Ind.
 D. HARTLE..... Road Foreman of Engines, Garrett, Ind.
 J. E. FISHER..... Road Foreman of Engines, Garrett, Ind.

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The monthly meeting of the Chicago divisional freight claim prevention committee was held at The Inn, Wawasee, Ind., on Tuesday, June 18, division freight agent J. W. Melone presiding in the absence of the chairman, T. J. Rogers, who was unable to attend account of having been called away from the city on that date. The exceptional good attendance at this meeting was gratifying, the agencies of the division being well represented, and the enthusiasm with which the various subjects were discussed is evidence of the interest that is being taken in the freight claim campaign. The committee is confident of most satisfactory results.

Mrs. J. W. Melone and Mrs. W. R. McKee accompanied division freight agent Melone and commercial representative McKee to Lake Wawasee, Tuesday, June 18.

Flag day, June 14, was appropriately celebrated at Garrett by employes of the Chicago Division, by the raising of a new flag at the station grounds. The Rev. Frederick M. Newlin presided and talks were made by Mayor Cleveland, Frederick L. Feick and Finley A. Nash. The Boy Scouts and Campfire Girls attended in a body. Music was furnished by the Garrett Military Band.

L. Louis Plummer, formerly employed as stenographer to car distributor, Garrett, is spending a few days' furlough with friends in Garrett. Guess "Louie" finds fishing good at Garrett.

On Wednesday evening, June 12, special representative W. W. Wood gave a lecture in the Eagles' Hall, Garrett, on the subject "Pull Together for Victory." This is Mr. Wood's third address in Garrett.

South Chicago

Correspondent, Mrs. BERTHA A. PHELPS
Wheelage Clerk

Flag day was observed at this station during the noon hour with outdoor exercises, general foreman Quigley managing the affair and using the new platform near storekeeper Kazmerek's office as the speaker's stand. Our "Four Minute Men" from the mechanical department and the offices were on hand and gave some very good talks. General car foreman E. Mattingly introduced the speakers and explained to the foreign born employes the reason we were celebrating the event. He very fitfully remarked that in the absence of a bugler the Baltimore and Ohio engine whistles had answered that purpose, of which fact we were all well aware. The "Star-Spangled Banner" was sung by the audience while Miss Erickson, stenographer, assisted in raising the flag. Thomas Berry, a veteran at the shops, made an address, stating that the

stars and stripes are a protection of all that is dear to us. He spoke on what our boys are doing "over there" and expressed a hope that they might dine in Berlin on Christmas.

Agent Altherr and trainmaster Huggins followed, paying a fine tribute to the flag and praising the employes for the manner in which they had responded to the different calls for help and entreated all to do everything possible in the working hours toward winning the war. "America" was sung at the close and much credit is due to chief clerk J. Hufton, cashier A. E. Pollard, and Miss Florence Cameron for the splendid assistance given in the singing.

Special representative Woods' illustrated lecture at the shops on June 11 was very much appreciated by those who were present.

The following employes from South Chicago have entered military service this month: E. A. Allen, L. Staszewski, T. Glon, C. E. Shannon, C. E. Winquist, J. P. Doney and E. H. Krutch.

Miss Ione Sack, record clerk, spent her vacation in Washington.

Miss Ethel Clark, utility clerk, has returned to her desk after a pleasant vacation.

Chief clerk O. E. Anderson, of general foreman Quigley's office, has returned from a fishing trip with the usual stories which follow this recreation. We propose, however, to have these accounts verified by Mrs. Anderson before sending them in for publication.

Car foreman Kleist spent his vacation in Cincinnati.

We acknowledge a very pleasant call from car distributor William Pollard and Mrs. Pollard of Garrett, Ind., recently.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

J. L. NICHOLS.....	Chairman, Superintendent
J. W. DACY.....	Trainmaster, Chicago
C. P. PALMER.....	Division Engineer, Building
R. L. FAITHORN.....	Assistant Engineer, Building
A. CRAW.....	Division Claim Agent, Building
A. R. OSBORNE.....	Captain of Police, Building
C. L. HEGLEY.....	Examiner, Building
H. McDONALD.....	Supervisor, Building
W. M. HOGAN.....	Supervisor, Building
F. K. MOSES.....	Master Mechanic
F. S. DEVENY.....	Road Foreman of Engines, Robey Street
CHAS. ESPING.....	Master Carpenter, Building
DR. E. J. HUGHES.....	Medical Examiner, Building
C. O. SIEFERT.....	Signal Supervisor, Building
E. J. BOYLE.....	Assistant Agent, Forest Hill
EDW. MATTINGLY.....	General Car Foreman
D. M. JULIAN.....	Car Foreman, Chicago
RAY ELDER.....	Car Foreman, East Chicago
R. F. JAMES.....	Engine Foreman, Blue Island
T. FINNON.....	Helper, East Chicago
W. A. WELSH.....	Engine Foreman, Robey
D. FLYNN.....	Locomotive Engineer, East Chicago
J. GOULDING.....	Locomotive Engineer, Blue Island
JOHN LATSHAW.....	Locomotive Engineer, Robey Street
J. CRAWFORD.....	Machinist, Robey Street
W. M. SCHMEL.....	Machinist Apprentice, East Chicago
G. PAPPELO.....	Boilermaker, Robey Street

The Baltimore and Ohio Chicago Terminal has sent its men as well as its dollars to help win the war. At last reports the men had given more than \$110,000 to Liberty bonds. Here is a list of men who have donned service uniforms:

B. R. Howard, J. J. Hayes, H. I. Driscoll, B. Fowler, J. B. Broderick, E. J. Doherty, Frank Bastl, Samuel Caplan, Arthur Vogel-sanger, John Hrunek, T. C. Sheely, H. C. Schulz, William Blaha, John Lindow, E. S. Pearson, Laugman Paul, Alexander Lukus, Charles Satterthwaite, M. O'Keefe, Thomas Condon, Edward Duffy, C. Sciano, C. Merk, James Browne, Thomas Carey, J. Mulryan, Micheal Maye, Ray Doney, T. J. Slater, William Mensch, M. Fleming, Daniel Galvin.

Ohio Division

Correspondent, W. L. ALLISON, *Operator, DO Office, Chillicothe, Ohio*

Divisional Safety Committee

- E. W. HOFFMAN.....Chairman, Superintendent
- R. MALLON.....Trainmaster
- J. M. MENDELL.....Road Foreman of Engines
- W. F. HAYES.....Master Mechanic
- A. H. FREYANG.....Division Engineer
- J. G. SELBY.....Medical Examiner
- E. COLE.....Supervisor
- G. E. WHARFF.....Agent, Portsmouth, O.
- T. J. DUNKLE.....Conductor
- E. W. FOSTER.....Brakeman
- C. DEININGER.....Engineer
- C. N. VARIAN.....Fireman
- H. M. CUNNINGHAM.....Yard Conductor
- W. F. OTTMAN.....Painter Foreman
- G. H. MEDERT.....Machinist



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Model No. 5. Perfect machines only of standard size with keyboard of standard universal arrangement—has Backspace—Tabulator—two color ribbon—Ball Bearing construction—every operating convenience. Five Days' Free Trial. Fully guaranteed. Catalogue and special price sent free.

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- Atlanta
- El Paso



JOHN C. MOREY

Don't think you have to have a dirty office or shop or tower just because the locomotives which pass send forth a lot of dirt and soot. J. C. Morey and D. McKinney, levermen at the interlocking tower at Sabina, have found a sure panacea for it. Their pictures are printed on this page and they have been

highly commended for the neatness of the tower and the entire plant. Their plant is the envy of the whole division. They're a nifty looking pair of men.



D. MCKINNEY

"Dick" Heilman, station baggagemaster at Chillicothe, relates an interesting experience he had in handling the baggage of an old colored

Advertising Announcement

WE cordially invite all employes to inspect carefully the advertising appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted.

ADVERTISING RATES

\$35.00 per page, each insertion and pro rata for halves, quarters and eighths, and \$2.19 per inch (14 agate lines to an inch, one-sixteenth page). Width of column 16 ems or 2 2/3 inches.

Rates for covers, extra colors and preferred positions will be supplied upon request.

For further particulars address

WILLIAM F. BRADEN
Advertising Manager

Mount Royal Station Baltimore, Maryland

Please mention our magazine when writing advertisers



CHILICOTHE WRECKING CREW AND CRANE

Those in the picture, right to left, are: S. R. WALDEN, Wreckmaster; GEORGE CHURCHHEUS, Assistant Wreckmaster; D. W. BETTS, Engineer; EDWARD TITLER, Fireman; B. CARRIGAN, Wreckman; H. D. CARNES, Wreckman; J. W. JEWEL, Groundman; J. LANGLEY, Checker; F. CASTLEMAN, Cook.

preacher, Rev. David S. Cincore, who reads Othello by heart at seventy years. His trunk arrived at Chillicothe some time last March and he lost the duplicate check. He reclaimed the trunk by identifying the contents. The matter was lost sight of, the duplicate check was forgotten, when "Dick" received the following letter, which is produced here intact and speaks for itself.

SPRINGFIELD, OHIO, June 17, 1918.

TO THE BAGGAGEMASTER,
Chillicothe, Ohio.

Good Sir:

I pull off my boots today and taken out the inside sole. Found this check (No. 33-35-27), which I cannot account for, it may belong to your office as I my baggage.

God bless you,

REV. DAVID S. CINCORE.

O. S. Ray, formerly third trick operator at Dundas, who joined the colors some months ago, was commissioned second lieutenant at the Officers' Training Camp, Leon Springs, Texas. We expected it. You can't keep the Ohio Division boys back. Ovid has worked hard and we congratulate him.

The division operator's monthly bulletin shows the following appointments, as per May bulletin: Harpers, agent-operator, W. H. Graves; Dundas, second operator, S. C. Goodrich.

A total of fourteen men in this department, Ohio Division, have been called to the colors.

The correspondent wishes to thank those who have contributed items and suggestions for items for the EMPLOYEES MAGAZINE from this division, and for encouragement and cooperation of others in this work. With the same

encouragement and help of the employes over the entire division we cannot help but be well represented in these columns each month and this is what we are out to do. Come on, boys, with your items and photographs.

Flag day, June 14, was observed on the Ohio Division by our local officials and several hundred employes gathered at the flag pole at the passenger station at Chillicothe and hoisted a new flag to the top of the pole. Senator Dick gave a very interesting talk. A. H. Freygang, division engineer, acted as master of ceremonies. The reciting of the pledge of allegiance and the American's creed, being led by the master of ceremonies, who also acted as musical director for the singing of the "Star-Spangled Banner" and "America" by all of the employes, accompanied by an orchestra from the shops.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

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, Cincinnati, O.
S. A. ROGERS	Road Foreman of Engines, Seymour, Ind.
M. A. MCCARTHY	Division Operator, Seymour, Ind.
P. T. HORAN	General Foreman, Seymour, Ind.
E. MASSMAN	Agent, Seymour, Ind.
J. E. SANDS	Agent, Louisville, Ky.
J. E. O'DOM	Claim Agent, Cincinnati, O.
F. O. BUNTON	Secretary, Seymour, Ind.

ROTATING MEMBERS

V. L. DOWELL	Fireman, Seymour, Ind.
W. F. CLAUSE	Conductor, Seymour, Ind.
JOE STEWART	Engineer, Seymour, Ind.
L. D. HARRINGTON	Section Foreman, Blocher, Ind.

John Gault, section foreman at Delaware, Ind., died suddenly at his home, June 2. He

had been ill for some time, but attended faithfully to his duties up until two days before his death. Mr. Gault was born March 1, 1852. He entered the service of this Company as trackman at Nebraska, Ind., May 1, 1876. On March 1, 1893, he was promoted to foreman at Pierceville, Ind., and on May 1, 1903, his headquarters was changed to Delaware, on the same section, where he resided until his death. He was one of the best track foremen on the Baltimore and Ohio System, and was well liked by his men and commanded the respect and confidence of his superiors. In the year 1917, Mr. Gault won the prize for having the best maintained main line section on the Indiana Division. He is survived by his wife and daughter, at home, and a son in France.

H. S. Adams, chief clerk to superintendent, is spending two weeks' vacation with his father at his old home near Covington, Ky.

Two of the operators at JO office are finding it quite difficult to throttle their high-speed motorcycles down to comply with the speed restrictions through the streets of Seymour. They seem to be playing hide and seek with the police.

The superintendent's office is getting a new coat of paint this week and the place is certainly a more cheerful one to be in at this time with its new dress on.

Cincinnati Terminal

Correspondent, W. F. COCHRANE, Chief Clerk to Supervisor of Terminals

Divisional Safety Committee

- E. T. HORN.....Chairman, Supervisor of Transportation
- J. H. MEYERS.....Trainmaster
- J. M. MENDELL.....Road Foreman of Engines
- L. A. CORDE.....Assistant Terminal Agent
- DR. G. R. GARVER.....Medical Examiner
- J. M. BURKE.....Car Foreman
- H. P. HOGAN.....General Foreman
- G. A. BOWERS.....General Foreman
- T. MAHONEY.....Supervisor

ROTATING MEMBERS

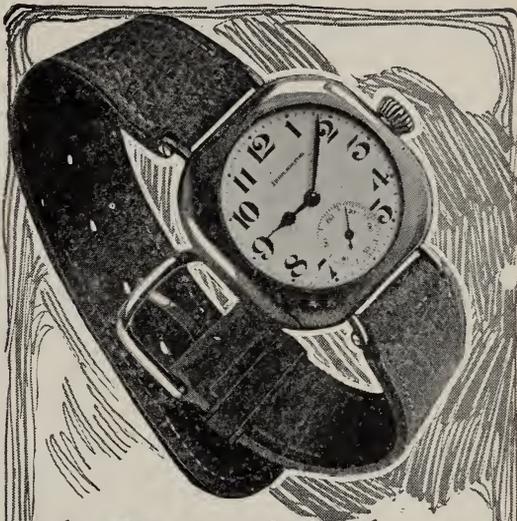
- E. R. HOTTEL.....Machinist
- H. W. KIRBERT.....Engineer
- C. R. DOOLITTLE.....Yardmaster
- G. HURDLE.....Inbound Foreman
- R. H. SEARLS.....Claim Clerk

On July 1, employes at Storrs repair track, with those at the roundhouse, held a patriotic meeting and flag raising. A service flag in honor of James Harris, A. B. Simms, Walter Hackett, Daymon Simpson and Horace Krone, who have entered the service of the United States, was raised.

J. M. Burke, car foreman at Storrs, recently entertained his office force at his home. All present had a very enjoyable day.

K. Heidel, machinist, is the proudest man at Ivorydale. A baby girl arrived at his home last week. Cigars were in abundance.

Benjamin Beck, of Elmwood billing office, announced his marriage to Miss Erie McCabe on June 24. It is difficult to say who got the biggest surprise: Beck or his co-workers.



A Real Man's Wrist Watch

THE day of the wrist watch is here! A wrist watch is part of every officer's equipment in the European armies. Practically every officer in the U. S. army wears one. *It has been proven the most convenient watch in the world.*

And here is the Aviator's model. This New Burlington was built for aviators and is adjusted to keep time to the second anywhere. Fully jeweled—finest nickel movement. Square design. Clear, distinct, military dial. Extra heavy hands. Buckles with sturdy pig skin strap that cannot slip. Send coupon today for beautifully illustrated catalog.

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The new machine shop has been completed and is now in full operation.

A. E. Boyle, employed at Stock Yards as car repairer, was drafted and sent to British Columbia, whence he will be sent "over there" as car inspector.

C. D. Swepston answers the call to the colors and his vacancy causes the promotion of a number of clerks.

Storrs shop boasts of 100 per cent. in Liberty Loan and Red Cross gifts, and expects to do the same in the Thrift Stamp campaign.

P. Marsland, laborer foreman, has been in the hospital for the past three weeks. We hope to have him with us soon again.

D. P. Corey, recently employed in the supervisor of terminal's office, resigned to enter service with the Carborundum Company, Cincinnati.

William J. Maloney, formerly chief clerk, who was with the Company for a number of years, has been furloughed for government service. He will hurry cars through the terminal.

J. M. Kelly, recently of Parkersburg, has accepted a position as night chief clerk in office of supervisor of terminals.

E. T. Haas, general foreman at Ivorydale, is on his vacation. He is taking a trip through the northwest and will inspect shops and engine houses.

P. Haaf, airbrake foreman at Ivorydale, while on vacation in New York spent two days in the Tombs, Maxwell Island. He forgot to take his registration card with him. He advises that all who are contemplating leaving town not to fail to take their registration cards with them.

Two of the local office boys now in France are R. H. Rudig, former assistant rate clerk, now corporal in a regiment of Engineers, and Waldo C. Skinner, son of agent E. C. Skinner. Their recent letters were full of "pcp" and indicated their good health and spirits.

John E. Bell, formerly yard clerk at Brighton, left a few days ago for the east, having enlisted in the U. S. Marines. We are mighty proud of the action taken by John. To show the appreciation, his fellow employes gave him a fine wrist watch the day he was leaving. John is so patriotic that the last day of his service he arranged to have all back pay due him converted into Liberty Bonds and mailed to his mother.

J. J. Mitchell, formerly chief yard clerk at Stock Yards, also has joined the Marines. Before leaving he was presented a shaving outfit by his fellow employes.

Illinois Division

Correspondents

WALTER S. HOPKINS, *Chief Clerk to Division Accountant, Flora, Ill.*
OMER T. GOFF, *Secretary to Superintendent.*

Divisional Safety Committee

C. G. STEVENS.....	Chairman, Superintendent
OMER T. GOFF.....	Secretary, Secretary to Superintendent
K. S. PRITCHETT.....	Trainmaster
J. W. ODUM.....	Trainmaster
R. E. CHAMBERLAIN.....	Division Engineer
W. F. HARRIS.....	Master Mechanic
C. H. CREAGER.....	Road Foreman
M. A. McCARTHY.....	Division Operator
H. E. ORR.....	Master Carpenter
C. S. WHITMORE.....	Signal Supervisor
M. F. WYATT.....	Supervisor
G. H. SINGER.....	Agent, East St. Louis
C. S. MITCHELL.....	Agent, Flora, Ill.

ROTATING MEMBERS

W. H. MULLEN.....	Engineer
PAUL NANEY.....	Fireman
C. O. DAVIS.....	Conductor
J. E. BURRIS.....	Brakeman
H. C. SMITH.....	Machinist
GEORGE QUAYLE.....	Machine Man
FRANK O'SHAZ.....	Car Inspector
ED WIDDOWS.....	Track Foreman

Chief dispatcher C. F. White has just returned from a much-needed rest, having spent his time while away in his automobile. "Sandy" says the landscape around Flora is beautiful and this is the first opportunity he has had to see it for several years.

O. T. Goff, secretary to superintendent, announces that he is starting on his vacation. We all miss him very much, especially now that we know he has gone.

Trainmaster Pritchett has just returned from an extended trip through the east and west.

Superintendent C. G. Stevens is now enjoying a vacation.

Fireman Henry Holder left Monday evening for a trip to New York, Pittsburgh and Washington, D. C. While in the east he expects to visit other places of importance.

W. J. Bassett, maintenance of way time-keeper in division accountant's office at Flora, has been promoted to assistant supervisor at North Vernon, Ind. Mr. Bassett has had considerable experience in the Maintenance of Way Department, he having been in charge of the Maintenance of Way Bureau since the establishing of the division accounting organization and previous to that time was in the office of the division engineer. We feel sure that Mr. Bassett will make good in his new position. The leaving of Mr. Bassett necessitated several changes in the division accountant's office.

G. A. Hamer, general yardmaster, East St. Louis, is away on his annual vacation. He expects to visit relatives in Indiana.

Edward R. Walsh, former live stock agent at the National Stock Yards, has joined the

colors and is stationed at the Chester ship yards, Chester, Pa. Before leaving the employe of the Baltimore and Ohio his fellow employes presented him a handsome wrist watch.

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*

In the May issue of the Baltimore and Ohio EMPLOYEES MAGAZINE, the writer notes one of the Illinois Division correspondents states that E. E. Marshall, stores clerk in division accountant's office at Flora, is ambitious to be a chaplain in the army. Mr. Marshall must have reformed. Sometime ago, while serving on the councilman's board of the city of Flora, he was seen emerging from an alley at midnight with an empty chip basket on his arm. Earlier in the evening the basket was full (we don't know what the contents were). Will the correspondent please explain Mr. Marshall's actions, so as to clear up his record.

Friday, June 14, we had Flag Day exercises in which a large number of employes participated. Miss Minnie Cox sang the "Star-Spangled Banner" while old glory was being raised to the top of flag pole on the office building. Judge W. R. Gardiner, Company attorney, and also a veteran employe, gave an interesting address, which was received enthusiastically by the employes.

Russell Isenogle, formerly clerk in the superintendent of shops' office, and who enlisted in the army, was recently married to Miss May Gilliatt, of this city, at Camp Laurel, Md. The boys at the shop wish Russell much joy and happiness during the period of his "second enlistment."

M. W. Luke, general boiler foreman, spends his spare time racing around the country in his ninety horsepower "Blue Devil" racer. He recently put an exhaust whistle four feet long on it that can be heard twenty miles, more or less; if you don't believe it, ask "Jack" Stroud, supervisor of electric welding.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*
Dayton, Ohio.

Divisional Safety Committee

- R. B. MANN..... Chairman, Superintendent
- E. J. CORRELL..... Vice-Chairman, Assistant Superintendent
- H. W. BRANT..... Trainmaster
- F. J. PARRISH..... Division Engineer
- L. E. CLAYTON..... Division Operator
- M. DUBLING..... Machinist, Lima, O.
- EDWARD KEEFE..... Road Engineer, Ivorydale, O.
- T. J. McDERMOTT..... Road Conductor, Dayton, O.
- H. T. HELLMAN..... Secretary to Superintendent, Lima, O.
- DR. F. H. HUTCHINSON..... Medical Examiner, Lima, O.
- DR. R. C. POTTER..... Medical Examiner, East Dayton, O.



"Don't tell me you never had a chance!"

"Four years ago you and I worked at the same desk. We were *both* discontented. Remember the noon we saw the International Correspondence Schools' advertisement? That woke me up. I realized that to get ahead I needed special training, and decided to let the I. C. S. help me. I wanted you to do the same, but you said, 'Aw, forget it!' I have been climbing ever since; you had the same chance I had, but you turned it down. No, Jim, you can't expect promotion until you've trained yourself to handle bigger work."

There are lots of "Jims" in the world—in stores, factories, railroads, offices, everywhere. Are *you* one of them? Wake up! Every time you see an I. C. S. coupon your chance is staring you in the face. Don't turn it down.

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| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Mathematics |
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| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Telephone Work |
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| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Metallurgist or Prospector |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> CHEMIST |
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Please mention our magazine when writing advertisers



FLAG RAISING AT HAMILTON, OHIO

Flag day was celebrated by several hundred employes of the Baltimore and Ohio Railroad System of Hamilton in the yards across from the depot, when a flag raising ceremony was held and addresses were delivered by Mayor C. J. Smith, who presided, Judge Clarence Murphy and Judge E. A. Belden.

Then the "Star-Spangled Banner" was sung, the flag was raised amid the cheers of the men, who have demonstrated their patriotism by subscribing to approximately \$15,000 in Liberty Bonds and hundreds of dollars worth of Thrift Stamps, besides aiding other causes which ultimately will help win the war.

Judge Murphy in his address pointed out to the men that they can do as much in helping win the war by working diligently and conscientiously in moving supplies and material as the men in the trenches and called upon them to do their utmost, as every minute's delay might mean greater loss of life.

Mayor Smith appealed to their patriotism and said, "The Stars and Stripes never trailed in the dust and never will." Further he stated, "The Kaiser said Americans must use the ships that he designated and must land only at places designated by him. The American boys are in France now, giving their answer to this command. Back them up!"

Because of the construction of retaining dams, brought about by the Miami Conservancy Act, between Dayton and Tippecanoe, Ohio, the main track of this division from mile post 64 to 73 has commenced to pass through a general reconstruction. In its present location between these points, original construction was made along the Miami River bank and at the time of the March (1913) flood was covered with several feet of water. In order to prevent a recurrence of this kind and also to not interfere with the construction of the retaining dams,



ASSISTANT SUPERINTENDENT AND AGENT'S FORCE—ROSSFORD, OHIO

our track will be moved westward from 100 to 1,500 feet of its present location and elevated as much as twenty-five feet in some places. It is expected that four years will be required to complete the entire construction of the dams.

Effective June 24 E. J. Rothwell is appointed storekeeper at Lima, Ohio, vice V. N. Dawson, furloughed for military duty.

Sandy Valley & Elkhorn Railway

Correspondent, L. E. GATEWOOD, *Chief Clerk*

Divisional Safety Committee

- | | |
|------------------------|-------------------------------|
| H. R. LAUGHLIN..... | Chairman |
| A. W. WHITE..... | Supervisor M. & W. Department |
| D. W. BLANKENSHIP..... | Section Foreman |
| S. H. JOHNSON..... | Engineer |
| E. E. CASSIDY..... | Fireman |
| J. M. MOORE..... | Conductor |

□ □ □

Pensioner, Still Hale and Hearty, Enjoying Rest After Long Service

On this page is a picture of D. F. Sheubridge, his daughter, grand-daughter and great grand-daughter. Mr. Sheubridge entered the service of the Baltimore and Ohio in 1862 and after fifty-one years of faithful service was pensioned in June, 1914. He served in the capacity of water boy when he first became connected with the Company and by close application to his duties rose to the position of engineman. Mr. Sheubridge was born at Harper's Ferry

in June, 1845, and, although seventy-three years old, is still hale and hearty. He operated the first engine to cross the new bridge at Harper's Ferry and also engines No. 218 and 202, which were run upon the old bridge at the time of the Johnstown flood. It will be remembered that several Baltimore and Ohio engines were rushed to the old bridge to prevent its being washed away. The great weight on the structure proved effective.



D. F. SHEUBRIDGE, DAUGHTER, GRANDDAUGHTER AND GREAT-GRANDDAUGHTER

The Only Girl Who Commanded a Nation's Armies



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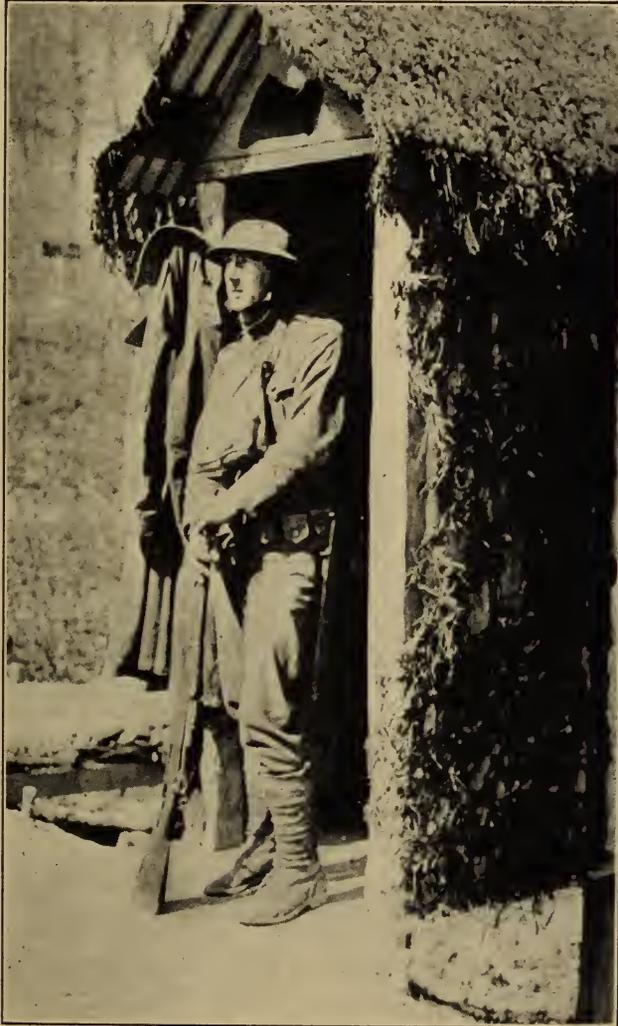
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(Committee on Public Information)

“ THEY SHALL NOT PASS ”

SEPTEMBER, 1918



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[No. 5 OF A SERIES]

THERE are many advantages to be gained by dehydrating fruits and vegetables: Transportation costs are saved, spoilage is reduced to a minimum, the fresh flavor is largely retained, and less packing material is needed.

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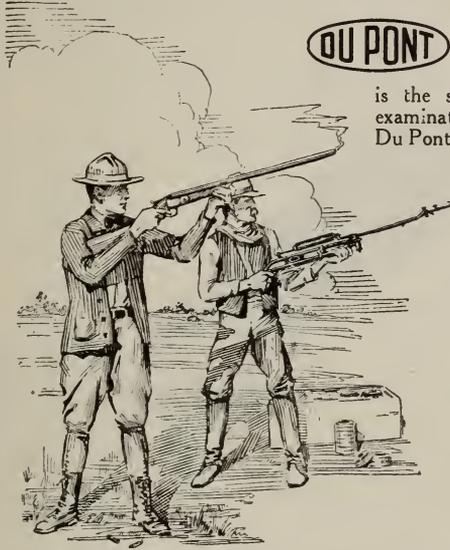
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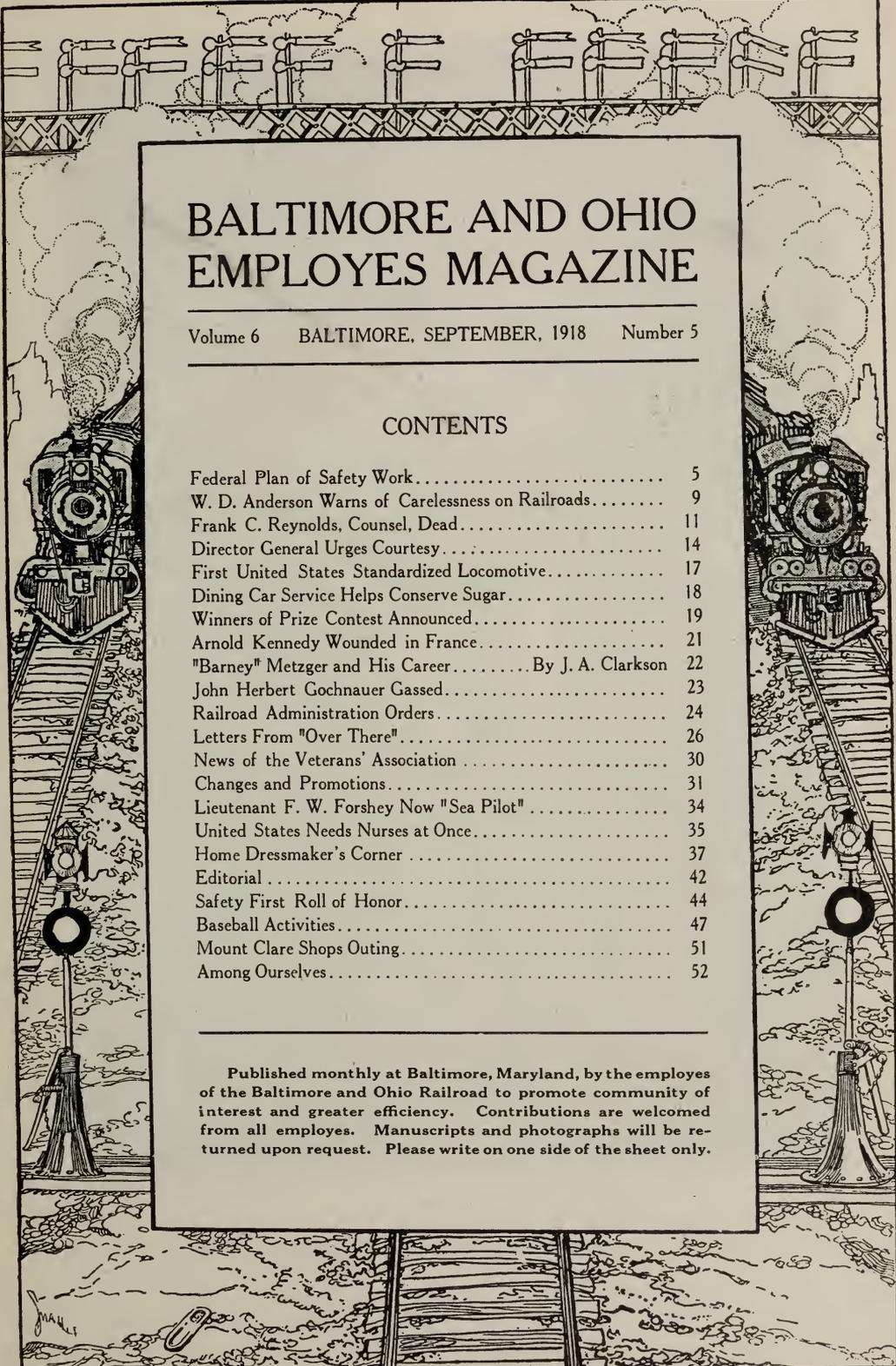
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A WAR SAVER IS A LIFE-SAVER



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 6 BALTIMORE, SEPTEMBER, 1918 Number 5

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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.



HIRAM W. BELNAP
Manager Safety Section, Division of Transportation
United States Railroad Administration

Federal Plan for Conducting Safety Work in Effect on the Baltimore and Ohio. Will Help to Conserve Man-Power

THE man behind the machine is as important to the country now as the man behind the gun. "Over There" is a test of courage. "Over Here" is a test of loyalty. Every employe of the Baltimore and Ohio Railroad has the opportunity to demonstrate this loyalty through the observance of Safety rules.

After investigation, the United States Railroad Administration has adopted the division plan of Safety organization similar to that which the Baltimore and Ohio has had in force for many years. The Federal management has thought so well of the Safety work that it has named H. W. Belnap, formerly chief of the Safety Division, Interstate Commerce Commission, as manager of the Safety Section, Division of Transportation, United States Railroad Administration.

In the appointment of Mr. Belnap to direct the Safety work of the railroads of the United States, the Federal administration made a happy selection. He is familiar with all branches of the operation of railroads. He began his career as a station telegrapher and served as a passenger and then a freight brakeman. His rise to his present position has been gradual and in all the occupations in which he served he familiarized himself with working and operating conditions. He knows the practical side of the operation of big railroads and the value of the observance of Safety rules.

Born in Nakomis, Illinois, June 21, 1867, Mr. Belnap was the son of an operator and agent of the Indianapolis and St. Louis Railroad, now the St. Louis

Division of the Cleveland, Cincinnati, Chicago and St. Louis Railroad. The father was in service for more than thirty years, and the son drifted into the work when quite young, learning telegraphy under the father and assisting him in telegraphy and station work for two years. The younger Belnap longed to get into the operating end of the business, and he served as passenger brakeman six months, then becoming freight brakeman for a little more than two years. In 1893 he was made a freight conductor. From that time until 1903 he was employed on the St. Louis Division of the Big Four in that capacity.

Resigning his position there August 1, 1903, he entered the service of the Interstate Commerce Commission as an Inspector of Safety Appliance. On July 1, 1911, he was made chief inspector. Recently he was selected manager of the Safety Section under the Federal administration of the railroads.

One of the most important phases of the Safety work is the appointment of Safety Agents, who will devote their entire time to this work, one being located in the territory of each general superintendent. These agents will report to J. T. Broderick, Supervisor, Safety and Welfare Department, with headquarters at Baltimore.

The Safety Agents to be selected will be men who are enthusiastic about the work and who will be able to practice what they preach and will instill the necessity of safety and loyalty into the minds of employes.

One cannot long remain in the railroad service without realizing the fact that

many lives and limbs are unnecessarily lost and the accidents that caused the loss are preventable.

Men should think before they act, and to know whether the work in hand is being performed in a manner securing their safety. Steps taken to secure a proper tool with which to do work safely or to avoid danger are Safety Steps and should be taken in every case to prevent a possible accident. What man would not willingly take those steps after an accident? No sacrifice seems too great to the man who has lost a limb or an eye, if by making the sacrifice he could be restored to his former physical condition.

Mr. Thompson and Mr. Galloway, the Federal Managers, issued the following circular to all officers and employes urging them to help with the Safety work:—

“You are particularly urged to give every assistance in carrying on the Safety First work. H. W. Belnap, formerly chief of the Safety Division, Interstate Commerce Commission, has been appointed manager of the Safety Section, Division of Transportation, by the Director General of Railroads, with headquarters at Washington, D. C.

“In addition to the work now being done by the various Safety Committees, Safety Agents will be appointed on each general superintendent's district, who will devote their entire time to this work, reporting to J. T. Broderick, Supervisor, Safety and Welfare Department, headquarters Baltimore, Md.”

In addition to the Division and Shop Committees, as organized in the past, the Federal Managers have also ordered the appointment of a General Committee and Terminal and Pier or Freight Station Committees. The General Committee will consist of the following:

Federal Manager, *Chairman*.
Assistant to Federal Manager(Operating).
Assistant to Federal Manager.
General Managers.
Manager.
Assistant General Manager.
General Solicitor.
General Claim Agent.

Chief Engineer.
Signal Engineer.
General Superintendent of Transportation.
Superintendent of Relief Department.
Superintendent of Telegraph.
General Superintendents.
General Superintendent Maintenance of Way and Structures.
Engineer Maintenance of Way.
General Superintendent Maintenance of Equipment.
Superintendent Maintenance of Equipment.
District Superintendents Motive Power.
Purchasing Agent.
Electrical Engineer.
General Storekeeper.
Engineer of Tests.
Real Estate Agent.
Superintendent of Insurance.
General Superintendent of Police.
Superintendent of Police.
Superintendent of Dining Car Service.
Superintendent Timber Preservation.
Superintendent of Station Service.
Manager Mail and Express Traffic.
Supervisor Safety and Welfare Department.

There will be absolute uniformity in the personnel of the Divisional Safety Committees. The following standard has been adopted and these officials will serve on the committees:

Permanent Members

Superintendent, *Chairman*.
Assistant Superintendents.
Trainmaster.
Division Engineer.
Superintendent of Shops.
Master Mechanic.
Road Foreman of Engines.
Division Operator.
Medical Examiner.
Captain of Police.
Division Claim Agent.
Signal Supervisor.
Division Storekeeper.
Master Carpenter.
Secretary Railroad Y. M. C. A.
Representative Female Employes.
Secretary.

Rotating Members

Yardmaster.
 An Agent.
 An Operator.
 Track Supervisor.
 Signal Maintainer.
 Bridge Foreman.
 Carpenter Foreman.
 Bridge Carpenter.
 Engineer, Passenger.
 Engineer, Freight.
 Fireman, Passenger.
 Fireman, Freight.
 Conductor, Passenger.
 Conductor, Freight.
 Baggage-master or Brakeman, Passenger.
 Brakeman, Freight.
 Yard Brakeman.
 Car Repairman or Inspector.
 Shopman from Locomotive Department.
 Shopman from Car Department.

The Terminal Safety Committees will consist of the following officials:

Permanent Members

Superintendent, Assistant Superintendent or Trainmaster, *Chairman*.
 Day Yardmaster.
 Night Yardmaster.
 Foreman Car Department.
 Foreman Locomotive Department.
 Electrician.
 Secretary Railroad Y. M. C. A.
 Medical Examiner.
 Agent.
 Secretary.

Rotating Members

Yard Engineer.
 Yard Fireman.
 Yard Conductor.
 Yard Brakeman.
 Yard Clerk.
 Shopman, Car Department.
 Shopman, Locomotive Department.
 Car Repairman or Inspector.
 Track Foreman or Workmen.

Shop Committees will be formed at all shops where the authorized force consists of fifty or more employes and

will be composed of the following officials:

Permanent Members

Superintendent of Shops or Master Mechanic, *Chairman*.
 General Foreman.
 General Car Foreman.
 Storekeeper.
 Surgeon.
 Supervisor of Machine and Hand Tools.
 Assistant Master Carpenter.
 Shop Yardmaster.
 Electric Crane Engineer.
 Secretary.

Rotating Members

Machinist.
 Boilermaker.
 Pipe Fitter.
 Foundryman.
 Tender Repairman.
 Blacksmith.
 Electrician.
 Electric Welder.
 Material Distributer.
 Car Builder.
 Machine Operator (wood).
 Carpenter.
 Upholsterer.
 Painter.
 Millwright.

Pier and Freight Station Committees will be formed where the authorized platform force consists of twenty-five or more men. In cities where more than one pier or freight station is located members will be selected from each. The committees will be composed of the following officials:

Permanent Members

Assistant Superintendent or Terminal Agent, *Chairman*.
 Marine Supervisor.
 Principal Agent.

Rotating Members

Pier Foreman.
 Elevator Foreman.
 Tug Fireman.
 Platform Foreman, Outbound.
 Platform Foreman, Inbound.
 Checker.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

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OFFICE OF FEDERAL MANAGER

Baltimore, Md., August 20, 1918

Coal Will Win The War—Save Coal

TO ALL EMPLOYEES:

Our probable **SHORTAGE OF COAL** this year is estimated at 75 million tons. That amount of **COAL MUST BE SAVED** by **STOPPING WASTE OF COAL** and by **MORE EFFICIENT USE OF COAL**.

SAVING COAL is vitally necessary **WAR WORK** and every patriotic railroad man will increase his efforts to **SAVE COAL**.

Every railroad man **CAN SAVE COAL** every day. Employees of the Operating Department **CAN SAVE MOST COAL**. In no way can any railroad man do more towards winning the war than by **SAVING COAL**.

Every scoop of **COAL YOU SAVE** will produce 4 pounds of finished steel war material; 4 pounds of **SHIP PLATE** built into the bottom of a ship; 4 pounds of **GUN STEEL** finished in a gun; 4 pounds of **SHELL STEEL** in finished form.

A 3-inch shell for a field gun weighs 20 pounds. **SAVE 5 SCOOPS OF COAL** and you land a shell in the ranks of the enemy. If you waste 5 scoops of coal you prevent the making of a 3-inch shell or its equivalent—you do just that and no less. That is how closely our **ABSOLUTELY NECESSARY WAR WORK** is dependent upon the **COAL YOU SAVE**.

Every railroad man **KNOWS HOW** he can **SAVE COAL**. Every scoop of coal you use represents an average investment of three cents. When you spend it, get results. Do not waste it by thoughtless, careless methods. Think—then act intelligently—patriotically—and see that those who work with you do likewise.

Waste of coal or failure to **SAVE COAL NOW** is in its effect giving aid and comfort to the enemy.

Coal Will Win The War—Save Coal


Federal Manager

Federal Safety Appliance Inspector Points Out the Duty of Every Railroad Man in Conserving Man-Power on “Battlefields” of U. S.

DISREGARD of personal safety is costing more lives of Americans than are the devastating guns of the German hordes who are attempting to sweep over the whole of Europe and enslave its peoples. This stirring comparison of the sacrifice of lives was graphically portrayed by W. D. Anderson, Federal Appliance Inspector, in an address before the Divisional Safety First meeting of the Chicago Division, held at The Inn, Wawasee, Indiana, in July.

The meeting was well attended and Mr. Anderson's address was one of the most inspiring ever heard by the members of the Safety First Committee of this division. After the business meeting, the members of the committee were entertained, with their families, with motion pictures.

Mr. Anderson spoke as follows:

“There never has been a time in the history of our country when the conservation of human life and limb meant so much to us as a nation as at the present time. We are at war with a powerful nation that threatens destruction to democratic forms of government. The sacrifice of human life will be enormous and cannot be controlled while the great end is being achieved. We stand behind those boys ‘over there’ who are fighting to perpetuate the glorious principles laid down in our Constitution and are furnishing the nucleus for a victorious and lasting peace for the world. While this is being done we are willingly abstaining from certain foodstuffs on certain days of the week, living within certain allowances



on other necessities and supporting by contributions every laudable cause tending toward the assistance and relief of those who occupy the trenches.

“I do not believe that there is a railroad man here

today who would not willingly and promptly offer his service, if, by so doing, he knew that his personal action would lessen the casualties and maintain the man-power on which this nation depends in this war. In his character as a railroad man his devotion to duty singles him out where he stands above every craftsman on the face of the earth. In his chosen occupation he willingly assumes such risks and endures such hardships as none but a soldier knows. Faithful to his trust he forgets self that the precious lives may have his protection in their journey over his railroad. Constantly vigilant with years of training and apparently unmindful of physical and mental hardships, he exhibits a spirit of determination, fortitude and obedience that ranks him among the heroes. Frequently his home comings are cut so short that he sees his little ones only as they sleep. Next to his family his heart is in his work. No civic occupation on the face of the earth requires such sacrifices nor receives such unselfish devotion, day in and day out, as are given by the employes of railroads in the natural and ordinary discharge of duty. They stand by themselves.

“At the present time, in this great crisis, not one of them may be spared. The enormous exports that must be kept moving to insure our boys provisions

while fighting 'over there' depend upon the army of railroad men to keep the stream of necessities moving, and I believe that every one of you is doing his duty in that respect.

"But, there is another duty so vitally interwoven with his work that he should consider it as important as any he is doing at present. The conservation of human life and limb is playing just as important a part on this side of the Atlantic as the battles that are being fought on the other side. In years gone by, there was no personal obligation felt by one railroad man toward another as to his education in Safety First matters. Each man was supposed to govern himself and assume such risks as he saw fit to undertake. Safety devices were practically unheard of and the man who shirked any duty because he was afraid of its danger was dismissed as incompetent. A man's efficiency was based upon his courage, his alertness and his judgment to execute the maneuvers that were necessary in the operation of a train or yard. The 'green' man was not taught how to *safely* accomplish details, but followed the object lessons of men older in experience, regardless of his personal convictions. On this old established theory of rating a man's efficiency it is not difficult to understand why our old timers are not more enthusiastic over Safety First teachings.

"It is hard for them to conceive, after years of apparent disinterest in their personal welfare as regards their safety, that they should now become objects of solicitude. No one gave any particular attention to Safety First matters until the Government commenced to publish statistics, then the awful truth dawned upon all.

"With the advent of the Government taking over the railroads you entered a new era. There is also a crisis at hand. I want every one of you to wake up and listen to the story of your apathy, then go home and meditate over it. I would not, for the world, make the charge that any one of our fellow-workers was killed through our negligence, but does it not raise the question in your mind whether he might not have been spared had some one warned him? When we read

the report of the Interstate Commerce Commission on this subject it seems unbelievable, but here are some figures showing the casualties upon railroads in America and should awaken us to our duty as our *brother's keeper*.

"For the year ending December 31, 1916, there were a total of 206,723 casualties, of which 10,001 were killed and 8,008 injured; there were 2,210 of our boys in train service killed and 48,310 injured in the actual performance of duty; there were also 303 employees killed and 811 injured who were not on duty.

"Mr. Belnap, manager of the Safety Section of the Division of Transportation of the United States Railroad Administration, furnishes me with the information that:

"'Thirty per cent. of all the people killed and ninety per cent. of all the people injured on railroads in this country were railroad employees. One employe is killed every *three and one-half hours* and one employe is injured every *ten minutes* in train accidents alone, and taking into account all accidents, one employe is either killed or injured every *three minutes during the entire year*.'

"Were such a report to reach us from over in France, the effect would be disheartening and fill our souls with sorrow.

"Can you conceive the magnitude of this sacrifice? Does the situation become clearer and suggest to your conscience that you have some responsibility in the matter? Does it not logically follow that by permitting this slaughter on our side of the Atlantic that we are weakening our man-power and thereby aiding the Kaiser on the other side? The Government is asking you to conserve. Do you understand that the most efficient conservation possible is the saving of human lives? Stop and think what it means to kill and maim more than 50,000 able-bodied, trained men in one year. Do you wonder that the Government has interested itself in Safety First matters?

"I am in hopes that this grand work will be taken up by every woman in this country. I know of no greater impetus to Safety First than to enlist in our service the faithful wives and daughters.

"In conclusion, I wish to call attention to the beautiful sentiment expressed by our Director General, which shows his confidence, his reliance and his dependence in his great army of railroad men. It breathes a spirit of fraternal trust in each of you that should awaken the best there is in you.

"There are two battlefields: One is in France, the other is in America. We hear what glorious deeds of valor are being done 'over there' by the men who are giving their lives for the flag. Let the great army on which the nation depends on this side of the Atlantic show what it can do in the way of cooperation and merit the fullest trust that has been placed in us by our

Director General who uttered these words:

"I want the officers and employes to get the spirit of this new era. Supreme devotion to country, an invincible determination to perform the imperative duties of the hour while the life of the nation is imperiled by war, must obliterate old enmities and make friends and comrades of us all. There must be cooperation, not antagonism; confidence, not suspicion; mutual helpfulness, not grudging performance; just consideration, not arbitrary disregard of each other's rights and feelings. A fine discipline based upon mutual respect and sympathy. An earnest desire to serve the great public faithfully and efficiently."

□ □ □

Frank C. Reynolds, Counsel, Dead



THE death of Frank C. Reynolds, Baltimore and Ohio Railroad counsel at Keyser, W. Va., removes from the service one of the most efficient attorneys and from his home city a man who was greatly respected for his legal ability and personal charm. His friends and acquaintances were shocked greatly when news of his end came. He died at a sanatorium at Laurel, Md., where he had been under treatment for two weeks for a nervous breakdown, on July 23.

Mr. Reynolds had been suffering for two days when his physician ordered that he go to the sanatorium so that he could have complete rest and be able to give up his many activities completely. He seemed to improve slightly, but pneumonia developed. His brother, G. H. Reynolds, was at his bedside when the end came. Mrs. Reynolds had just returned to Keyser because she herself was ill with the strain of attendance upon her husband. He is survived also by three sons, Francis Marion, Knight and Lester Reynolds.

Mr. Reynolds, who was the son of

Judge and Mrs. F. M. Reynolds, of Keyser, was fifty-one years old. He was admitted to the bar in 1891 and the year following was elected county prosecuting attorney, and in 1896 he was re-elected, so efficiently did he administer the affairs for the state. He was named counsel for the Baltimore and Ohio about this time and continued in this capacity until the time of his death. He served the railroad most successfully throughout the Cumberland Division and many times was called into consultation at the general counsel's office in Baltimore. He also was attorney for the Central Railroad of New Jersey, the First National Bank of Keyser and a dozen or more influential business companies in his native state.

Burial was at Queens Point Cemetery. The active pallbearers were V. F. Alkire, J. E. Leps, Dr. W. J. Koelz, Roy Warner, H. M. Wells and E. V. Romig. The honorary pallbearers were County Clerk J. V. Bell, J. C. Watson, W. McCullough Brown, of Oakland, Md., William M. Kennedy, of Baltimore, Md., and the members of the Mineral County Bar Association.

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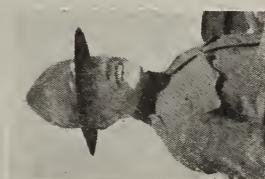
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PRIVATE J.L. SHERWOOD
AUDITOR DISBURSEMENTS



CORPORAL WARREN L. MORGAN
MT. CLARE SHOPS



PRIVATE W.M. DEVLIN
PHILA. DIVISION



PRIVATE CARL H. ANDERSON
S. I. R. T. RY. CO.



UNITED STATES RAILROAD ADMINISTRATION

OFFICE OF THE DIRECTOR GENERAL OF RAILROADS

GENERAL ORDER No. 40

Washington, D. C., August 18, 1918

To all employes in the railroad service of the United States:

Complaints have reached me from time to time that employes are not treating the public with as much consideration and courtesy under Government control of the railroads as under private control. I do not know how much courtesy was accorded the public under private control, and I have no basis, therefore, for accurate comparison. I hope, however, that the reports of discourtesy under Government administration of the railroads are incorrect, or that they are at least confined to a relatively few cases. Whatever may be the merits of these complaints, they draw attention to a question which is of the utmost importance in the management of the railroads.

For many years it was popularly believed that "the public be damned" policy was the policy of the railroads under private control. Such a policy is indefensible either under private control or Government control. It would be particularly indefensible under public control when railroad employes are the direct servants of the public. "The public be damned" policy will in no circumstances be tolerated on the railroads under Government control. Every employe of the railroad should take pride in serving the public courteously and efficiently. Courtesy costs nothing and when it is dispensed, it makes friends of the public and adds to the self-respect of the employe.

My attention has also been called to the fact that employes have sometimes offered as an excuse for their own shortcomings, or as a justification for delayed trains or other difficulties the statement that "Uncle Sam is running the railroads now" or "These are McAdoo's orders," etc. Nothing could be more reprehensible than statements of this character, and nothing could be more hurtful to the success of the Railroad Administration or to the welfare of railroad employes themselves. No doubt, those who have made them have done so thoughtlessly in most instances, but the harm is just as great if a thing of this sort is done thoughtlessly as if it is done deliberately.

There are many people who for partisan or selfish purposes wish Government operation of the railroads to be a failure. Every employe who is discourteous to the public or makes excuses or statements of the kind I have described, is helping these partisan or selfish interests to discredit Government control of railroads.

Recently the wages of railroad employes were largely increased, involving an addition to railroad operating expenses of more than \$475,000,000 per annum. In order to meet this increase, the public has been called upon to pay largely increased passenger and freight rates. The people have accepted this new burden cheerfully and patriotically. The least that every employe can do in return is to serve the public courteously, faithfully and efficiently.

A great responsibility and duty rest upon the railroad employes of the United States. Upon their loyalty, efficiency and patriotism depends in large part America's success and the overthrow of the Kaiser and all that he represents. Let us not fail to measure up to our duty, and to the just demand of the public that railroad service shall not only be efficient, but that it shall always be courteously administered.

W. G. McADOO,
Director General of Railroads.

BALTIMORE & OHIO MEN IN U.S. SERVICE



PRIVATE ROLAND B. HASSON



SERGEANT HARRY C. PHILLIPS



CORPORAL EDWARD D. BOYLAN



SERGEANT FRED G. MILLER



PRIVATE CHARLES L. MYERS



PRIVATE CHAS. E. GREWE



PRIVATE T. LUCIEN JEFFRIES

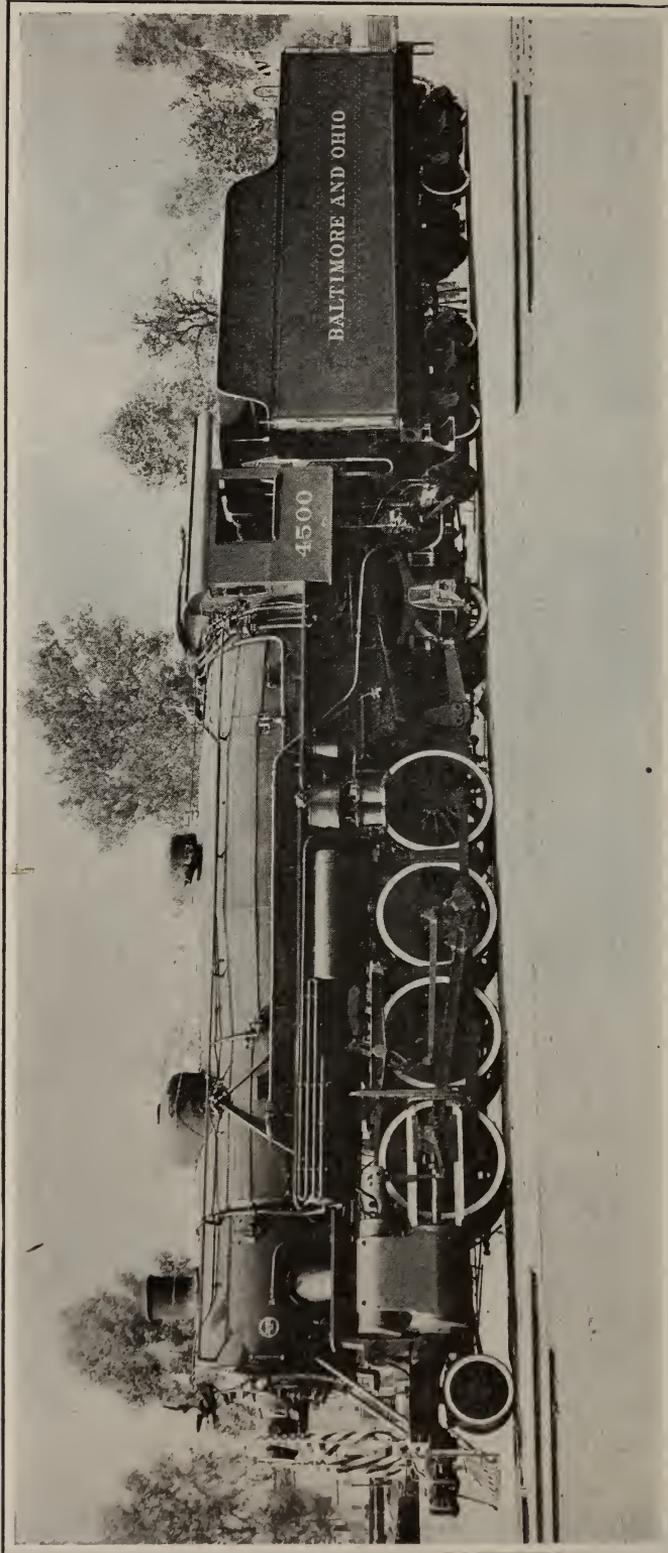


SERGEANT FRED G. MILLER



WELMAN H. BURNS

FORMERLY IN AUDITOR PASSENGER RECEIPTS' OFFICE



FIRST STANDARDIZED LOCOMOTIVE BUILT FOR UNITED STATES RAILROAD ADMINISTRATION

This big engine was placed in service July 4 and assigned to the Baltimore and Ohio Railway

First Standardized U. S. Locomotive Comes to Baltimore and Ohio Railroad

THE Baltimore and Ohio Railroad received the first of the group of locomotives built after a standard pattern furnished by the United States Government. It is declared that the type represents a summation of the best of conservative thought in American locomotive design. In the construction there were employed the best of the labor and fuel saving accessories. A glance at the photographic reproduction of this big locomotive on the opposite page will convince anyone that good lines were not entirely sacrificed for practicability.

This initial locomotive of the standardized type was completed at the Baldwin Locomotive Works in Philadelphia and is now in service and giving a good account of itself. It is of the Mikado (2-8-2) type, carrying approximately 55,000 pounds on each pair of driving wheels. The tractive force exerted is 54,600 pounds. There is nothing radically novel about the construction of this locomotive. The boiler has a conical wagon-top in the middle of the barrel. The boiler is fitted for coal burning and the combustion chamber has a length of twenty-four inches. A mechanical stoker and power operated fire door and grate shaker are installed.

In arranging the cab special care was taken so that the locomotive could be

most conveniently handled by the engine crew. The cab itself is of steel, lined with wood. The leading features of this standardized locomotive are indicated in the following table:

Type.....	2-8-2
Service.....	Freight.
Cylinders.....	26 by 30 inches.
Valves.....	14 inch piston.
Valve gear.....	Walschaert.
Boiler, type.....	Conical.
Minimum diameter.....	78 inches.
Working pressure.....	200 pounds.
Firebox, size.....	84½ by 114½ inches.
Grate area.....	66.7 square feet.
Kind of fuel.....	Soft coal.
Tubes, number and diameter.....	216—2½ inches.
Flues, number and diameter.....	40—5½ inches.
Length.....	19 feet 0 inches.
Heating surface, firebox.....	259 square feet.
Tubes and flues.....	3497 square feet.
Arch tubes.....	27 square feet.
Total, evaporation.....	3783 square feet.
Superheating surface.....	882 square feet.
Driving wheels, diameter.....	63 inches.
Journals, main.....	11 by 13 inches.
Journals, others.....	10 by 13 inches.
Truck wheels, front, diameter.....	33 inches.
Journals.....	6½ by 12 inches.
Back, diameter.....	43 inches.
Journals.....	9 by 14 inches.
Weight on driving wheels.....	221,500 pounds.
Total engine.....	290,800 pounds.
Total engine and tender.....	463,000 pounds.
Wheel base, driving.....	16 feet 9 inches.
Total engine.....	36 feet 1 inch.
Total engine and tender.....	71 feet 4½ inches.
Tender wheels, diameter.....	33 inches.
Journals.....	6 by 11 inches.
Capacity, water.....	10,000 gallons.
Capacity, fuel.....	16 tons.

"War Savings Stamps mark an epoch in our National Life."—Secretary McAdoo

Helping Conserve the Sugar

IN ACCORD with the great necessity for the conservation of sugar and following the request of the United States Food Administration at Washington, the Baltimore and Ohio Railroad has discontinued the use of sugar bowls on the tables of the dining cars operated by it over the entire system. The proper proportion of sugar is now being served in sanitary paper bags.

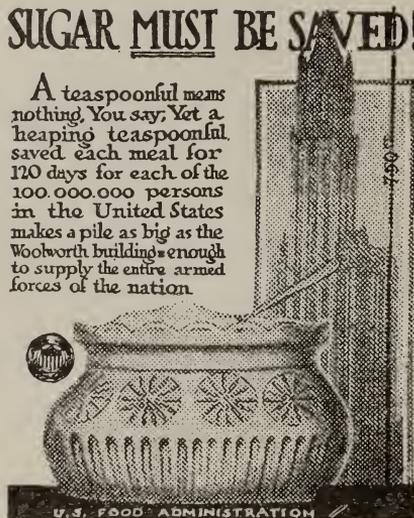
Because of the great demand for sugar by the Allies of the United States and the limited supply in this country, the Government is restricting the use of sugar in this country. The Government has found it necessary to have a sugar allowance of two pounds for each person in the United States. To reach this was figured out to be one large lump or two loaf sugar, or one and a half cups of granulated sugar.

be the limit that would be allowed any one guest. This plan was put into effect on August 1. The request for this saving would not have been made if the Food Administration did not know the absolute necessity for such a measure.

It is the earnest desire of E. V. Baugh, superintendent of dining cars, to assist the Government in every suggestion it makes for the conservation of foods. He has asked the hearty cooperation of every patron and he is getting it. It is only through the assistance of patrons that the desired result can be obtained.

SUGAR MUST BE SAVED!

A teaspoonful means nothing, you say; yet a heaping teaspoonful saved each meal for 120 days for each of the 100,000,000 persons in the United States makes a pile as big as the Woolworth building, enough to supply the entire armed forces of the nation.



and the limited supply available in this country, the Government has found it necessary to have a sugar allowance of two pounds for each person in the United States. To reach this was figured out to be one large lump or two loaf sugar, or one and a half cups of granulated sugar.

Winners of Prize Contest on "What I am Doing to Help Win the War" are Announced

IN the May issue of the EMPLOYEES MAGAZINE announcement was made of a contest entitled "What I am Doing to Help Win the War," in which the employes were invited to state how they are helping Uncle Sam throttle the Huns, who are trying to sweep liberty, both national and personal, from the earth. The response was most gratifying and the Editor wishes sincerely that he had the authority to declare every contestant a winner. But two had to be chosen, one the best, one the second best. The prize of ten dollars as a reward to the man who appears to be making the greatest sacrifices goes to P. M. Pennington, crossing watchman, Cumberland, Md.

The second prize of five dollars for the next best statement of sacrifices and methods of conservation goes to F. M. Kirkendall, assistant to chief delivery clerk, Dayton, Ohio.

It must be remembered that these prizes were offered, not for a literary masterpiece, but for a true statement of facts. The Editor is taking the liberty to publish the most worthy of the papers entered in the contest in this and the October issues of the MAGAZINE and none will be found that contains a record of greater and more unusual sacrifices than that of Mr. Pennington.

The Prize Winning Statements

"What I am Doing to Help Win the War"

By P. M. Pennington

Crossing Watchman, C. T. Department, Cumberland, Md.

(In Service of Railroad Seven Years, Nine Months)

In the first place, Germany must be whipped until she is ready to acknowledge that she is the dirtiest nation on earth. It is up to the United States to make her see the error of her ways.

What am I doing to help? I am too old to go to fight. I am already crippled. I have no boy old enough to go into the army. While some go to the army, others must stay at home and do their best, or, as I heard one fellow say, "our darndest." The railroads can play an important part and I do hope each and

every employe of the dear old Baltimore and Ohio will strain a point to do "his darndest."

As I am one of the "smallest potatoes," and receive low wages, it was a great sacrifice for me to buy a Liberty bond, but I am proud to say I did so. I also subscribed my pay for one hour a week to the War Chest in my home city. I am doing all I can to save, and I waste nothing. I planted every inch of our back lot in vegetables. I mend my own shoes. I practise thrift and economy

and self-denial in every way I can. My children go bare-footed. We live as cheaply as possible and we eliminate all waste. I pay my war contribution to several different lodges, of which I am a member. My wife and children are members of the Red Cross. It takes a lot of self-denial, because of my meagre wages, to do these things, but I would rather make these sacrifices now than to see our dear old United States a slave to the



P. M. PENNINGTON

greed of Germany.

Nearly every day is meatless and wheatless at our house. We are saving with clothing as well as food. I cut shoe strings from the tops of worn out shoes. I and my family are not ashamed these days to wear threadbare clothing. Anything to win the war. I'll do anything to make the dear old Baltimore and Ohio Railroad a strong factor in helping to win the war; to make its history one we can all be proud of.

“What I am Doing to Help Win the War”

By F. M. Kirkendall

Assistant to Chief Delivery Clerk, Dayton, O.

(In Service Two Years and Three Months)

Napoleon said he defeated the Austrians because they didn't know the value of ten minutes. Blucher was ahead of schedule and his unexpected arrival turned the tide at Waterloo. Buell was ahead of schedule and gave to the Union cause a victory at Shiloh. Our troops are on the fields of France ahead of schedule, and the tide has turned in the world conflict. The writer is a delivery clerk at the Baltimore and Ohio freight depot, Dayton, Ohio, at a salary of sixty-five dollars per month.

Ever since this war began, I have been ahead of schedule. Since July, 1917, I have worked six days of ten hours each in every week. I have credit over-time for eight full nights, eighteen nights until 9.30 and sixteen Sundays. I am paying for two fifty dollar Liberty bonds on the installment plan through the Baltimore and Ohio. I have purchased a Thrift Stamp book for my wife and each

of my three children. I am contributing one dollar per month to the Red Cross.

When shipments arrive at our depot for the aviation fields or munition plants, I never wait until the cashier sends a written notice, I immediately phone the consignee. Very often this material is delivered within a few hours of its arrival. By so doing I am putting a plane in the air and a shell on the field ahead of schedule. Devotion to a cause is not only manifest in labor and contribution, but also in personal sacrifice of necessities and pleasures. During this period I have not purchased a single drink, either soft or intoxicant. I have not eaten a dish of ice cream. I have not spent a dollar for tobacco. I have not purchased for my family the amount of flour or meat that Hoover has allotted as my share. I never purchase an article of wearing apparel that contains wool. I never ride in the street cars.



F. M. KIRKENDALL

Every atom of energy and every pound of muscle, I am trying to convert into cash or combustibles—cash for the cause, and combustibles for the Kaiser. If you have the dope on any one who has a bigger bit with an equivalent amount of brains and income, I would like to know his pedigree and the color of his hair.

□ □

Arnold Kennedy Severely Wounded in France

News has been received in Baltimore that J. Arnold Kennedy, for three years a clerk in the Baltimore and Ohio yards at Locust Point, has been severely wounded in battle in France. In a letter to his mother he shows the spirit that the American soldier is made of and which will be the ultimate cause of the success of the Allied arms.

The loss of his leg is of minor importance to this hero, for in the body of his letter he states that he believes the war will be over soon. Such a brave lad means surely that the end of the war would come only when Germany is defeated and even in his hour of suffering he pictures victory for his fellow Americans.

Private Kennedy, who is the son of John H. Kennedy, a Baltimore and Ohio engineer, 1259 William Street, Baltimore, was drafted for

military service in April, 1918. He was first sent to Camp Meade, in Maryland, where he remained for three weeks. He then was ordered to Camp Upton, New York, and assigned to Company F, 109th Infantry. After a few days he was furloughed and came to Baltimore to visit his parents. That was the last time they saw him. On May 2 he sailed for France. The War Department notified the parents that Private Kennedy was wounded in the action of July 15.

Here's the letter written by Private Kennedy and which shows the stuff of which he is made:

Dear Mother: One of the very kind American Red Cross men sent a card to you from me, as follows: "Please do not take any notice of what your boy writes; he is fine." Did you notice that one of the nurses just wrote that in there for me.

We are treated fine in this hospital. Had ice cream and cake for dinner. When we landed here by train last night, I saw a sailor helping to carry in wounded soldiers and the first person I thought of was Howell. How is he these days?

By the way, mother, I have not gotten any mail from you as yet. How is everybody in Baltimore, O. K., I guess. I will finish what I started to tell you. I was wounded, but do not worry. The only thing we have to do here is to eat, and, my, they do feed you. How are all the family? Tell them to write. I sent father a letter the other day. Did he get it?

I think the war will be over soon and we will all come home, but just think of the poor fellows who will never come home. We are going to move out of here to a better place. If it can be any better than this, it is some place. I will write you as often as I can and you do the same. There is a band outside the hospital playing. I guess this is about all I can think of now. Lots of love to all at home and all my friends.

Your ever affectionate son,

ARNOLD.

P. S.—Please excuse this writing, but it is hard to write from a bed. My leg is very bad; might have it taken off. Don't worry.

“Barney” Metzger Taking Well-Earned Rest After Forty-four Years in Service

By J. A. Clarkson

THEY miss “Barney” around the hopper yards at Locust Point these days. And “Barney” misses the old pals with whom he worked many, many years before he was retired a few weeks ago. After forty-four years with the Baltimore and Ohio Railroad, Bartholomew Metzger was pensioned and is now spending his remaining days at his pretty home at Lansdowne, on the Baltimore Division.

“Barney” is as proud of his home as he is of his railroad record. Both are the product of his own toil. From the first days he entered the employ of the Baltimore and Ohio, in September, 1874, he was a conscientious and diligent employe. He purchased several lots in Lansdowne in 1889, when that little town was first conceived, and he had a dwelling built. It was destroyed by fire in 1892 and the owner saved little of the contents of the building. He was not discouraged. That never-give-up spirit was his dominant trait. He soon set to work and, himself, built the home he now occupies. It is a magnificent domicile and Mr. Metzger told me when I called on him a few days ago that it was just as dear to him as the palace of a king. No professional carpenter could have done a better job than he in the construction of this home.

Mr. Metzger loves to talk of the romance of the Baltimore and Ohio. Seated upon the porch of his home, he can dig deep back into his memory and recall the days when he was trailing along with engine No. 101, one of the old Ross Winans camel backs. He knows the coal business from top to bottom and his recollections of some of the early developments of this trade on the railroad are quite interesting.

It was on April 8, 1853, that “Barney” first saw the light of day in Erie County, New York. He began railroading when very young, with the Erie Railroad at Erie Basin as yard brakeman. After working there awhile he went with a commission firm, buying and packing apples, which business brought him to Baltimore, when the old desire to railroad again took hold of him. He obtained a position with the Baltimore and Ohio as brakeman, with conductor John Pauline, between Baltimore and Martinsburg. In 1876 he was transferred to the yard and after three months and four days was promoted to conductor, under Captain Gorsuch, who held the position as coal agent and yardmaster in the hopper yard. Mr. Metzger was assigned to engine No. 101, of the old camel back or Ross Winans type, with engineer John Disney, which position he held until May, 1886, when he was promoted to yardmaster, succeeding Millard Mantz, who had been promoted to supervisor of trains on the Valley Branch.

In a reminiscent mood, Mr. Metzger will go back over the intervening years and recall how in those early days the entire coal shipment from Baltimore over the Baltimore and Ohio was handled through twelve privately owned coal piers. The old style hopper cars were in use. They were built with three pots, Mr. Metzger recalls, and after one pot was emptied, the car had to be moved for the second pot, and again for the third. This meant that every car of coal had to be shifted three times. What a contrast with the coal shipment of today! A huge mechanical contrivance raises big cars now and empties many tons at one movement. Mr. Metzger

sion Building. Mr. Holbrook's selection for this work follows his long experience in express and traffic matters. He will also have charge of matters concerning the handling of mails by the carriers under Federal control.

Auctioning Unclaimed Freight

GENERAL ORDER No. 34

Carriers subject to Federal control shall sell at public auction to the highest bidder, without advertisement, carload and less than carload non-perishable freight that has been refused or is unclaimed by consignee and has been on hand for a period of sixty days. The consignee, as described in the waybill, shall be given due notice by mail of the proposed sale.

Perishable freight shall be sold whenever in the judgment of the agent or other representative of the carrier it is necessary to do so, such reasonable effort being made to notify the consignee as described in the waybill as the circumstances will permit.

The place of sale of both non-perishable and perishable freight shall be determined by the carrier. The net proceeds, if any, after deducting freight and other legitimate expenses, will be paid over to the owner on proof of ownership.

W. G. McADOO,
Director General of Railroads.

Tests of Scales and Cars

CIRCULAR No. 13

The duly authorized representatives of the Bureau of Standards, Department of Commerce, with the scale-testing equipment, test weights, and testing apparatus of the Bureau of Standards, shall have access to master track scales, track and other scales, and to test cars, owned

by the railroads, for the purpose of testing scales and calibrating test cars in order that the Bureau of Standards may obtain all necessary data and information upon which to reach a proper conclusion as to suitable specifications and tolerances for the various classes of scales and weighing devices when under test and when in practical operation, and as to suitable methods of testing scales and calibrating scale test cars and master track scales.

All movements of the scale-testing equipments, test weights, and testing apparatus of the Bureau of Standards, with authorized attendants, made for the purpose of performing tests or calibrations in accordance with the terms of this order, shall be made free of charge by the railroads upon the request of representatives of the Bureau on presentation of authorized credentials.

Reports of these tests and calibrations with recommendations shall be made by the Bureau of Standards to the interested railroads and regional directors, currently as the tests are made.

C. R. GRAY,
Director, Division of Operation.

Fuel Distributer Selected

CIRCULAR No. 2

Effective June 11, 1918, B. P. Phillippe is appointed fuel distributer of the Central Advisory Purchasing Committee, with headquarters at room 614, Interstate Commerce Building, Washington, D. C.

H. B. SPENCER,
*Chairman Central Advisory
Purchasing Committee.*

Approved:

JOHN SKELTON WILLIAMS,
*Director, Division of
Finance and Purchases.*

To the Men of the Railways

"To the men who run the railways of the country, whether they be managers or operative employes, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power."
—WOODROW WILSON, *President*



From the Boys "Over There"

This letter is from H. L. Tibbals, a former engineer, written to engineer Frank Edwards, South Chicago:

SOMEWHERE IN FRANCE.
June 15, 1918.

Dear Frank:

Just a line about our trip to France. I expect to go up to the trenches soon and when I do will try and write something about it for the *MAGAZINE*. Just sent you our little regiment paper, *The Windy City Echo*, and will try and get some pictures for the *MAGAZINE* soon. Gee, tell them the one you sent in of me was taken ten years ago.

I will begin by saying that the Thirteenth Engineers' Railway was a volunteer outfit and was among the first American troops to land in France, and the first to see active service. We left Chicago July 21, 1917, and New York July 23. Went up to Halifax Harbor, N. S., and laid in the harbor for just one week, and then one dark and foggy night slipped out and zig-zagged our way to England. We were twenty-one days making the trip to Liverpool, England, and never got off the boat. We did not stop long in England, but that was some week. We left Liverpool the same day we got there, of course, by rail, and we all had a good laugh at the style of the railroads.

We landed in a big English training camp which the old Kaiser Bill dedicated a few years ago. We were there only a few days when we received orders to go to London for a big parade and passed in review of the King and Queen of England. We were the first foreign troops to march through London with arms. The King took us in his front yard and gave us a nice little lunch. He isn't half so large as I supposed a King would be.

Then we went back to our camp and a few days later took train for Southampton and that night were on a boat again and off for France. We zigzagged all afternoon and all night over to Havre, but never even saw one "sub" and, oh! how glad I was.

We stayed there until dark, when we took another funny little train for Chalons St. Marne

just outside the war zone at that time. We stayed here for about two weeks and left for "Somewhere in France," and it is the bumest place to be called "Somewhere" that I ever saw. It is on a military railroad about forty-five miles long and only half of the road was double track. It was built by French engineers in fifty-three days. Just think, a railroad full of cuts, curves, fills, made in that time. And the engines, Frank; you should have seen them—almost beyond the military age. The one they use regularly was built in 1861, a little passenger engine, and some hog, but she was sure put together right, not a click or a pound in her anywhere, and set screws every place to keep her that way.

This engine had three drivers on a side, no trailer or lead truck, but the drivers were about five feet high. She had an injector on the left side and one of those old style pumps on the right side that was connected to the valve stem. The sand lever was on the fireman's side. It was a big crank and as long as you turned it the sand would run. The cylinder cock lever was on the left side too, but the blower was on the right side away out in front of me. She had no brake except the little hand brake on the tank, so had to wind her up every time I wanted to stop, start ahead or back, for she had the old style screw reverse and half the time I would forget to latch it so that when I would give her steam the wheel would fly around a couple of times, always taking one of my pockets with it.

Of course we had no lights and no bell, no pilots; just a couple of bumpers, and for draw bars we had a big hook, and for a cab, oh! boy, you should have seen it. It was just a little buck board in front of the steam gauge. There was no place to sit. I got along very well with her; having only one bad wreck. Finally a few of the big new American engines came and I got the 44. She was an engine about the size of our 2700, but not like her, for she was built for the French and had one of *those* cabs, I'd tell you what kind, but am afraid the censor would cut it out. But she did have an up-to-

date E. T. air brake, and as she was rather big I built a cab to suit myself.

Very few cars have air on them, except the passenger or hospital trains, but a good engine brake was a Godsend to us. She had a long, narrow fire box, and we got the poorest slack coal you ever saw to burn in it, but the boys couldn't quit, so got along. We worked day and night trying to keep the game rolling; and did.

The French and English engineers failed on this line and now after almost a year here the French won't let us go with the American army, and we feel rather proud over it, too. We got about 400 new men to fill up the regiment and that helped us out a lot, and we were getting a lot of rest, when they gave my company a new line to handle by itself, or rather a part of the old main line that had not been used since the war began. We do not run many trains so I asked to be an operator and got it. A much nicer and cleaner job.

We run no trains at all during the day, or on clear nights, as the Germans can look right down the valley at us. So here I am an operator at the last station on the line; no, not the last one, but the last one we use, for the _____ thing runs right into Berlin. I have never been up that far yet, would like to see the place, but will wait until all the boys go; it will be more fun then.

My office is about seventy-five feet down in the ground in a bomb-proof cave, but from the holes these big ones make, do not think it would be bomb proof if one hit on top of it, and they have dropped all around it.

I have been through lots of air raids and pulled trains through shell fire a few times, but got into the worst bombardment since I have been up here that I have seen since I hit France. Last week we had one that lasted forty-eight hours and they dropped one in every three minutes at this point. The cook wouldn't go out to cook the meals, and I don't blame him, for don't think any of us would have gone out after it if he had. I have a nice room in what is left of the old stone depot here, with a good feather bed and good springs, but haven't been sleeping in it very much of late.

I don't know what you will think of this letter, but it is pretty hard to write with so many "don'ts" and I don't think I have said anything that will do any harm. Have told you all about the standard gauge road that I can so will try and say a few things about the little trench gauge road that takes stuff right up to the trenches.

It runs right up the middle of our track a few miles each way, so I have to block them, too. The track is about twelve inches wide and all in sections, so it can be taken up, put down or moved any time. The cars are just about like American cars, only a good deal smaller, but hold almost as much as the standard gauge car over here, for they are an all-steel car. The engines are little double engines with two fire boxes in the middle and a smoke stack on each end. The cab in the middle and the water

tank sets over the boiler. Have some pictures coming and will send you one. These trench gauge trains at this time are handled by the French.

I have told you about all the excitement, but it was mild to what I have seen lately. Every night the sky and country are almost as light as day, or any way a good deal brighter than the steel mills at South Chicago ever get. Think I told you who came over here a few months ago to take charge of our regiment's Y. M. C. A., any way it was none other than our old friend, R. R. Jenkins, from our Baltimore and Ohio Y. M. C. A. at Willard, Ohio, and he sure has made a big hit with the boys, for he is an all-around good fellow and then, too, he is a railroad man, an old fireman.

There are perhaps a lot of little stunts that I might tell you, but it wouldn't do now, but there is a day coming, and I don't think it very far off, when I will tell all. Well, my day's work is done, so if I can think of any more tomorrow, will jot it down.

I see by the papers that America is sending boat after boat load of food over here and I guess our regiment must get all the beans, for we have them every night for a change—big beans, little beans, red beans, brown beans, white beans, and even black ones. But we eat them all, it seems to be a part of the "bit" we are doing over here, but haven't lost a pound yet.

Frank, we have a fine bunch over here; we have a red-headed Irishman for yardmaster. He has no switchmen, does it all himself, and a cute little jackass for a switch engine. Our cook is a big Dutelman and can't be beat going to the cave when a raid is on. We also have a couple of Wops for sectionmen, and one gets ill every time one of the big ones drop close to us. There are fifteen of us in this detachment and it is funny to hear the talk at meal time of this big family.

Frank, the people over here eat snails, and think they are good. I have been invited to a big snail supper a couple of times by some French and Italian non coms, but nothing doing. Can you beat that? There is a dandy air battle going on right over us, about six or seven machines all mixed up. We are in hopes of seeing a couple of Boches come down soon, for they can't all get away and our fleet is the best by far. Gee, here comes another trench gauge, so will have to stop a few minutes.

Back again. I forgot to tell you that these little engines were built by the Baldwin Locomotive Company. I sent you an order for that smoking, but see now that you will not be able to send it even with an order, as they need all the room on the boats for food. Hope they don't use the room my package would have taken for "BEANS."

One thing I don't like about this part of the country; we have to wear these—iron hats all the time and they are heavy and make our heads ache, and we also carry our gas masks with us all the time, but don't mind that. Will close, with best wishes for yourself and all my Balti-

more and Ohio friends and tell them all to write.

HOWARD L. TIBBALS.
Company D, 13th Engineers (R'y),
A. E. F., via New York.

□ □

The following is a letter from Private M. G. Denton, brother of H. L. Denton, General Superintendent of Police of the Baltimore and Ohio Railroad. Private Denton, who is now in France with Battery F, 58th Artillery, Coast Artillery Corps, formerly was employed at Locust Point in the office of agent Moore:

We have been in this country sometime now, and during that time have seen some very strange and interesting sights; nothing like Broadway though, for the only bright light is the light of day, and after that is gone we are all asleep on our downy, soft wood floors. It is light until 9.30 o'clock and that is our bedtime.

I believe I wrote you from the first place we were, but I have forgotten whether I did or not. There we were at an old French barracks and we had some amusement every night. One night a Boston Company gave "Baby Mine" and there was an orchestra of Frenchmen who used to play for us, so the long evenings passed very well. We only stayed there a few days and everybody was glad of it, for it got very cold at night and we had only two blankets to keep us warm.

One morning they put us on a train and brought us to this place. We had a fine opportunity to see something of the country, and while the trip was long, one would have had to be blind not to enjoy it, for it is one beautiful country. We are now billeted in a little town and living right with the people, a few fellows in each house. We have a lot of fun trying to talk with them, and if it were not for our hands most of us would be gagged. They try to teach us the language, and in a couple of years I think we will be getting along very well with them.

I think we are here to stay for a long time, and some of us may stay all the time, but if we do come home we will be better fitted for life than when we went from home. Last night three other fellows and myself took a walk to a chateau away up in the hills. From appearances it had not been used for several years, but it was the most beautiful place that I have ever seen. There was a caretaker there and he permitted us to go around the place. There were all kinds of gardens and fountains about it and

a beautiful lake. The road which leads to the place is about a mile long, with maple trees evenly spaced on both sides of it, and the view is marvelous. We have got to hand it to France for that kind of stuff, but in most ways they are about one hundred years behind. For instance, most of the farm work is done by hand, and the people wear wooden shoes, but the most peculiar thing is the way they use cows to pull carts, just as we use oxen in our country.

The old U. S. A. is the only place and do not be afraid to "root" for it any time. When foreigners over there talk about their country, tell them they can go to Long Island City and live better than they ever did before they saw the Statue of Liberty.

Believe me, the Red Cross and the Y. M. C. A. do great work, for they are everywhere that the soldier is and do a lot to add to our comfort.

Your Brother,
Private M. G. DENTON.

□ □

The following letter is from Sergeant Earl McDonald of Company B, 51st Engineers, who is now in France. For eight years he was rate and billing clerk at Shenandoah Junction, West Virginia. The letter was written to Mrs. E. G. McDonald, wife of the Baltimore and Ohio agent at Duffield, West Virginia:

Mamma Dear—My stay here is proving more interesting every day and even though we cannot get out of camp, I haven't found it monotonous or time hanging heavy on my hands. Funny, isn't it, that I don't get homesick? I've surprised myself a lot, but as you already know I have been using my cure for all ills—that is, to keep extremely busy at something, not worry, and then time never hangs heavy on my hands.

Speaking of jobs, I've been censoring our mail for a day and a half now. Gosh, what a job, and we used up two blue pencils on it. Everybody writes when they arrive, and I was given the job for a while. This is only a rest camp. We will find our permanent location and go there some time soon, and they have me lined up as yardmaster. Haven't heard any guns booming yet. We are too far away for that.

This country is beautiful, and every inch is under cultivation. American people don't know what a real war garden is, and what crops I have seen look the very best. Near the front, though, I suppose it is quite different. Our camp is in the country adjacent to a city of 90,000 people. The city has been built since

the fourth century, and if I could get into it once I could spend a week there improving my knowledge of ancient history. There is a magnificent castle there that I saw coming in, but it is no doubt a factory now. The harbor brought my eyes wide open when we came in. The sight was wonderful, and to add the proper touch of beauty there was a hundred or more little sailing fishing vessels bobbing on the water with their brown sails like so many corks.

The people here don't have to speak to show their gratefulness to us, they show the gratitude in their faces. Little youngsters running along side us in our hike here begging pennies and cigarettes, old women and old men waving, as we passed a school-house everyone got up and sang "My Country, 'Tis of Thee" in French. Then just as we rounded a corner we came upon a bunch of youngsters singing, "Hail, Hail, the Gang's all Here," in as good English as one would want to hear. One sees old women, girls and boys under twenty only. Old women carry loads for miles on their backs, a load lots heavier than my pack, which gets pretty heavy at times. Young boys, eight to twelve, do men's work, so do the girls. They all look drawn and stooped from it. Old women that look to be about ninety years old, go around picking up everything they see for fuel. French soldiers from the front that are permanently disabled, and oh! lots of things. The stories I have heard back home about the inhuman treatment Germans give their enemies are nothing to what I've seen and heard, here. We have a number of U. S. soldiers here in camp, back from the front. I've talked to a lot, and with what little I've heard and seen, I do know to be a fact. No wonder these people want to fight to the bitter end. Anyone would. I'd rather die a hundred deaths than see my people at home subjected to such atrocities. I feel that I am not making any sacrifice by going into this thing. I'm being given a privilege, and a great privilege, to do my share the best I can.

But I'm only giving you the dark side. The bright side here is that everyone here smiles. The French people are wonderful. They bear whatever burden there is, orphan children, and husbandless wives all alike, they grin and bear it, and just hope for better days. They work all they can, all houses are well kept, and even though they do use every inch of ground to grow something, there is plenty of vary colored posies around their houses that brightens up things wonderfully, and you hear no grumbling from the French people. The people at home all through the United States have a lesson to learn.

I'm glad I'm here to help, mamma. Of course, I'll miss you all more than you know, but I wouldn't be satisfied back home until its all over and peace reigns. I'm feeling fine in every way. The ocean trip was beneficial. I wish I could go into details, but really there is less danger crossing the ocean than in a 500 mile train ride for troops. I'm really getting stouter and hardened up. We get equally as good food here as in the United States. The camp is as good as any in the United States and we are living in stone barracks centuries old, and have cots, have good United States meat and good white bread. Butter sells for ninety-six cents a pound, eggs eight cents each.

I almost forgot to tell you—you and everyone else in the States have heard of the French ladies' remarkable beauty, but I haven't seen any real beauty yet. Several girls and women from town have a store here in camp. I happened to buy something there the other day, and one of the girls spoke excellent English, so I go down occasionally of an evening, hang over the counter, and gas with the little French girl. She seems to be very refined and well educated, but darned if I know her name. The "Y" puts on good attractions here, too. I'll have to read this over and censor it to make sure I haven't said anything. Very best of love,

EARL.

ALWAYS THOROUGHLY IN EARNEST

WHATEVER I HAVE TRIED TO DO IN LIFE, I HAVE TRIED WITH ALL MY HEART TO DO WELL; WHATEVER I HAVE DEVOTED MYSELF TO, I HAVE DEVOTED MYSELF TO COMPLETELY; IN GREAT AIMS AND IN SMALL, I HAVE ALWAYS BEEN THOROUGHLY IN EARNEST

DICKENS

News of The Veterans' Association

The Veterans' Association of Pittsburgh held its anniversary meeting in the Odd Fellows' Hall, Hazelwood, Monday evening, July 8. The meeting was followed by an entertainment which was enjoyed by a large audience, composed mainly of Baltimore and Ohio employes and their families. The railroad orchestra furnished the music for the evening and opened the entertainment with the national anthem. President William C. Cox gave a short address and then turned the meeting over to chairman C. A. Richardson, who gave an interesting talk on the organization and its purposes, and again called on President Cox, who related several instances which occurred during his fifty-four years' service. The Baltimore and Ohio Choral Union rendered several selections.

George W. Sturmer, of Baltimore, was the next speaker. He spoke on the growth and progress of the organization, which now boasts of a big membership. Mr. Sturmer also told of his five years' service as a cadet in the Prussian army and explained the despicable militarism of Germany.

Miss Jennie Smith, the Baltimore and Ohio Evangelist, spoke of her travels over the country and recited many personal experiences. Miss Jane Lear gave a recitation and Mrs. Shaffer sang "I'm Traveling on the Hallelujah Line." Mrs. Price and Mrs. Ertzman, members of the local Red Cross, were then introduced and raffled off a cake, which netted \$45.60, the money going to the Red Cross fund. This amount was later raised \$5.00 more by the sale of ice cream which had been left over from the supply of refreshments, making the total money raised for the Red Cross \$50.60.

C. B. Gorsuch, acting superintendent of the Pittsburgh Division, was then called upon for a short address. P. J. Harrigan, of Connellsville, was the next speaker.

On July 26 the Martinsburg Association of the Baltimore and Ohio Veteran Employes held its semi-annual meeting in the Y. M. C. A.

President Z. T. Brantner presided. After the singing of several hymns, Dr. Chamberlain offered prayer, asking God's blessing on the great country of which all are a part.

President Brantner introduced George W. Sturmer as the speaker of the evening. Mr. Sturmer made a splendid patriotic address. He spoke of the great war, loyalty and efficient workers. The Baltimore and Ohio, he said, is a great and wonderful factor in aiding the country in its time of need. Mr. Sturmer's address held the attention of his audience throughout. Rev. Dr. W. F. Gruver, pastor of the First United Brethren Church, made a brief address, after which refreshments were served.

Two hundred and fifty members of the Baltimore and Ohio Veterans' Association at Pittsburgh and guests, including many women, attended the first anniversary meeting of Hazelwood. Although this association is a young one, its members are much "younger" as far as service with the Baltimore and Ohio is concerned, for each one of them must have seen at least twenty years' service on that System before being eligible to membership, but not more than two hundred have so far identified themselves with the association, which is looked after by George W. Sturmer of Baltimore, Md., attached to the general offices of the System and assigned to organizing the veterans.

There was a short business session, and for two hours there was a good time for everybody, refreshments being served. C. A. Richardson, who keeps things moving around the Water Street Terminal yards, was master of ceremonies, and there was no formal program. Mr. Richardson, by reason of his long service and wide acquaintance among the veterans, calling upon them for short talks during the evening. The principal address was made by Miss Jennie Smith, the Baltimore and Ohio evangelist. George N. Orbin, secretary of the association, also spoke. Music, both instrumental and vocal, was a feature of the evening's entertainment.



CHANGES AND PROMOTIONS

Grain Elevators

BY order of M. H. Cabill, general superintendent of the Maryland District, J. A. Peterson was named superintendent of grain elevators in Baltimore. The elevators of the Baltimore and Ohio Railroad and the Western Maryland Railway have been consolidated under the Federal administration and Mr. Peterson will have jurisdiction over millions of dollars worth of property belonging to the two railroads entering the Maryland city.

J. H. Warren was named assistant superintendent of elevators at the same time Mr. Peterson was appointed superintendent.

Maintenance of Way

Earl Stimson, who was engineer maintenance of way for the Baltimore and Ohio Railroad, has been appointed general superintendent maintenance of way and structures by R. N. Begien, assistant to Federal Manager (operating). His headquarters will be at Baltimore.

J. B. Myers has been named engineer maintenance of way of the Eastern Lines of the Baltimore and Ohio Railroad by S. Ennes, general manager. Mr. Myers will have his offices in Baltimore.

Traffic Department

Archibald Fries, traffic manager, announced the following appointments, which are now effective:

D. G. Gray to be freight traffic manager.

H. M. Matthews to be coal traffic manager.

W. B. Calloway to be passenger traffic manager.

All these officials will have their headquarters in Baltimore.

Golder Shumate, general freight agent, announced the following appointments with the approval of Mr. Gray:

W. F. Richardson, assistant general freight agent, Philadelphia, Pa. Baltimore and Ohio territory—Philadelphia, inclusive, to Bay View, exclusive.

George S. Harlan, division freight agent, Baltimore.

T. H. Fee, division freight agent, Baltimore, Baltimore and Ohio territory—Bay View, inclusive, to Martinsburg, exclusive, including Shenandoah Division. Western Maryland territory—Baltimore to Gettysburg and Union Bridge, both exclusive.

W. S. Yeats, division freight agent, Hagerstown. Baltimore and Ohio territory—Weverton, exclusive, to Hagerstown, inclusive. Western Maryland territory—Gettysburg and Union Bridge, both inclusive, to Virginia Avenue, Cumberland, exclusive, including Shippensburg. Cumberland Valley territory—all lines, excluding Winchester. Philadelphia & Reading territory—between Shippensburg and P. H. & P. Junction (Harrisburg), Carlisle and Gettysburg.

J. L. Hayes, division freight agent, Cumberland, Md. Baltimore & Ohio

territory—Martinsburg to Grafton, both exclusive. Connellsville Division, Cumberland to Hyndman, exclusive. Western Maryland territory—Virginia Avenue, Cumberland, to Frostburg, Lonaconing and West Virginia Central Junction, inclusive. Cumberland and Pennsylvania territory—all points.

H. H. Marsh, division freight agent, Grafton, W. Va. Baltimore and Ohio territory—Grafton to, but not including, Montana, Moundsville, New Martinsville, Parkersburg, Weston, Buckhannon, but including Belington.

S. J. Lamoreux, division freight agent, Charleston, W. Va. Western Maryland territory—West Virginia Central Junction, exclusive, to Belington, exclusive. Coal and Coke territory—all points except Belington. Baltimore and Ohio territory—south of McPelah Junction to Pickens and Richwood, inclusive.

W. E. Lowes, general passenger agent, with the approval of Mr. Calloway, announced the following appointments in the Passenger Department and effective after July 1:

J. P. Taggart, assistant general passenger agent, headquarters Pittsburgh, Pa. Territorial assignment: Baltimore and Ohio Railroad—west of and including Connellsville, Pa., and Grafton, W. Va. Coal and Coke Railway. Wheeling Terminal Railway. Western Maryland Railway, west of Thomas, W. Va.

J. B. Scott, eastern passenger agent, headquarters New York City. Territorial assignment: district east of Philadelphia, Pa.

R. C. Haase, district passenger agent, headquarters Philadelphia, Pa. Territorial assignment: Philadelphia, and Philadelphia Division to and including Aikin, Md.

H. H. Taggart, district passenger agent, headquarters Baltimore, Md. Territorial assignment: Baltimore and Ohio Railroad—Aikin, Md., to but not including Washington Junction and Frederick. Western Maryland Railway—Baltimore to but not including Hanover, Pa., and Thurmont, Md.

F. R. Darby, district passenger agent,

headquarters Hagerstown, Md. Territorial assignment: Baltimore and Ohio Railroad—Frederick via Washington Junction to but not including Hancock, Md.; and Harper's Ferry to Strasburg, Va. Western Maryland Railway—Hanover, Pa., and Thurmont, Md., to but not including Hancock. Cumberland Valley Railroad and branches.

W. W. Picking, district passenger agent, headquarters Cumberland, Md. Territorial assignment: Baltimore and Ohio Railroad—Hancock, Md., to Johnstown, Pa.; to but not including Connellsville, Pa.; to but not including Grafton, W. Va., and all tributary branches. Western Maryland Railway—Hancock, Md., to but not including Connellsville, Pa.; and Cumberland, Md., to Thomas, W. Va. Cumberland and Pennsylvania Railroad.

C. J. Proudfoot, district passenger agent, headquarters Grafton, W. Va. Territorial assignment: Baltimore and Ohio Railroad—Grafton, W. Va., to Clarksburg, W. Va., and lines south thereof. Coal and Coke Railway. Western Maryland Railway—Thomas to Elkins, W. Va., Belington to Huttonsville and Durbin, W. Va. Reports to assistant general passenger agent, Pittsburgh, Pa.

Charleston Division

W. Trapnell was appointed, on July 1, superintendent of the Charleston Division, with headquarters at Gassaway, W. Va.

W. Trapnell

W. Trapnell entered railroad service on the A. T. and S. F. in 1898. He came to the Baltimore and Ohio in 1901 in the Engineering Department in charge of building the third track from Rowlesburg to Rodemer. He was appointed to assistant engineer between Cumberland and Philadelphia and later to division engineer over lines between Philadelphia and Baltimore. He resigned from the Baltimore and Ohio in 1909 and built and operated the Hampshire Southern Railroad, which was taken over by the Baltimore and Ohio in 1914. He then was made assistant superintendent on the Cumberland Division and next appointed district engineer maintenance of way

of West Virginia District. Mr. Trapnell resigned this position in March, 1917, to accept the position of superintendent of the Coal and Coke Railway, in charge of operations, maintenance and purchases and held this position until the Coal and Coke was taken over by the Baltimore and Ohio. Next, he was appointed to his present position.

Office of Federal Manager

Separate annual and trip passes good over the Western Maryland Railway, Cumberland Valley Railroad and Cumberland and Pennsylvania Railroad will be issued the same as heretofore. Requests for passes over these roads other than those issued by the division officers will be handled by the Pass Bureau, Baltimore and Ohio Building, Baltimore, Md. Baltimore and Ohio passes, both annual and trip, will be valid for passage over the Charleston Division, formerly known as the Coal and Coke Railway. Annual passes good over the Western Lines will be valid for passage over the New Castle and Cleveland Divisions. Annual passes good over the Eastern Lines will remain good for transportation over the New Castle and Cleveland Divisions of the Western Lines. Card and trip passes issued over the fac-simile signatures of either of the Federal Managers will be good over the Baltimore and Ohio System.

The Wheeling Terminal Railway, Martins Ferry, Ohio, to Bellaire Bridge, W. Va., and branches, will be operated as a part of the Wheeling Division, and the officers and employes will report to the superintendent of the Baltimore and Ohio Railroad at Wheeling, W. Va.

Effective August 1, W. A. Shropshire was appointed division freight agent at Hagerstown, Md. (temporary headquarters, Chambersburg, Pa.), in place of W. S. Yeatts, who has been transferred to Regional Director's office, United States Railroad Administration, Philadelphia, Pa.

J. J. Swartzback has been appointed assistant superintendent, Baltimore Division, with headquarters at Baltimore, Md.

Western Lines

Engineers' Department

With the approval of C. W. Galloway, Federal Manager of the Western Lines, L. G. Curtis, chief engineer, announces the following appointments, with headquarters in Cincinnati:

A. H. Griffith, engineer of construction.

A. B. Scowden, engineer of bridges.

L. P. Kimball, engineer of buildings.

E. T. Ambach, engineer of signals.

E. Southerington, chief draughtsman.

Toledo Division

J. W. Kelley, Jr., has been appointed assistant superintendent, Toledo Division, vice E. J. Correll, transferred.

E. J. Correll is appointed division engineer, Toledo Division, vice F. J. Parrish, assigned to other duties.

Effective July 1 the Dayton and Union Railroad is operated as a part of the Toledo Division of the Baltimore and Ohio Railroad. Officers and employes must report to superintendent at Dayton, Ohio.

New Castle Division

M. A. Gleeson has been appointed master mechanic, New Castle Division, vice A. H. Hodges, transferred.

L. W. Strayer has been appointed division engineer, New Castle Division, vice D. W. Cronin, deceased.

Indiana Division

J. E. Hudson has been appointed relief agent, headquarters North Vernon, Indiana.

B. H. Fennimore was appointed agent at North Bend, Ohio, vice W. W. Breeden, transferred.

General superintendent F. B. Mitchell has announced that the Cincinnati terminals will embrace the territory between Oakley and Sedamsville, inclusive, on the Indiana Division, and Cincinnati and Glendale, inclusive, on the Toledo Division. J. H. Meyers has been appointed superintendent of terminals with office at Cincinnati, Ohio.

C. J. Cleary has been appointed trainmaster, with office at Cincinnati, Ohio.

A. P. Berg has been appointed road foreman of engines, Pittsburgh terminals, with headquarters at Pittsburgh, Pa., vice E. J. Langhurst, resigned.

A. H. Hodges has been appointed division master mechanic, with head-

quarters at Glenwood, Pa., vice A. L. Brown, resigned.

J. E. McAvoy has been appointed road foreman of engines, with headquarters at Foxburg, Pa., vice D. B. Fawcett, transferred.

□ □ □

Lieutenant Frederick W. Forshey Has Gained the Title of Sea-Pilot Because of Ducking

LIEUTENANT FREDERICK W. FORSHEY, former soliciting agent under Edward Hart, Jr., W. F. G. A. at St. Louis, Mo., is valiantly preparing to attack the German airmen and a little ducking he got a short time ago when flying over the Gulf of Mexico gives him more courage than ever. The accompanying photograph shows Lieutenant Forshey's machine just after it had been swept up to the beach and he declares that he was not intimidated by the accident which plunged himself and his companion into the water.

When Lieutenant Forshey was furloughed for military duty, he entered the Signal Corps Aviation School and was assigned to Ellington Field, Houston, Texas. He tackled his new job with that same vim that made him a valuable railroad man. Nothing daunted him. He soon learned all the fancy airspins and won commendation for his daring in the regions closer to the clouds than are we here on earth.

There's one thing that grieves him, though, and that is that he has been given the title of "Sea-Pilot." No aviator likes that title, but the other aviators confer it upon him when he takes an unwilling dive into the waters beneath him. From the photograph it can be seen that Lieutenant Forshey and his companions are making every effort to extricate him and the machine from the embarrassing position into which they have gotten.

In describing the fall, Lieutenant Forshey wrote as follows to Mr. Hart:

"*Dear Mr. Hart:* I am enclosing some pictures taken a few minutes after I had the misfortune to fall in the Gulf of Mexico at Galveston at 5 p. m., May 6. Lieutenant Nordeen and I were in the vicinity of that city when it became necessary to land. He made a fine landing on the east beach and in taking off we got into the trouble. A bad patch, or pocket, of air confronted us just as we left mother earth and after getting out about fifty feet over the water, the trim little ship just toppled over on her side, slipped into a semi-nose dive and we struck the water just where it was uncomfortably deep.

"These big Curtis planes, however, will float for six hours, so we were comparatively safe, as the tide came along about that time and washed us up on the beach. It was a very narrow escape, and I don't want another. We are now nick-named at the field 'Sea-Pilots.' We don't like the name, but it's the price you have to pay for getting into such a mix-up. The airship was little damaged, thank goodness, and we were both unhurt, although pretty well shaken up and a bit scared.

"Trusting the pictures interest you and that you will find a little time to drop me a line telling me what is going on at the office, I remain,

"Your friend,
FRED FORSHEY."

United States Needs Nurses at Once

The announcement of the campaign to enroll 25,000 young women in the United States Student Nurse Reserve, made by the office of the Surgeon General, the United States Public Health Service, the American Red Cross, and the Council of National Defense, has met with enthusiasm throughout the country.

Although this drive, under the direction of the Woman's Committee, Council of National Defense, did not begin until July 29, the state chairmen of the Women's Committee have made thorough plans for securing their full state quotas.

A letter received at the headquarters of the Woman's Committee in Washington from the Massachusetts chairman says: "I feel that we have the matter already in hand, a reserve list of several hundred pupils to start with." Indiana reports: "We have worked out a very thorough campaign and are prepared to start the enrollment promptly." The Georgia chairman writes: "The interest in this state is apparent from letters already received," and from Maine comes the following: "There is much interest in the matter. It shows that it is one of the things needed at this time." The chairman of the Connecticut division expresses the enthusiasm of the women of her state: "We will need large supplies of cards and registration blanks." The Mississippi chairman states: "I will take charge of the recruiting personally, and have made plans for the campaign."

The Missouri chairman urges her local units to secure not less than twenty-five per cent. of the enrollment in excess of the Missouri quota, and in Nebraska the state chairman says she has

already personally seen scores of candidates and is sure of the success of the drive in her state.

The Surgeon General's Office, War Department, authorizes the following concerning the Army School of Nursing:

Requirements for Admission

Age.—Applicants must be women from 21 to 35 years of age (unmarried).

Education.—Applicants must have had high-school education or its equivalent.

Length of course.—Three years. Credit up to nine months will be allowed college women having had prescribed sciences.

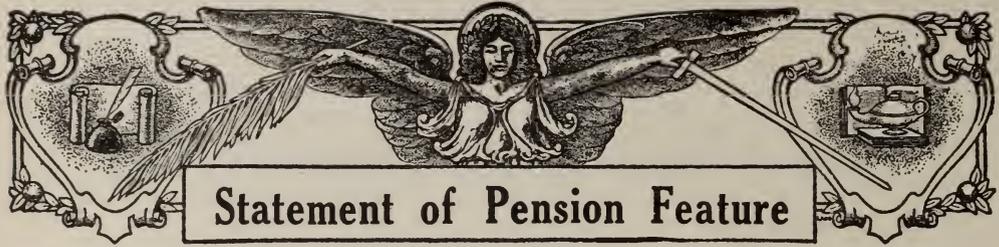
Curriculum.—Training in medical and surgical nursing, including the nursing of patients with mental and communicable diseases, will be given in the military hospitals. Training in gynecology, obstetrics, pediatrics, and public-health nursing will be given in affiliated civil hospitals.

Vacations.—One month out of each year in the school.

Result.—The best nursing care for our soldiers. The best training for our patriotic young women. Eligibility for membership in the Army Nurse Corps as vacancies arise. For membership in the American Nurses' Association, National Organization for Public Health Nursing, and Red Cross Nursing Service. Eligibility for registration in any state, except that those students to whom credit for collegiate work shall have been given will not be eligible for registration in those states requiring the full three years' course in a hospital.

Apply to the Army School of Nursing, Surgeon General's Office, Washington, D. C.

Give up your luxuries that the Kaiser may be made
to give up his ambitions



Statement of Pension Feature

Employees who have been honorably retired during the month of July, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Fenton, John T.....	Material Distributer.	Stores.....	Ohio.....	35
Metzger, Bartholomew.....	Yard Clerk.....	C. T.....	Baltimore.....	44
Smith, William M.....	Crossing Watchman.	C. T.....	Cumberland.....	44

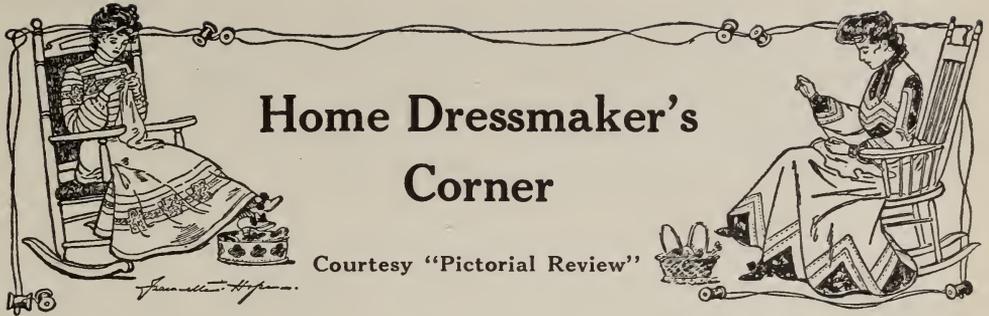
The payments to pensioned employes constitute a special roll, contributed by the Company.

During the calendar year of 1917 over \$312,000 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, have amounted to \$3,428,680.55.

The following employes, after serving the Company faithfully, have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Brant, Edwin C.....	Machinist.....	M. P. . .	Ohio.....	June 27, 1918..	45
Sehl, Jacob.....	Truckman.....	C. T. . .	Philadelphia...	June 29, 1918..	30
Naggs, Joseph O.....	Fireman.....	C. T. . .	Cumberland...	July 1, 1918..	23
Shannon, Michael.....	Foreman.....	M. of W.	Connellsville..	July 11, 1918..	24
Watson, George W....	Watchman.....	C. T. . .	Wheeling.....	June 5, 1918..	20



Home Dressmaker's Corner

Courtesy "Pictorial Review"

A Modish Waist With Tucked Front

SINCE cotton materials are so expensive, silk is being used more extensively in the development of separate waists. A smart model for a separate waist is pictured here, the high turn-down collar being an

attractive feature. The front of the waist is tucked, the back extending over the shoulders to form a yoke effect. Deep cuffs, with turn-overs, finish the one-piece sleeves. In medium size the waist requires $3\frac{1}{8}$ yards 36-inch material.

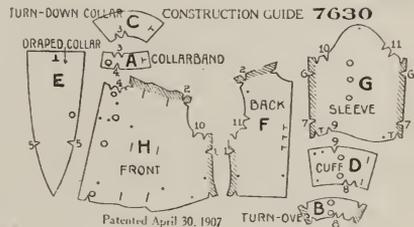
Before trying to make the waist, look over the construction guide thoroughly. Then take the front and turn hem in front at notches. Form tucks in front creasing on lines of slot perforations and stitch 1 inch from folded edges. Close under-arm and shoulder seams as notched.

Now, face the collar and sew to collarband as notched. Face collarband and



7630

A smart model for a simple waist which can have the neck finished with a high turn-down, or a draped collar. The front is laid in inch-wide tucks.



sew to neck edge as notched with center-fronts and center-backs even. Large "O" perforation in collarband indicates center-front.

To make the sleeve, first close seam as notched, then gather lower edge of cuff under on slot perforations, lap to small "o" perforations and finish for closing; stitch upper edge to position. Sew turn-over to cuff as notched. Sew cuff to

sleeve as notched with small "o" perforation in cuff at seam of sleeve and bring the small "o" perforation at lower edge of sleeve to the opening in cuff. Sew sleeve in armhole with notches and small "o" perforations, even easing in any fullness between notches. Hold the sleeve toward you when basting it in the armhole.

This model is also very pretty with the neck cut in V-shape, finished with a draped collar.

Pictorial Review WAIST No. 7630. Sizes, 34 to 44 inches bust. Price, 20 cents.

Pictorial Review patterns on sale by local agents.



The Needleworker's Corner

Towels for Use in Guest Room in Cross Stitch and Other Embroidery

By Katherine Mutterer

Courtesy "Pictorial Review"

OF towels it is impossible to have too many. Three pretty ones are shown here, all of the designs being suitable to development in the usual embroidery stitches that almost every woman knows how to make these days. Cross-stitch lends itself to so many dainty color blendings that the first towel illustrated is sure to be favored. Then the design is simple and can be done very quickly. A clever idea is to have the cross-stitching done in colored cotton, carrying out the decorative scheme of the room in which the towel is used. Cross-stitch towels are much in vogue just now for guest chambers.

The second towel is embroidered in a design planned to include a monogram or single letter, if desired. The work is done in eyelet and raised satin stitch, while the edge is finished with a fancy scallop embroidered in buttonhole stitch. Huckaback, or one of the linen substitutes

used now that real linen is so scarce, is recommended for towels.

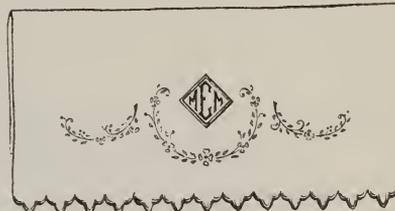
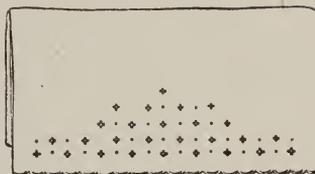
Baskets, vases, etc., are always a charming decoration for guest towels and very reminiscent of all manner of quaint and charming old-fashioned house furnishings. A prim little horn of plenty frilled with tiny flowers worked in French knots and raised satin stitch never fails to add to the attractiveness of a room. If desired the flower petals could be worked in blue cotton. One French knot, made of one thread of yellow and one of black, used together, could form the center of each flower.

It is not a bit too early to begin talking about the holidays, and because everyone is economizing and helping in the essential work of winning the war, personal gifts are to be on a more practical scale than ever. Nothing is more appropriate than towels for presents, at any time of the year or upon any occasion; hence

simple, effective designs are in greater demand than ever.

Pictorial Review EMBROIDERY No. 12131. Transfer, blue, containing three different guest towels. Price, 15 cents.

Pictorial Review patterns on sale by local agents.



THREE OF THE PRETTIEST OF TOWELS. PATTERN No. 12131

Charming Silks and Crepes will be Made Up in Simplest Form for Fall Dresses

By Maude Hall

THE chronicler of the doings of Dame Fashion must be a privileged character, for it is only by special favor that one is able to penetrate the great defenses of secrecy with which famous designers surround their creations for an advancing season. To have their ideas discounted before they are expressed in actual models is something against which the makers of fashion must protect themselves, for in the world of dress as in the world of finance, ideas are money.

It is no violation of confidence, however, to say that simplicity will be the keynote of the coming season's styles, for eternal simplicity is the price of unquestioned smartness. Many of the frocks for early fall wear will be a surprise because of their material, for more than ever will the absence of wool be noted. Pure woolen fabrics are going to demand prices that are beyond the average pocket book.

In their place will be substituted charming silks and crepes, to say nothing of satins of sufficient weight to make them appropriate for wear very late in the autumn. Later the question of real winter materials will be solved, but there are many details yet under consideration.

Well-dressed women are sure to like the new georgette satins. They may be used in the development of one-piece dresses for all-day wear and semi-tailleurs. They are heavy but soft and are guaranteed not to roughen under continued usage. Quite a pretty model in Marne gray georgette satin is made in overdress effect. The foundation is of satin figured taffeta, made with a plain skirt and waist. The overdress closes on the left shoulder and has large armholes, the deep girderle being slipped under the back gore, leaving a panel effect. Fancy buttons trim the inserted pockets and the square neck has a collar of self-material.



1—U. S. TRANSPORTS AT SEA. 2—WORKING 42ND DIVISION WAR GARDEN IN FRANCE. 3—SCENE IN
5—YANKEES ACTUALLY GOING OVER THE TOP TO MEET THE HUNS. 6—THE CAMP BARBERS "OVER THE



3—CROSS RECREATION TENT IN FRANCE. 4—AMERICAN MACHINE GUNNER FIRING ON GERMANS.
7—TIME FOR "EATS." 8—LOADING SUPPLIES FOR TROOPS AND ANIMALS VERY NEAR THE FRONT.



Baltimore and Ohio Employees Magazine

WILLIAM F. BRADEN, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Are You Firing A Shell?

FEDERAL Manager A. W. Thompson announces in a circular, printed on another page, that for every five scoops of coal saved a shell can be landed in the German ranks. He points out that it is necessary to save coal every day in the year. It is vital war work, he points out, and Mr. Thompson figures it out to dollars and cents as compared with the costs of shells to defeat the enemy of the world.

What Baltimore and Ohio Railroad man would not be willing to make a supreme sacrifice of his life to drop a bomb into the Hun ranks? This opportunity is now knocking at our door. Coal conservation is the opportunity. Just think for a moment. A scoop of coal saved means that four pounds of finished steel is produced; four pounds of ship plate; four pounds of gun steel; four pounds of shell steel. Five scoops of coal will make a three-inch shell, and land it in the ranks of the common enemy. Waste five scoops of coal and we take a shell away from our brave Baltimore and Ohio lads who are "over there" waiting for us to hand them a shell to send on towards Berlin.

We all have longed for an opportunity to participate actively in the greatest drama of the ages. We at home have comforted ourselves with the fact that we are too old, or too young, or physically

unable to shoulder a rifle and face the German armies. We boast of what we would do were we on the firing line. We condemn to the bottomless pit of hell the Hohenzollerns and the Hapsburgs. Here's the opportunity to carry our boast into effect. Save coal today. Save coal every day. Save coal all day. Send a shell from your coal pile right into the midst of the German army. Back up the man who is backing up Uncle Sam by backing up his guns.

Send It to the Boys

WHEN you finish with this number of the MAGAZINE, and, in fact, all other numbers, place it in envelope and mail it to one of the men from your office, department or section of the road who is serving in the uniform of Uncle Sam. Put this obligation upon yourself to send each month the MAGAZINE to one who, in the lonesome hours of camp life, will find in these pages much solace and enjoyment, reading of the men and women formerly his co-workers in the Baltimore and Ohio service. It means only a material expenditure of three cents and a few moments of labor, but consider the returns in joy and comfort to the foot-weary boy fighting for us over there or training in some cantonment over here.

A Lesson From the Front

THERE'S a convincing lesson for self-sacrifice in the interesting letter from "over there" printed on another page and written by Mr. Howard L. Tibbals, a former engineer on the Chicago Division. He tells of the troublesome little locomotives that he and the other engineers and firemen are called upon to manage in keeping the boys in the trenches supplied with ammunition. After a vivid description of this toy railroad, he says: "We worked day and night trying to keep the game rolling; and did."

Mr. Tibbals is not loath to tackle a job, when necessity demands and so much is at stake, at any hour of the night or day. And he gets only \$33.00 a month, with no allowance for overtime, either. He has come to the realization that the soldiers facing the Hun shrapnel, gas bombs and machine gun bullets must be kept supplied with ammunition, whether he gets any rest or not. Every time he goes out with his little train he is expecting that it will be his last trip if some well-directed German shell finds its mark. That's real sacrifice.

What are we at home doing to back men like Mr. Tibbals? Are we making equal sacrifices and are we behind Uncle Sam right here in the United States? To win a war these days it is necessary to get behind the man behind the gun with every ounce of energy and we must not allow material chimeras to becloud our goal posts of loyalty. The huge railroad "game" in this country must be "kept rolling" in order that fellow-

soldiers of Mr. Tibbals' stripe may have things just a little easier. They are our representatives on the frontier of freedom. You and I cannot go for some reason or other to the fields of France, but our work is cut out for us here at home.

□ □

Real Saving



It is a certainty that every man and woman in the employ of the Baltimore and Ohio Railroad is making some sacrifice to win the war. The ever-recurring slogan urged by our Government is: "Save!"

We are all imbued with the spirit of saving. But there's one thing we must not forget. Save Yourself—from accident. Many of us at the departure of some loved one for the front line of liberty have offered the warning: "Good luck; but take care of yourself!" Are we at home following the advice we so sincerely give others?

Are You a Friend of the Hun ?

Every fire loss on the Baltimore and Ohio lines is a gain to the Kaiser and his hordes.

Our road is a vital link in Uncle Sam's chain of auxiliaries, who are helping to win the war.

A building burned will, through loss of records, machinery or other facilities, retard our progress and reduce our efficiency.

REMEMBER President Wilson's statement, "Preventable fire is worse than a private misfortune. It is a public dereliction."

Don't be an ally of the Kaiser. Help to prevent fire on our lines. WRITE US! We will tell you how.

OFFICE GENERAL SUPERINTENDENT POLICE
FIRE PREVENTION BUREAU



Safety First Roll of Honor

Baltimore Division

W. R. Moeller, signal maintainer at Halethorpe, Md., while extra east, engine 4501, was passing, noticed front truck on car coming down. He notified conductor and train was stopped at Lansdowne. It was necessary for relief train to be called to repair the truck. He has been commended.

On May 1, while advance section of train No. 13 was passing tower at Barnesville, Md., operator E. E. Bowers notified Dickerson to stop the train at that point, where an examination developed a steel truck dragging on an express car. In view of operator Bowers' close observance a commendatory entry has been placed on his service record.

Philadelphia Division

On July 12, extra east, engine 4123, while passing Clayton Tower was observed by section foreman A. J. Budnick and signal foreman T. L. Sullivan. Iron door was broken and dragging on rail. The men signaled the crew to stop, and the door was removed. Budnick and Sullivan were commended for their vigilance.

On July 14 car inspector William M. Wisely discovered defective equipment on extra west 4143 as it was passing Kiamensi, Del. The train was stopped and the car was set off at Harmony, no doubt preventing a bad tie up.

As extra 4275 east was passing Bradshaw, car inspector C. E. Dougherty noticed a car in head of train having a broken wheel. He flagged train and also flagged a troop train which was following.

Cumberland Division

At 6.06 a. m., June 27, while extra 4864 west was passing Martinsburg, operator J. L. Schroder noted wheels sliding under car. He informed dispatcher, who had examination made at West Cumbo and brakes released.

As extra 4834 west passed Green Spring at 5.15 a. m. June 30, operator J. D. Rockwell, observed hot car box middle of train. Due to fog prevailing and feeling that it was not observed by crew, he notified conductor as caboose passed. Box was given attention west of tower.

July 9, while extra 4836 west was passing Harper's Ferry, operator C. E. Marlatt noted something unusual about car in train. He notified the crew, who corrected the trouble.

As extra 4152 west passed Hobbs at 6.30 p. m. July 29, operator Q. Hobbs noted defective equipment on car and notified crew on caboose, who stopped at Kearneysville and made repairs.

Wheeling Division

On June 2 at 3.30 a. m. operator W. S. Dunn discovered defective equipment on car extra 2668 while passing J Tower, Bellaire, Ohio. Mr. Dunn took necessary action to prevent accident and commendation mark has been placed upon his record.

On June 19 operator C. A. Shivlin, at Bridgeport, Ohio, discovered two defective caps in train of extra east, engines 2885 and 2615. A letter of thanks was sent to Mr. Shivlin by superintendent Smith and a commendation mark has been placed on his record.

Brakeman C. A. Lester, on July 9, about 12.35 p. m., discovered N. Y. C. car 327155 off center of train, extra 2524, while heading in siding at Maynard. Brakeman Lester was working on the local at that point and he made report of this and car was recentered. For his close observance a commendation mark has been placed on his record.

Ohio River Division

On July 7 conductor W. N. Jeffrey, in charge of train No. 1-81, discovered broken arch bar on a car, which was set out at Uhrichsville. He has been commended by the superintendent.

On July 8 Mrs. Mae Peterman, assistant agent at Brooklyn, Ohio, discovered broken rail at east end of track 28, about three car lengths from east end of passing track switch, and immediately notified sectionmen, who had necessary repairs made. She has been commended.

On July 11 Miss Grace Vaughn, caretaker at Vaughn station, discovered fire in wheat field near the station, started by sparks from an engine, and extinguished the blaze, thereby saving considerable loss of wheat, which is so badly needed at this time. She has been commended.

On July 6 conductor E. G. Manson, in charge of train No. 2-82, engine 4246, while pulling through eastbound siding at Sterling, discovered a box car on east end of thirty-car track at Sterling on fire. He extinguished the blaze. He has been commended.

On July 31 conductor F. Dernier, returning home to Grafton from Lorain on motor car, while waiting at Patterson siding for extra 4246 west to pass, noticed very bad joint in track. After train had passed, examined joint and finding both splice bars broken and spikes loose, immediately notified sectionmen, who had necessary repairs made.

Also after discovering the above proceeded to Grafton and when stopping to enter wye found wye switch gapping open about two inches with a brake shoe wedged between the joint and rail. With the assistance of agent at Grafton he removed brake shoe. He has been written a letter of commendation by the superintendent.

On June 20 the following employes, W. N. Jeffrey, conductor; J. E. Buckley, brakeman; H. C. Grimes, brakeman; J. Weins, engineer; G. A. Guthrie, fireman, in charge of train with engine 4190 out of Willard, Ohio, while passing Lorain, Ashland and Southern Railway overhead trestle at Nova, Ohio, noticed same afire, stopped and put fire out. By doing this they not only saved trestle from serious damage, but at the same time prevented rails, ties, etc., dropping down on our tracks and obstructing traffic.

They have been written letter of commendation by the superintendent and also commended by Mr. W. D. Holliday, superintendent Lorain, Ashland and Southern Railway, for their interest and action taken in this instance.

Connellsville Division

On July 24 G. A. Mayfield, third trick operator at Oriental, while walking home from Leith found a piece of wood and part of brake shoe head fastened in switch leading to the glass house track at Leith, near Uniontown, Pa., causing switch point to stand open about half an inch. Mr. Mayfield notified the proper authority and had the obstruction removed and switch spiked over. Mr. Mayfield has been commended.

Pittsburgh Division

On June 12 conductor W. C. Jones and engineer H. J. Brown, with engine 2649, discovered, while using head of switch at Reduction, Pa., that the switch had dropped open about an inch. He flagged No. 7 until they had the switch spiked.

On June 5 engineer C. A. Reamer noticed the bridge just west of Evans City had been on fire and the rails were still hot. He notified dispatcher to have all eastbound trains stopped.

Engineer C. E. Edinire noticed defective equipment on engine 2037 of train No. 48, July 10, and caused the train to be stopped after it started to pull out from the station at Millvale, Pa. While at Millvale station, when extra 2535 west pulled out, he observed a broken arch bar on the fifth car from the engine and caused this train to be stopped and car set off. Mr. Edinire was commended and notified that "services of this character are very highly appreciated."

Glenwood Shops

Foreman Callahan should be commended for discovering trouble on engine 4196 while in back shops. The engine was in the shop for running repairs and while taking out striking points, he discovered a piston loose, which he had taken down.

Machinist Collett, of the roundhouse, should be commended for discovering loose axle on engine 2146.

Machinist P. W. Murphy, while passing through the yard, discovered a switch lever in upright position. He threw it into position.

New Castle Division

On July 18 William Salmon, fireman at Akron Junction, returning from assisting an eastbound freight, noticed defective rail at crossing at

bridge east of BD Tower. He reported the matter and rail was repaired by sectionmen.

On July 20 operator McLaughlin, BD Tower, on his way to work discovered defective rail east of BD Tower. He notified proper officials and repairs were made.

On the afternoon of July 18, B. W. Kile, at East Claridon, Ohio, discovered bridge 332-A on fire. He extinguished the blaze and reported it. This fire occurred after the sectionmen had quit work for the day. A letter of thanks was sent to Mr. Kile by the superintendent.

Flagman C. G. Weeks, extra 4315 west, June 18, found a guard rail torn out at Hennings Lumber Company's switch east of BD Tower, Akron Junction. He reported to the proper officials.

As extra 4242 east passed AY Tower, engineer F. H. Willard of pusher engine, on his way to work, discovered a brake beam down and notified the operator at BD. The train was stopped at XN and repairs made. On extra No. 4038 east, Mr. Willard noticed a car door partly open, from which small pieces of lumber were falling. He notified the proper officials.

C. L. Welty, engineer on No. 16, made a quick stop at Kent Ravenna road crossing, just east of Kent, when an automobile stalled upon the east main track. His quick action probably prevented loss of life or damage to the automobile.

While inspecting train of extra west 4034 July 6 passing BD Tower, H. D. Lloyd found a brake beam down and adjusted same.

On June 24, while extra 4211 east was passing Nova, Ohio, operator J. J. Dieter noticed a car leaning very badly and notified D. T. Lloyd, who inspected the car and found both bearings on one side gone. The car was sidetracked at Nova, and officials notified.

Chicago Division

W. A. Rhincholt, operator, Kimmell, Ind., has been commended for discovering fire in a car which was set off at his station and taking action to extinguish the blaze.

A. Quince, switch tender, Garrett, Ind., discovered defective wheel on car handled in extra

east, engine 4219, while pulling out of Garrett yard June 14, and took proper action to have car set out of train.

Clyde Bauers, section foreman, Wellsboro, Ind., has been commended for assisting in cooling hot box on passenger train No. 15, June 15. Mr. Bauers assisted in renewing brass and carrying water to cool journal.

On July 2 operator J. B. Hays, when reporting for duty at Wolf Lake, discovered car door on westbound main track and removed it.

H. E. Ringle, night clerk, Tiffin, Ohio, discovered defective equipment on a train while passing Tiffin, and immediately took action to have train stopped and defect remedied. He has been commended.

Brakeman W. S. Hull discovered defective equipment in extra east, engine 4266, Syracuse, June 6, and took immediate steps to have car set out of train. He has been commended.

Indiana Division

On June 19 H. F. Cass, operator at Dillsboro, discovered defective equipment on car in extra 2620 west, while train was passing his office. He attempted to stop the train but was unsuccessful and notified dispatcher and train crew at Cold Springs and necessary repairs were made.

On June 20 operator Vawter, Delhi, Ohio, discovered defective equipment on car in No. 94's train, being operated as extra 2546, while train was passing his office. He signalled conductor Fox and train was stopped and repairs made.

Illinois Division

On July 12, about 5.30 p. m., crew of engine 1569, working in Cone yard, observed a car on fire in Terminal Conlogue Yard. They immediately went to the scene and made a cut between the burning car and the one next to it, saving cars that might have been burning before a terminal engine could have arrived. Commendatory notations have been made on the records of foreman G. W. Hunt, engineer I. N. Bostwick and switchmen W. H. Fitzgerald and G. H. Cox for their action in this matter. Foreman Hunt made the cut while the terminal crew, who arrived and made the cut at the other end of the burning car, left another car to be burned. This car was later chained up and pulled away from the burning car.

Baseball Activities Among Employes

Mt. Clare vs. Staten Island

Holding the Staten Island team to six hits and two runs, the Mt. Clare baseball team collected twelve hits and nine runs when they met August 3. Andrews pitched a steady game for the winners and kept the hits garnered off his delivery well scattered. In the first two innings of play Mt. Clare put the game on ice, then came back in the eighth and counted four more times. Maul, Boland, Andrews and F. Smith did most of the slugging. Score:

Mt. CLARE	AB	R	BH	PO	A	E
Gribbin, 3b.....	4	2	2	1	2	1
Apple, 1b.....	5	1	2	13	0	0
Caulder, ss.....	4	1	1	1	3	1
Maul, cf.....	4	1	1	1	0	0
Boland, 2b.....	4	1	3	1	6	0
Eisenacher, rf.....	2	0	0	1	0	0
Bloomfield, rf.....	1	0	0	0	0	0
Eyerly, lf.....	4	1	1	1	1	0
Mahaney, c.....	4	0	0	6	0	0
Andrews, p.....	4	2	2	2	2	0
Totals.....	36	9	12	27	14	2

NEW YORK	AB	R	BH	PO	A	E
Hall, rf.....	4	0	0	2	0	0
McCafferty, ss.....	4	0	1	1	2	1
F. Smith, 2b.....	4	1	1	0	4	0
Lyman, 1b.....	4	1	1	12	0	0
B. Smith, c.....	4	0	0	5	1	0
Dolan, cf.....	3	0	1	2	0	0
Dougherty, 3b.....	4	0	2	1	3	0
Hendrickson, lf.....	3	0	0	0	0	0
Canlon, p.....	2	0	0	1	2	0
Totals.....	32	2	6	24	12	1

Mt. Clare.....	2	2	0	0	0	1	4	x-9
Staten Island.....	0	1	0	0	1	0	0	0-2

Two-base hits—Maul, Boland (2), Andrews, F. Smith. Stolen bases—Gribbin, Boland, Apple, Caulder. Double plays—Eyerly to Mahaney. Base on balls—off Andrews, 9; off Canlon, 2. Struck out—by Andrews, 5; by Canlon, 5. Umpires—Wortman and Grimm.

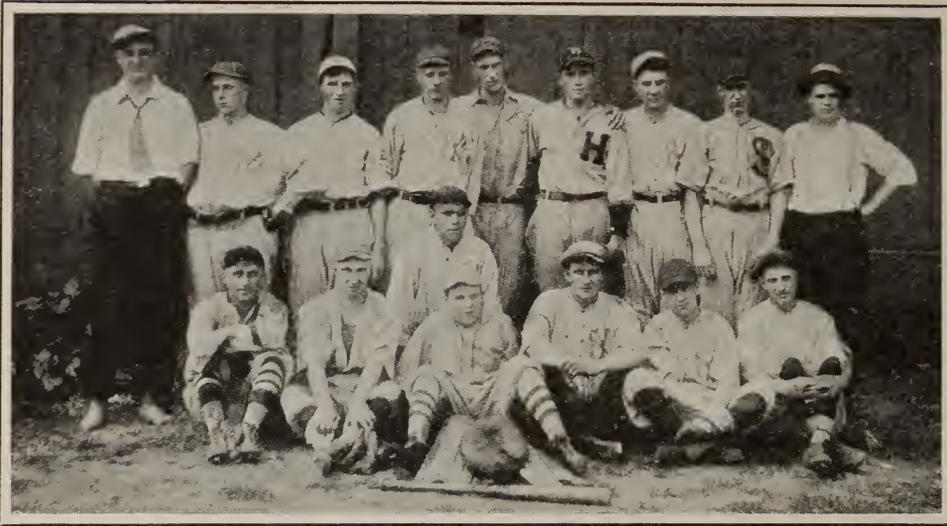
Baltimore vs. Mt. Clare

The Mt. Clare championship team, under the able guidance of T. E. Beck, manager, nosed out the Baltimore Division team in a nip-and-tuck contest in Baltimore, the former securing five runs to the loser's four. It was the most interesting game played at the Westport grounds this season and it was not until the eighth inning that Mt. Clare could put the run over that copped the bacon. Schauffle, who relieved Evans, pitched airtight ball and had his rivals at his mercy throughout the contest. He allowed only two hits while he was on the mound. Caulder, Evans and Maul were the leaders with the bat. The winners, who are the champions of the Eastern Lines, are preparing for further conquests and trophies. Score:

Mt. CLARE	AB	R	BH	PO	A	E
Gribbin, 3b.....	4	0	1	2	3	1
Eyerly, rf.....	3	0	1	1	0	0
Dee, rf.....	2	0	0	0	0	0
Caulder, ss.....	4	1	2	2	3	0
Maul, cf.....	4	0	1	1	0	0
Apple, 1b.....	4	0	0	9	0	0
Schauffle, p.....	3	1	1	0	2	0
Boland, 2b.....	3	1	1	1	4	0
Mahaney, c.....	3	2	2	8	1	0
Evans, lf and p.....	3	0	2	3	1	0
Totals.....	33	5	11	27	14	1

BALTIMORE DIVISION	AB	R	BH	PO	A	E
Martin, 3b.....	3	1	0	1	2	1
Staylor, c.....	4	1	2	12	2	0
Moxley, ss.....	3	1	1	1	2	0
Pace, lf.....	4	1	1	3	0	0
Burke, 1b.....	4	0	2	7	1	1
Ruhl, 2b.....	3	0	0	0	2	0
Lapp, cf.....	3	0	0	0	0	0
Bennett, rf.....	3	0	0	0	0	0
McGovern, p.....	3	0	0	0	2	0
Totals.....	30	4	6	24	11	2

Mt. Clare.....	1	3	0	0	0	0	1	x-5
Baltimore Division.....	3	0	1	0	0	0	0	0-4



GLENWOOD BASEBALL TEAM THAT MADE A RECORD

Left to right: Top row, GLEASMAN, Umpire; REYNOLDS, SHROPE, WHITE, QUILLON, MATHOS, FRIEL, VOLTZ and RUSH, Manager. Sitting, NOHILLA, O'MALLEY, GIBBERT, HUDSON, MEEHAN, SEENEY, Captain; "Joe" CUNNIFF, Mascot.

Two-base hits—Maul, Burke. Stolen bases—Caulder. Double plays—Caulder to Apple; Evans to Boland. Left on bases—Mt. Clare, 9; Baltimore Division, 4. Base on balls—off Schauffle, 3; off McGovern, 4. Struck out—by Schauffle, 2; by McGovern, 12. Umpire—Hooligan.

Baltimore and Ohio Building vs. Staten Island

The game on July 27 between the Baltimore and Ohio Central Building team, of Baltimore, and the Staten Island nine, ended in a wrangle at Alaska Park, Staten Island. The umpire forfeited the game to Staten Island in the eighth inning with the score tied, 1 to 1. The argument arose over a decision at first base and the Baltimoreans refused to continue play. There is some excuse for the tense feeling of the players, for the game was a tight one throughout, but wiser heads should have prevailed and insisted that the game be continued, for these days there is only one place for field battles, and that's "over there." The game was marked by fast fielding on both sides, the opposing pitcher received good support. Canlon was very effective in the pinches and the Baltimore players could do nothing with his slants. The feature play of the game was made by Hendrickson, he taking a catch off the left field bleacher fence with one hand. Not an error was made by the Staten Island infield, McCaf-

ferty and Frank Smith accepting difficult chances at short and second, respectively. Score:

STATEN ISLAND		AB	R	BH	PO	A	E
E. Dolan, 3b.....	3	0	0	1	2	0	0
Blauth, rf.....	3	0	1	0	0	1	0
McCafferty, ss.....	3	0	1	3	6	0	0
Doughtery, cf.....	3	0	0	0	0	1	0
F. Smith, 2b.....	3	0	1	0	5	0	0
Hendrickson, lf.....	3	1	1	1	1	1	0
F. Dolan, 1b.....	2	0	1	14	0	0	0
B. Smith, c.....	3	0	0	5	2	0	0
Canlon, p.....	3	0	1	0	2	0	0
De La Pena.....	0	0	0	0	0	0	0

Totals..... 26 1 6 24 18 2

BALTIMORE		AB	R	BH	PO	A	E
Sternor, ss.....	4	0	1	1	4	1	0
Wheeler, 3b.....	4	0	1	2	2	0	0
Scharf, lf.....	4	1	1	0	0	0	0
Bradley, cf.....	3	0	0	1	0	0	0
McCullough, 1b.....	3	0	1	8	1	1	0
Brubaker, rf.....	3	0	0	1	0	0	0
Vinci, 2b.....	3	0	0	2	4	0	0
Shelhan, c.....	3	0	0	1	1	0	0
Vandemast, p.....	0	0	0	0	0	0	0

Totals..... 27 1 4 16 12 2

Central Building.....	0	0	0	1	0	0	0	—1
Staten Island.....	0	0	0	1	0	0	0	x—1

Glenwood vs. Cleveland

Glenwood Shops team gave the nine from Cleveland an awful drubbing when they met at Glenwood August 4, the score being 14 to 2. O'Malley, another "Babe" Ruth, made a record when he clouted out another home run, adding to his long list. Gisbert and Meehan were the leaders with the bat, the former getting a three-bagger among his three hits and the latter having a two-bagger among his three bingles. Friel, the star catcher of the Glenwood team, was injured in the seventh inning and retired from the game. O'Malley took his place. Captain Seaney played a star game and is one of the never-say-die kind of leaders. "Ham" White made several spectacular catches in the left garden, and was one of the leaders at the bat, getting three healthy hits, one of them a three-bagger. Voltz kept the four hits that his rivals registered well scattered and had the game in hand at all times. Score:

GLENWOOD	AB	R	BH	PO	A	E
Gisbert, 3b.....	5	3	3	6	2	0
Seaney, 1b.....	5	2	1	6	0	0
Meehan, 2b.....	5	3	3	0	3	1
White, lf.....	4	3	1	2	1	0
Reynolds, ss.....	4	2	2	0	0	1
Shrope, rf.....	1	0	0	0	0	0
O'Malley, cf.....	4	1	2	1	0	0
Friel, c.....	4	0	1	11	2	1
Voltz, p.....	4	0	0	0	1	0
Mathos, rf.....	0	0	0	1	0	0
Totals.....	36	14	13	27	9	3

CLEVELAND	AB	R	BH	PO	A	E
Foscoe, 3b.....	2	1	0	1	1	0
Morgan, lf.....	4	0	2	2	0	0
Chambers, ss.....	3	1	1	0	2	0
Whitacre, 1b.....	1	0	0	11	0	2
Daley, cf.....	4	0	0	0	0	0
Hopson, rf.....	4	0	1	0	0	0
Marick, 2b.....	4	0	0	0	4	1
Skidley, p.....	3	0	0	0	1	0
Skidley, c.....	2	0	0	10	0	1
Schuler, p.....	1	0	0	0	1	0
Bernerski, c.....	1	0	0	0	0	0
Totals.....	29	2	4	24	9	4

Cleveland.....	0	0	0	0	0	2	0
Glenwood.....	2	0	0	2	0	1	6

Two-base hits—Meehan, White, Seaney, Reynolds, Morgan. Three-base hit—Gisbert. Home run—O'Malley. Stolen bases—Seaney, Meehan, 2; White, 2; O'Malley, Foscoe, Morgan,

Chambers. Sacrifice hits—White, Reynolds, Shrope, 3.—Left on bases—Cleveland, 6; Glenwood, 3. First base on errors—Cleveland, 1; Glenwood, 4. Base on balls—Voltz, 2. Hit by pitcher—by Voltz, 2. Struck out—by Skidley, 10; Voltz, 11. Umpires Glaseman and McBride.

Glenwood vs. New Castle

Glenwood defeated New Castle by the score of 11 to 6, which gave Glenwood the championship of the Pennsylvania District. The Glenwood team won the cup given by the general superintendent at Pittsburgh last year.

White, Reynolds and Shrope led the Glenwood team in hitting, White getting two hits, including a two-bagger and Shrope getting in a three-bagger, a two-bagger and a single in four trips to the plate. O'Malley caught his first game of the year for Glenwood, replacing Friel. He was in the game at all times and was a big factor in setting New Castle down. Gisbert at third accepted six chances without an error and Meehan on second base accepted the same number without a slip up. "Jake" Mathos played his first game with the team at first base, in place of Captain Seaney, and gave a good account of himself, both in the field and at bat.

Iron Man John Voltz was on the mound and as soon as New Castle saw "Johnny" mounting the rubber they knew it was all off with them, as John sure has their number. He made good by striking out ten of the Newcastle members. Glenwood would have played an errorless game only for a slight mix up by the first baseman, but the play was a hard one and of course it is to be overlooked. Never mind Jake, we know it will not happen again for a long time.

Irwin and Battley were the hard hitters for New Castle, each getting three hits. Meehan was here, there and everywhere as was all the members on the Glenwood team. Meehan sure has the toe slide down fine. Score:

GLENWOOD	AB	R	BH	PO	A	E
Gisbert, 3b.....	5	1	1	2	4	0
Meehan, 2b.....	4	2	1	4	2	0
Mathos, 1b.....	4	2	1	4	0	1
White, lf.....	4	0	2	1	1	0
Reynolds, ss.....	5	2	2	3	1	0
Shrope, cf.....	3	1	3	1	0	0
Quillan, rf.....	2	1	1	0	0	0
O'Malley, c.....	3	1	1	12	1	0
Voltz, p.....	3	1	1	0	0	0
Totals.....	33	11	13	27	9	1



CHAMPIONS OF THE CHICAGO DIVISION

Willard Baseball Team, composed of the following, left to right: Bottom row, FREDERICK MOORE, WILLIAM KENNE, R. H. HUSTON, ARTHUR McDOWELL, EDWARD GROSS. Second row, G. E. ARCHER, C. C. CROSS, JR., R. C. MILLER, C. E. BELL. Extreme top, P. H. SCISINGER, Manager; J. A. TSCHUOR, General Foreman.

NEW CASTLE	AB	R	BH	PO	A	E
Sisley, 3b.....	5	1	1	5	2	0
Piler, ss.....	4	0	2	0	1	1
Danics, 2b.....	5	2	1	1	1	1
Battley, c.....	5	1	3	7	2	1
Wolfgang, rf.....	1	0	0	0	0	0
Hornor, lb.....	4	1	2	4	0	0
Irwin, lf.....	4	0	3	2	0	0
Chill, p. and cf.....	4	0	0	4	1	0
Roberts, p.....	4	0	0	1	2	0
McCornick, rf.....	3	1	0	0	1	0
Totals.....	39	6	12	24	10	3

New Castle.....	1	0	0	0	1	0	0	4	0	— 6
Glenwood.....	0	5	1	0	1	4	0	0	x—11	

Two-base hits—Sisley, Meehan, White, Shrope, Quiller. Three-base hits—O'Malley, Shrope. Stolen bases—Mathos, Voltz. Sacrifice hits—Meehan, Shrope, Quiller, O'Malley, Voltz. Left on bases—New Castle, 8; Glenwood, 6. First base on errors—New Castle, 1; Glenwood

2. Base on balls—off Roberts, 3; off Voltz, 2. Struck out, by Roberts, 3; by Chill, 2; by Voltz, 10. Umpires—Jones and Glaseman.

John Jones has been appointed assistant manager for the Glenwood shops baseball team. Jones says he's put to see that the Glenwood shops flies the pennant and holds the championship cups when the season comes to an end in Baltimore on Labor Day. He has helped the team in many ways along its successful career this summer and the players and others at the shops are most grateful for his assistance.

Cincinnati Terminal

Elmwood billing office has organized a baseball team under the management of Benjamin Beck. Another team has been organized under the management of Robert Searls. It is astonishing how well each team speaks of itself. Those of us who are forced to remain friends

with both teams are anxiously awaiting the final result of the series. Talk about the excitement when our big league championship is decided; we will have all the thrills and more when our warriors of the diamond meet.

Machinists John McHale and George Poppe took a trip to Newark Sunday, July 21, to play a game of ball with the shop team of that city. John and George say "never again" for Newark. They did not mind losing the game, but the

treatment accorded the players and their wives is the reason. There was no place for them to get a drink of water, they stated, and after the game they had to find their way back to the city as best they could.

George A. Grogan has been dubbed "Scout" by the Northside Athletic Club. In securing talent for baseball teams he well deserves this title. Some of the Terminal teams should solicit his services.

□ □ □

Mount Clare Shops on Outing

The Mount Clare Welfare, Athletic and Pleasure Association held its second annual excursion to Tolchester Beach on Saturday, August 10. The weather was very threatening in both the morning and afternoon, which helped to keep a number of the employes and their families from participating in the event, but those who stayed away on account of the weather made a miss by a whole mile, as the day was an ideal one for an outing, the trip to and from Tolchester being delightful.

The Mount Clare Band accompanied the crowd on the morning boat and kept the crowd stepping with its popular music. Professor C.W. Hake is some director and knows how to please the people. About 2,500 persons were on the grounds. On each of two boats one could hear everywhere sweet voices, and it really was too bad that the director of the Glee Club was not present to enlist a few more vocalists.

On the excursion grounds everything was delightful and pleasant and everybody was wearing the smile that would not fade. The several sporting events were enjoyed by everyone. As usual and as an evidence of the ability of woman's training, the married men won the baseball game by a score of 11 to 9. The men's bowling contest was won by W. E. Carroll, Charles Bloomfield and E. Gollery. Mrs. Hoffer, and Misses Alma Gibbs and Southcomb were the women champions.

The potato race was very interesting and there were twelve fine looking ladies entered. The race was won by Miss Etta M. Tatum. The cord eating contest was very exciting and was won by C. E. Gibbs. He sure is some cord

eater. Well! The pie eating contest kept everybody's mouth stretched from ear to ear, as the pies were made of huckleberries and, of course, crust. This was won by H. Butterbaugh and J. Smith.

The soda cracker eating contest also caused much enjoyment. This was won by J. Budda. The tug-of-war was some pull, the ladies being given the first choice at pulling on a rope one inch thick and fifty feet long. Eight ladies were on each end. It took some time for one side to draw the other over the line. The men's tug-of-war was some war and some pull; it was a stubborn fight, but the Boiler Shop had some of its husky ones all on one end and won. The shoe race caused considerable amusement and was won by Solomon Cohen. The three-legged race was won by Mr. Cohen and Mr. Smith. The 100-yard dash winners: First, Ernest Lehr; second, J. E. Dowling; third, Max Fahmiller.

Two hundred-yard dash: First, H. Eyerly; second, John Howe; third, Ernest Lehr.

The committee of arrangements consisted of the following: H. A. Beaumont, Chairman, W. S. Eyerly, W. D. Lenderking, H. T. Beck, J. E. Tatum, C. N. Southcomb, J. D. Wright, William Kern, L. Finegan, J. M. Hittel, W. A. Wuster, E. E. Emmerick, W. R. Scheckells, J. T. Seibert, E. E. Kent, M. A. Heckwolfe, M. V. Pascal, W. L. Gordon, John Howe, Pittsburgh, L. Beaumont, C. W. Hake, T. E. Beck, W. E. Carroll, Charles Bloomfield, J. T. Cadagon, H. E. Fountain, J. F. Scharnagle, C. E. Gibbs, G. W. Smith, George W. Beatty, B. F. Douglas, Jr., V. Kenn, John Conolly, G. H. Kapinos, E. A. Johnson, R. B. Collison.



AMONG OURSELVES

Baltimore and Ohio Building

Editor's Office

It's as inevitable as sunshine after rain. A lady, accompanied by her little daughter, dropped into the office of the Editor a few days ago and declared that she often had heard about the courteous service given passengers on the Baltimore and Ohio Railroad, but only recently had experienced it in operation. She was injured slightly, she related, in an accident on another trunk line and to reach her destination was given transportation over the Baltimore and Ohio. She added that she felt quite fortunate in that she fell into the hands of "Tom" Ferry, a brakeman on the Newark Division, John Spingler, steward on car No. 1085, and Samuel Berry, a waiter, between Cincinnati and Wheeling. They showed her every possible courtesy and made the trip to Baltimore for herself and daughter as comfortable as they could, and when she stepped off the train at Mt. Royal Station she came into the Editor's office to tell about it before going to her home. A pleased patron is worth more than real money.

Vice-President's Office

Frederick Lang, whose photograph appears in a group on another page, enlisted as first class yeoman in the disbursing office, Fifth Naval District, at Norfolk, Va., where he is now stationed. He had been in the employ of the Baltimore and Ohio for ten years, during the last two of which and up to the time of his enlistment he was assistant secretary and stenographer in the office of vice-president George

M. Shriver. Prior to his promotion to the vice-president's office, he was in the office of the secretary of the Company and before that, successively, in the telegraph, motive power, electrical and engineering departments.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPET

One more star has been added to our service flag. A. T. W. Moore was called to the National Army. Good luck, Albert, and may you return safely.

J. P. Landerkin has also fallen in line and may now be numbered among "those married." Some very pretty silver was presented the happy couple by the employes of this office. May they both enjoy a long and happy married life.

On July 5 a bouncing baby boy, nine and one-half pounds, was born to Mr. and Mrs. W. P. Collins. Congratulations.

Auditor Passenger Receipts' Office

Correspondent, FREDERICK S. JOHNSON

In selecting John P. Francis as an accountant, the city ticket office of the United States Railroad Administration has secured one of the ablest of clerks. He entered the service of the Baltimore and Ohio as a clerk in the auditor of merchandise receipts' office, February 15, 1900. On June 14, 1907, he was transferred to a train auditorship which is attached to this office, and on July 20, 1908, he was made head clerk of the ticket stock record department, which posi-



R. M. BILLMEYER

tion he has held for the past ten years. "Johnny," as he is generally known, together with his smile that seldom comes off, will be missed up on the eleventh floor of the Lexington Street building.

Alvion Hoffman, formerly of the Cincinnati, Hamilton and Dayton Railway, who while with us had charge of the miscellaneous bureau, probably will continue his railroad career with some Cincinnati line. The railroad that secures the services of Mr. Hoffman will be fortunate, and we wish him success.

When President Wilson designated June 29, 1918, as War Savings Day, there were three teams appointed from this office to gather subscriptions for both Thrift and War Savings Stamps. The teams were known as the Blue and Gray, Rainbow and Liberty. Each had a president, secretary and three vice-secretaries. The names of the members of the teams were as follows:

Blue and Gray: Miss B. M. Broderick, president; Walter L. Seems, secretary; Miss Mollie A. Hamlen, assistant secretary; Miss Nina V. Paxton, assistant secretary; John M. Finn, assistant secretary.

Rainbow: R. M. Billmeyer, president; Miss F. M. Heiderich, secretary; Miss C. Hayden, assistant secretary; R. E. Machin, assistant secretary; C. E. Owings, assistant secretary.

Liberty: F. S. Johnson, president; Miss Ulla Nilson, secretary; Miss Helen Lutman, assistant secretary; Miss V. E. Benson, assistant secretary; C. W. Lewis, assistant secretary.

The subscriptions for the teams were: Blue and Gray, \$674.50; Rainbow, \$851.50 and Liberty, \$818.75, a total of \$2,344.75. These

teams are permanent and they will continue to serve until December 1, 1918.

There have been several promotions among the various head clerkships of this office due to the resignation of Alvion Hoffman and the transfer of J. P. Francis to the position of accountant in the office of the U. S. Government Railroad Administration ticket office in the Baltimore and Ohio building. The promotions are as follows: R. W. Norris succeeds Mr. Hoffman, resigned; Frank Piquette succeeds J. P. Francis, transferred; E. N. King succeeds R. W. Norris, promoted; John M. Finn succeeds Mr. King; Wilson T. Jenkins, promoted to head clerk, succeeds Bert Ogden, resigned to return to Cincinnati, his former home.

Frank E. Piquette, of this office, and Miss Mary E. Tate were married June 29 at the home of the bride, 634 Columbia Avenue. After the wedding there was a reception. They were presented a very handsome silver service by co-workers of Mr. Piquette. The many friends of Mr. and Mrs. Piquette join in hearty congratulations.

The cut shown below is from a photograph of Louis Shaler Johnson, son of Frederick S. Johnson, MAGAZINE correspondent. He is waiting anxiously to do his bit for Uncle Sam.

Grouped upon another page are the photographs of eight out of twenty-two men from this office who are doing duty overseas. They are:

Frederick G. Miller, secretary to C. H. Poumairat, enlisted as a private in the 446th Engineers, and has since been promoted to sergeant. He has a six months gold stripe for



LOUIS SHALER JOHNSON

foreign service, and he was in Paris during the bombardment of that place by the long range guns.

Harry C. Phillips enlisted in the Fifth Regiment while it was still here in Baltimore. When the regiment went into training at Anniston, Ala., Harry made up his mind to become an officer, and by hard work has since been promoted to a sergeantry.

Henry J. Burns enlisted in the Navy as a yeoman when Uncle Sam first asked Maryland to furnish him with 800 men to man his ships and is now stationed on one of his gunboats.

Charles L. Myers enlisted as a private in our still famous Fifth Regiment. He was in training all last winter at Anniston, but is now located overseas with the rest of our noble boys.

Charles Grewe also joined the Fifth Regiment when war was declared. Charles will give a good account of himself when he faces the Kaiser's forces.

Roland B. Hasson with T. Lucien Jeffries are attached to the 146th Infantry, now doing duty somewhere in France.

Edward D. Boylan enlisted in the Fifth Regiment and after training all winter at Anniston, had the opportunity to enter the Officers' Training School at Camp Gordon, Ga. He was promoted to a corporal early last winter.

J. W. McGrain left us to go into Uncle Sam's National Army at Camp Meade. "Mac" told us before he left that if he once got into it he would do his share. So, go to it "Mac," with our best wishes.

Auditor Disbursements' Office

Correspondent, J. F. DONOVAN

In a group on another page is a photograph of Private J. L. Sherwood, now in France with the 315th Regiment, 79th Division, defending Old Glory against German Kultur. Private Sherwood was born in Savannah, Ga., and came to Baltimore about a year ago. He succeeded in having the Savannah local board release him to join the Maryland boys at Camp Meade and his star is now a part of the service flag in the auditor disbursement's office.

In addition the following, all from this office, are now serving their country: S. G. Beeman, G. L. Burnes, W. J. Bohls, F. D. Campbell, H. Corkran, L. M. Dwyer, H. Fanning, C. H. Foster, H. M. Foster, N. C. Harrington, J. McHale, G. W. Mettle, L. M. Paige, H. A. Roddy, James St. Ledger, G. M. Shamer, G. C. Schluderburg, N. Trott, D. J. Williamson, W. E. Waldman, J. J. Whalen, V. J. Yealdhall.



THE LATE WILLIAM H. KEIDEL

Auditor of Merchandise Receipts' Office Correspondent, HARRY BRANSBY

William H. Keidel, one of the chief clerks to the auditor of merchandise receipts, died July 22 at his home, 1924 West North Avenue, Baltimore, after an illness of six weeks from Bright's disease. Mr. Keidel was born November 1, 1875, and began his railroad career with the Baltimore and Ohio on April 22, 1895, in the office of auditor of revenue, in the Statistical Bureau. In 1902, when the Accounting Department was organized, he was transferred to the office of auditor of merchandise receipts, and his ability to grasp the intricacies of railroad accounting gained for him quick recognition by his superior officers. After many promotions he was appointed to one of the chief clerkships July 1, 1914, in charge of the Agents' Settlement Department. He is survived by his widow, Mrs. William H. Keidel, his mother, Mrs. Catherine M. Keidel, and three children, William H. Keidel, Jr., Julia C. Keidel and James R. Keidel.

Engineering Department

Sergeant M. C. Sparks, Headquarters Company, 313th Infantry, is as popular with his National Army squad as he was with his fellow employes of the Baltimore and Ohio Railroad. He formerly was a civil engineer with the company in the Engineering Department and served the Company twelve years. His photograph is among the group on another page. Here's what one of the men in his squad thought of him:

TO OUR FIRST SERGEANT

First Sergeant Sparks is his name,
The way they treat him is a shame.
He works from morning until night,
I cannot see where that is right.
He works inside and outside, too,
He does what I think two men should do.
He works from Reveille to Taps,
In the office, trench and with the saps,
He drew the plans for our bandstand,
And all the folks say it is grand.

In civil life an engineer,
And think they had to bring him here.
Such different work from what he did,
I pity him, the poor kid.
Every morning the same—"First Sergeant,"
To the bug-house I would be sent
If I were made First Sergeant.

When 300 men fall out in line,
He gets them fixed up in little time.
It is some job, I sure must say,
To get them to stand one way.
The boys don't appreciate this fine man,
For him I'd do whatever I can.
That is not much, I must declare,
But if everybody would do his share,
The Sergeant would not get gray hair.
He has Warren Lee to contend with too,
And that is something, I tell you.

He went to town to get a scamp,
Who liked his home more than the Camp,
He brought him back one rainy night.
And the absentee was filled with fright.
Sergeant of the Guard I heard he'll be.
He'll get through O. K., you wait and see.
Acting Colonel, Major and Captain, three,
I think this Sergeant of ours will be
Before they ship us oversea.

Sergeants all, if you want good marks,
Follow the footsteps of Sergeant Sparks.
Of course, your work will never cease,
Until the world is again at peace.
And then you'll surely make a hit,
Because the folks know you've done your bit.
Must say before I close this poem,
I hope we'll all come safely home,
Especially our First Sergeant.

**Staten Island Rapid Transit
Railway Company**

Correspondent, J. V. COSTELLO, *Trainmaster's
Clerk, St. George*

Divisional Safety Committee

- H. R. HANLIN.....Chairman, Superintendent
- B. F. KELLY.....Vice-Chairman
- Miss EVA RUNNOW.....Secretary, Trainmaster's Clerk
- H. W. ORDEMAN.....Division Engineer
- W. A. DEEMS.....Master Mechanic
- W. L. DRYDEN.....Signal Supervisor
- R. F. FARLOW.....Master Carpenter
- Dr. F. DE REVERE.....Medical Examiner
- A. J. CONLEY.....Road Foreman of Engines
- J. D. GIBB.....Trainmaster

- J. F. MCGOWAN.....Division Operator
- E. R. DECHER.....Division Agent
- W. J. KENNEY.....Attorney
- C. A. WILSON.....Supervisor Crossing Watchmen

ROTATING MEMBERS

- W. NEIDERHAUSER.....Towerman, Tower B
- J. B. GEROW.....Freight Conductor
- GUY FETTER.....Painter
- W. SMITH.....Locomotive Engineer
- J. NAPLES.....Locomotive Fireman
- W. A. MARSHALL.....Clerk to Agent, Tompkinsville
- G. J. GOOLIC.....Inspector

Hugh Conlon, inspector, Maintenance of Way Department, is receiving congratulations over the safe arrival of a bouncing baby boy, weighing ten pounds when born.

E. A. English, marine supervisor, is enjoying his vacation in Portland, Maine. C. H. Kearney, assistant marine supervisor, is now acting marine supervisor.

C. A. Wilson, supervisor of crossing watchmen, and W. P. Hall, track supervisor, are now owners of automobiles. Most any night you will see these two automobile experts running around the country to see which is the best.

On another page is picture of Carl Anderson, now "Somewhere in France," doing his bit for Uncle Sam. Carl entered the service of this Company in July, 1913, as messenger; was promoted to clerk in February, 1914; assistant car accountant, September 1, 1914; assistant timekeeper in March, 1915; night lighterage clerk in September, 1916, and in September, 1916, was promoted to general clerk to the superintendent. Prior to his enlistment in the Engineers' Corps, he was fuel clerk to division accountant. He was furloughed June 30, 1917, to do his bit. Quite a number of letters have been received from Carl, in which he states that he has been a yard clerk on a narrow-gauge railroad. This railroad runs up to the batteries and brings supplies and ammunition to the gunners. During January, 1918, he was working as a brakeman on the C. Z. Z. & N., a railroad "Somewhere in France."

Miss Bessie Gaynor, clerk to marine supervisor, and Miss Edith O'Mara, clerk in the car accountant's office, are enjoying their vacation at Lake George, N. Y.

Miss Anna Bloom has returned from a pleasant vacation and is in the best of health.

"Willie" Stark, mail clerk in the superintendent's office, is enjoying his vacation in Washington, D. C.

B. F. Kelly, trainmaster, has returned from a very pleasant vacation and is in first class health.

C. A. Wilson, supervisor of crossing watchmen, made the trip to Baltimore, August 3, to witness the baseball game between Mt. Clare Shops and the Staten Island Division. After the game "Charlie" went around the



JOHN H. CORSON AND SON

town and up to the present writing has not showed up. There must be some wonderful attraction in Baltimore.

Lieutenant Kelsey, whose photograph appears in a group on another page, has been employed at St. George piers for a number of years as tallyman, foreman at the lighterage piers, general foreman at the coal piers, and finally general foreman at the lighterage piers. The boys at St. George all wish him a speedy return and much success in the army.

John H. Corson, of Richmond Valley, S. I., a conductor of the Staten Island Rapid Transit Railway, saved two little boys from drowning off Clifton, S. I., June 14, when he jumped into the water and brought both of them to shore. The boys, who were brothers, five and seven years old, respectively, had been playing on some logs at the dock of the Merritt-Chapman Wrecking Co., when the wash from a large tug passing threw the little fellows into the water. Their cries for help attracted the attention of Corson who, without waiting to throw off any of his clothing, jumped into the water. Mr. Corson, who works on a freight train, returned to his train after the incident and, without changing clothes for dry ones, continued his duties through the day. As you will note by the picture printed above, Mr. Corson loves small children.

A photograph of "Gus" Trabant, now "Somewhere in France" is on another page. Trabant entered the service of the Staten Island Rapid Transit Railway on June 5, 1911, as trainman and on April 23, 1918, was furloughed to enter the service of the U. S. Government,

aching to do his bit "over there." The best of luck was extended to "Gus" when he departed from Staten Island.

Staten Island Railroad Club

On Wednesday afternoon and evening, July 1, the Staten Island Railroad Club held its fourth annual picnic and field day at Midland Park, Grant City, S. I. In the afternoon there was a baseball game, running, jumping and a number of other athletic events. The winners in each were awarded handsome prizes. In the evening there was dancing. A very pleasant time was enjoyed by the enormous crowd that attended.

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*

W. J. SCOTT, *Shop Clerk*

Divisional Safety Committee

- R. B. WHITE..... Chairman, Superintendent
- C. E. OWEN..... Vice-Chairman, Trainmaster
- T. BLOEGER..... Division Engineer
- J. P. HINES..... Master Mechanic
- J. E. SENTMAN..... Road Foreman of Engines
- H. K. HARTMAN..... Road Foreman of Engines
- T. B. FRANKLIN..... Terminal Agent
- J. C. KUHN..... Captain of Police
- F. H. LAMB..... Division Claim Agent
- DR. C. W. PENCE..... Medical Examiner
- E. G. OWENS..... Road Engineer
- W. E. BURNS..... Road Fireman
- H. F. LANE..... Road Conductor
- J. F. COONEY..... Yard Conductor
- WM. TISDALE..... Machine Shop Foreman
- R. F. MENNICK..... Car Builder
- FELICE CORI..... Section Foreman
- E. F. KENNA..... Secretary



J. A. SULLIVAN, CAPTAIN OF POLICE
AND J. N. GODMAN



FREIGHT YARD FORCE, EAST SIDE, PHILADELPHIA

J. C. Lever, formerly agent at Lehigh and Howard Streets, Philadelphia, which was closed July 1, has taken a position as claim clerk at Race Street Station, Philadelphia.

A. McAllister, chief clerk, Race Street, Philadelphia, has resigned to accept another position.

W. S. Murphy, who has been receiving clerk at Pier 12 for several years past, has been appointed chief clerk at Race Street.

J. M. Graves, agent Pier 40, is taking a vacation.

T. Bloecher, division engineer, is enjoying a vacation and was last heard from at his old home, Rutherford, N. J.

E. F. Kenna, secretary to superintendent has just returned from a vacation, having visited Denver, Colo., and other western cities.

E. B. Rittenhouse has been appointed acting agent at Wilmington, Del., in place of H. H. Carver, who has been granted leave of absence because of sickness.

W. E. Guyton, who was ticket agent at Chester, Pa., has been appointed acting agent at Childs, Md., in place of E. B. Rittenhouse, transferred.

Effective on June 1, C. E. McGann was appointed assistant master mechanic at East Side. He takes the place of W. L. Wilson, who resigned.

Effective on June 1, William Clardy was appointed general car foreman at East Side. He takes the place of W. H. Hollen.

F. P. Young has been appointed car foreman, effective June 1. He takes the place of William Clardy, who was promoted.



EAST SIDE FREIGHT YARD OFFICE

Baltimore Division

Correspondents

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

J. A. CLARKSON, *Assistant Yardmaster*, Hopper Yards, Locust Point



GEORGE ("DUKE") DELANEY

E. K. SMITH, *Secretary Y. M. C. A.*, Brunswick, Md.

P. P. PURGITT, *Shop Draftsman*, Riverside Shops

Divisional Safety Committee

P. C. ALLEN Chairman, Superintendent
W. E. NELSON Vice-Chairman, Assistant Superintendent

Y. M. C. A. DEPARTMENT

T. E. STACY Secretary, Riverside
E. K. SMITH Secretary, Brunswick
C. H. WINSLOW Secretary, Washington

RELIEF DEPARTMENT

DR. E. H. MATHERS Medical Examiner, Baltimore
DR. J. A. ROBB Medical Examiner, Washington
DR. J. F. WARD Medical Examiner, Winchester
R. B. BANKS Divisional Claim Agent, Baltimore
J. J. MCCARRON Captain of Police, Camden Station

TRANSPORTATION DEPARTMENT

S. A. JORDAN Assistant Superintendent, Brunswick, Md.
C. A. MEWSHAW Trainmaster, Camden Station
E. E. HURLOCK Division Operator, Camden Station
J. W. CAVEY Road Foreman of Engines, Riverside
L. J. CROSSLEY Freight Agent, Camden Station
L. S. COLLIER Freight Conductor, Ellicott City
J. W. RONEY Yard Conductor, Mt. Clare Junction
E. B. OWENS Passenger Engineman, Riverside
H. G. HOERNIG Freight Firman, Riverside
J. J. McCABE Trainmaster and Road Foreman, Harrisonburg
W. T. MOORE Freight Agent, Locust Point
D. M. FISHER Freight Agent, Washington
W. E. SHANNON Transfer Agent, Brunswick

MAINTENANCE OF WAY DEPARTMENT

G. S. CRITER Division Engineer, Camden Station
S. C. TANNER Master Carpenter, Camden Station
C. A. THOMPSON Signal Supervisor, Camden Station
J. FLANAGAN General Foreman, Locust Point

C. W. SELBY Supervisor, Gaithersburg
S. J. LICHLITER Supervisor, Staunton, Va.
W. O. RUNKLES Section Foreman, Brunswick
C. RITTER Signal Repairman, Mt. Royal Station
R. W. MITCHELL Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

T. F. PERKINSON Master Mechanic, Riverside
G. B. WILLIAMSON General Car Foreman, Riverside
T. O'LEARY Car Foreman, Washington
C. W. C. SMITH Machinist, Brunswick
C. B. BOSIEN Machinist Apprentice, Riverside
J. W. PRYTON Leading Car Inspector, Brunswick
G. N. HAMMOND Gang Foreman, Locust Point

Opposite is a photograph of George ("Duke") Delaney, formerly clerk to W. D. Burnham, general foreman Electrical Department at Baileys. "Duke" is five feet five inches tall and weighs 208 pounds and is a member of Company C, 57th Engineers. He's hot footing it after the Huns.

Engineer J. R. Carroll, of engine 1127, is very anxious to know what the attraction is on Key Highway for his fireman, J. M. Smith. Ask "Joe" Bayne, he knows.

Brakeman Charles Davis, on No. 5, A shift, Locust Point, is grieving on account of being too old to enlist in Uncle Sam's army. He would like to show the boys how he fought the Spaniards on San Juan Hill in 1898. Enlist in the Home Guards.

The accompanying photograph is that of Ernest O. Frey, eight years old, grandson of assistant yardmaster Joseph A. Clarkson. He saves all his quarters and buys Thrift Stamps.



ERNEST O. FREY

recalls that when he and his men unloaded 801 cars in a single day, the achievement was heralded far and wide. The average was sixteen and one-half tons per car.

On February 1, 1902, Mr. Metzger was transferred to the Curtis Bay yard. His knowledge of loading of coal into ships of all kinds stood him in good stead. One day the huge seven-masted schooner Thomas W. Lawson pulled into port for a load of fuel. This was the largest sailing vessel that had ever pulled up to the Curtis Bay coal piers of the Baltimore and Ohio and Mr. Metzger took great pride in the fact that he helped to fill this schooner. He recalls that the vessel was lost a few years later off the Sicily Islands. In

loading the vessel Mr. Metzger and his fellow workers made a record, dumping 411 cars of coal into the hold of the Lawson and other vessels.

In October, 1906, Mr. Metzger requested that he be relieved of his duties at Curtis Bay, as an old injury was giving him trouble and the work at Curtis Bay was increasing rapidly. He was sent back to the hopper yard as clerk, which place he held until his retirement.

And in addition to the other things that he boasts of, Mr. Metzger points with greatest pride to the service flag in his home. Its one star represents the son who is now serving the United State in France with an ammunition train. This is a child by his first wife.

□ □ □

John Herbert Gochnauer Gassed

News has been received by D. A. Gochnauer, of the local freight office, Camden Station, Baltimore, that his son, Private John Herbert Gochnauer, is confined to a military hospital in France after having been gassed in an attack

in which he took part. Private Gochnauer was one of the first to enlist from the Accounting Department of the same office in which his father is employed.

Private Gochnauer is a member of the 117th Trench Mortar Battery, which was a part of the Rainbow Division, an organization which has made a lasting reputation for itself because of the unparalleled bravery of every man in the outfit. This battery is composed wholly of Baltimore and Maryland men and its deeds will make the brightest records in the history of this war. It was in one of the early attacks that Private Gochnauer was gassed. In his letters to his parents, who live at Lansdowne, Md., he states that he believes that he will recover soon and be ready to take his place again in the front line trenches. His many co-workers were sorry to hear that he was the victim of Hun barbarity and they are hoping that he will completely recover and be able to again help in driving back the Germans. Private Gochnauer stated in letters that he is anxious to hear from his Baltimore and Ohio friends and says a letter addressed to him at Headquarters Company, A. P. O. 727, Classification Camp, France, will reach him promptly.



PRIVATE JOHN HERBERT GOCHNAUER

United States Railroad Administration

Orders and Circulars

New Rates of Pay for Mechanics

The Railroad Administration issues the following:

Director General McAdoo announces that he has approved Supplement No. 4 to General Order No. 27, which provides the following minimum rates and increases for employes of the mechanical departments on all railroads under Federal control:

1. Machinists, boilermakers, blacksmiths, sheet-metal workers, molders and first-class electrical workers, sixty-eight cents per hour.
2. Car men and second-class electrical workers, fifty-eight cents per hour.
3. Helpers, forty-five cents per hour.
4. Foremen, paid on hourly basis, five cents per hour more than respective crafts.
5. Foremen, paid on monthly basis, increase \$40 per month, minimum \$155 and maximum \$250.
6. New rates are retroactive to January 1, 1918.
7. Beginning August 1, 1918, eight-hour day with time and one-half for overtime.

Bars Liquor on Systems

GENERAL ORDER NO. 39

The sale of liquors and intoxicants of every character in dining cars, restaurants, and railroad stations under Federal control shall be discontinued immediately.

W. G. McADOO,
Director General of Railroads.

Labor Appointments Announced

The United States Railroad Administration, Division of Labor, authorizes the following:

WASHINGTON, July 26, 1918.
CIRCULAR NO. 1

The following appointments as representatives of the Division of Labor are announced: William Blackman, effective July 5, 1918; John A. Moffitt, effective July 15, 1918; Anthony M. Banks, effective July 18, 1918.

These representatives of the Division of Labor will be assigned to conduct investigations and to represent the Division of Labor of the Railroad Administration in other specific matters to which they may be assigned affecting employes of the railroads under Federal control.

W. S. CARTER,
Director, Division of Labor.

Approved:

W. G. McADOO,
Director General of Railroads.

No Changes in Personnel

CIRCULAR NO. 11

In several instances railroad systems have been divided or combined for purposes of operation. This will produce no effect upon the accounting organization or personnel of those railroads, which will remain and act exactly as in the past until instructions are issued from this office.

C. A. PROUTY,
Director, Division of Public Service and Accounting.

Acting Treasurer Named

CIRCULAR NO. 45

Effective this date, L. G. Scott is appointed acting treasurer of the United States Railroad Administration, vice A. D. McDonald (vice-president and controller of the Southern Pacific Co.), acting treasurer, resigned.

W. G. McADOO,
Director General of Railroads.

New Mail and Express Section

The United States Railroad Administration issues the following:

Effective July 10, there has been created a section of express and mail in connection with the United States Railroad Administration. F. S. Holbrook, formerly vice president of Wells-Fargo Express Co., has been appointed manager under director of division of traffic. Mr. Holbrook's office will be with the division of traffic in the Interstate Commerce Commis-

William A. McCleary, terminal trainmaster, has been spending his vacation at Pen Mar. During his absence, John L. Hoffman, night terminal trainmaster, has been holding down the job. Harry Meyers has been acting trainmaster at night.

We are sorry to note that John H. Bing, general yardmaster at Locust Point yards, is off on sick leave. We hope to see him back again soon. Assistant yardmaster Archie Blackburn is acting in his place.

After an illness of five months, assistant yardmaster John E. Green, of Locust Point, has returned to duty.

Uncle Sam has called to the colors yard clerk John J. Link. We are proud of John in his new uniform.

Brakeman L. R. Whitelock has been acting as clerk in the yardmaster's office for some time past, getting no-bill cars cleaned up. Now he has gone to Curtis Bay yard to assist "Jimmy" Driscoll in that territory.

We are sorry to hear that engineer Edward Barling is on the sick list and hope he will be fully recovered by the time the next Liberty Loan Bond issue is floated, as "Ed" is surely some salesman.

In a group on another page is Corporal Warren L. Morgan, of Headquarters Company, 313th Infantry, formerly at Camp Meade, getting his share of grub, while camping at Druid Hill Park last April. Corporal Morgan was former secretary to L. Finegan, superintendent of shops, and is now in France.

S. R. Bosley, clerk to road foreman of engines, Riverside, at time of his draft, did not leave the shores of the U. S. A. without joining the ranks of the benedicts when he set sail with the 313th Regiment. The other party to the contract was Miss Elizabeth Smith, of Dorsey, Md.

When the 313th Regiment set sail, it took quite a number of the Baltimore Division boys, and from indications, no doubt, we will be hearing from them soon. "Go to it, boys."

The 66th Regiment of Engineers, in camp for a while at Laurel, got a number of the boys through voluntary enlistment. Among them was fireman C. O. Harry, whose home is at Frederick, Md.

Fireman A. B. Frock, who joined the Navy, dropped in on us the other day. Mr. Frock is one of our Brunswick boys. He left fireman L. C. Moler at Hampton Roads, who also joined the Naval Reserves.

A photograph is shown in a group on another page of Corporal E. Lee Roy MacKenzie, who is now in France with the engineering corps helping to keep the men in the trenches supplied so that they can drive back the boches. Corporal MacKenzie is remembered as a first class machinist apprentice at Riverside, from which he was furloughed April 14, 1918. He entered

the employ of the Baltimore and Ohio as messenger on December 10, 1914, and was named first class apprentice March 7, 1916. He is the son of Mr. and Mrs. E. Louis MacKenzie, 1413 Edmondson Avenue, Baltimore.

Lieutenant-Colonel R. A. Grammes very much surprised us by dropping in the other day from "overseas." The lieutenant looks hale and hearty and everyone was glad to shake hands with him and hear of interesting facts from the other side. He is of the same opinion as others who have been "over there," that we have a job on our hands, but that we are equal to it.

J. B. Moriarity, the genial secretary to superintendent P. C. Allen, took his leave for Camp Meade on July 24. His friends in the office saw that "Barney" did not go empty-handed, and fitted him up with a kit of useful articles for use in service "overseas." The only thing that worried "Barney" was that he could not take his boat along and the girls. Bon voyage to "Barney" and we trust he sees the streets of Berlin and returns with a lot of reminiscences. However, "Barney" is a past master at "telling them" and we do not expect him to get very far without hearing from him.

J. W. Cavey succeeds E. C. Shipley, deceased, as road foreman of engines. Mr. Cavey's experiences as a fireman and engineer have been principally on the Baltimore Division, and he is thoroughly acquainted with all the details and is known to all the boys and, no doubt, has their hearty cooperation in making things go.

R. A. Cole is acting as trainmaster in place of Z. M. Biddison, at Washington, who is on his vacation.

F. R. Browning, terminal road foreman of engines, is back from his vacation, which he spent among the mountains of West Virginia.

Charles M. Shriver, son of vice-president George M. Shriver, has been commissioned a second lieutenant in the United States Army. He is with the Overseas Railroad Transportation Corps in France. He entered the employ of the Baltimore and Ohio, June 20, 1910, as machinist helper, Motive Power Department, Mt. Clare, completing the full apprenticeship course. On May 1, 1914, he was assigned as second class apprentice at Baileys, Locust Point and Riverside. In June, 1915, he was appointed machinist at Riverside and February 1, 1916, inspector of fuel service. On April 16, same year, he was named assistant road foreman of engines, Cumberland Division; March 3, 1917, assistant trainmaster, Philadelphia Division; May 20, 1917, trainmaster, Portsmouth Branch, Ohio Division.

In a group on another page is a photograph of first class seaman James J. Perkinson, son of master mechanic T. F. Perkinson. A graduate of Mount Saint Joseph's College, Irvington, he enlisted in Maryland's 800. Although only

eighteen years of age, he was one of the leading football and basketball players at the college and tipped the beam at one hundred and eighty pounds, his height being five feet, ten inches. The master mechanic can well be proud of his son, who worked in the Power Department for a time.

Engineer J. M. Ecker, running out of Riverside, likes his engine whistle. Ask "Jim." Perhaps the noise attracts the ladies.

Master mechanic T. F. Perkinson has returned after spending an enjoyable vacation.

It is quite a frequent occurrence for the big air birds to be seen flying over one's head. Sometimes they can just be seen in the haze; again they are quite close.

T. E. Cage, chief crew dispatcher, is again back with the boys after quite a siege of sickness. All were glad to see him. While Mr. Cage was away, his place was filled by C. R. McKeldin, with J. R. Floyd on night duty.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary*,
Y. M. C. A.

Divisional Safety Committee

G. H. WINSLOW.....Chairman, Secretary, Y. M. C. A.
DR. JAMES B. GRIER.....Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

W. M. GRANT.....Boiler Foreman
H. A. BRIGHT.....Gang Leader
C. J. AYERS.....Gang Leader
A. F. KREGLOW.....Storekeeper
T. E. CROSON.....Yard Engine Dispatcher
N. TIPPET.....Foreman, Car Shop
H. A. BAREFIELD.....Assistant Foreman
A. A. PACE.....Foreman, Station
J. J. DESMOND.....Gang Leader
G. VALENTINE.....Yard Engine Dispatcher
B. HOWARD.....Assistant Foreman
R. HEINDRICH.....Foreman, Station

TRANSPORTATION DEPARTMENT

P. H. DELEPLANE.....Train Director
L. T. KEANE.....Conductor
E. M. FARMER.....Conductor

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL.....Master Carpenter
F. W. HODGES.....Foreman, Carpenter Shop
H. L. BELL.....Foreman, Carpenter Shop
A. M. BRADY.....Track Foreman
J. T. UMBAUGH.....Track Foreman
P. C. RICHMOND.....Signal Maintainer

ELECTRICAL DEPARTMENT

S. H. WRIGHT.....Foreman
E. M. WOODS.....Chief Clerk

Several first aid classes, under the direction of the Washington Terminal Women's Auxiliary to the Red Cross, have been held. One is now taught by Dr. J. B. Grier, medical examiner of the Washington Terminal Company, and one by Dr. H. P. Feigley, assistant medical examiner. The second advanced course will be given later in the season. The former advanced class, the members of which passed

very creditable examinations, was the first to be held in the District. This class will be taught by Dr. H. T. A. Lemon. Most valuable information is imparted to all attending and the instruction thus received may be the means of saving life in emergency cases.

The office of G. K. Roper, traveling secretary of the railroad department of the International Young Men's Christian Association, for the southeastern district, is now located in Room 261, Union Station. This makes it much more convenient for men coming to the city to see Mr. Roper on association business and we also think he is doing well to locate in such good company.

A school of instruction for the ticket department is operated in Room 601, Southern Railway Building, by the United States Railroad Administration and is under the direction of E. Birch, G. P. James and R. W. Carter. Two classes are held, one during the day and one in the evening. The course covers a period of two months. These classes are taught by Clyde H. Freed and Howard Rambo. The students receive pay while under instruction—\$50 per month if attending both classes, and \$25 per month if attending only one class. Permanent positions are given at the expiration of the course. These classes are open to women only.

A list of "Timely Topics" for the four o'clock Sunday afternoon meetings has been arranged at the Terminal Railroad Y. M. C. A. for railroad and enlisted men for August, September and October. They will be illustrated by stereopticon slides, with illustrated songs, each Sunday. The topics are as follows: "God in American History," "Words and Deeds of Christ," "The Man Who Never Heard," "China," "The Deliverance of Jerusalem," "The Great Destroyer," "America, God's Melting Pot," "Japan and Korea," "The European War," "The Flag of Freedom," "South America and Mexico" and "Makers of America."

The record of beds used at the Terminal Railroad Y. M. C. A. by railroad men is like the thermometer, going up. A daily average during July of 220 and a total of 6,815. At no time did a man have to wait for a bed.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

It is well to keep the names of those of our number who have gone to fight the great fight for Liberty, Equality and Fraternity before us as often as we can, and in order that any into whose hands a copy of this MAGAZINE may fall may be enabled to recognize the names of any of their old companions and co-workers, the following list of soldiers and sailors who have gone from this station will perhaps be of some assistance:

NAME	FORMER OCCUPATION
R. L. Butler.....	Truckman.
Theodore W. English...	Stenographer.
W. A. Finch.....	Truckman.
R. L. Kendig.....	Delivery clerk.
L. L. Kendig.....	Delivery clerk.
E. W. Kidwiler.....	Adjustment clerk.
J. J. Laverine.....	Abstract clerk.
Edgar Miller.....	Tallyman.
Jacob Plater.....	Truckman.
W. Lee Santman.....	Revenue waybill clerk.
Irwin Stein.....	Stenographer.
C. W. Stevenson.....	Truckman.
E. G. Taubersmitt....	Truckman.
W. H. Barnes.....	Truckman.
Benjamin Cornish.....	Truckman.
Lewis Woodrow.....	Truckman.

This list is complete up to the present time; probably before the next issue it will be much larger, especially if the newly proposed draft age limit, from 18 to 45 years, should go into effect.

We have received word from some of our boys of their safe arrival "over there" and our hope now is to hear of their safe return, covered with laurels of victory and full of the knowledge of a great patriotic duty well performed.

The American Red Cross Society still continues the good work that has been done ever since the United States entered into the war, and every troop train that passes through this city is met by the willing workers of the Red Cross, and coffee, cakes, sandwiches, cigars, cigarettes and other small luxuries dear to the hearts of soldier boys are provided. It is a very pleasing sight on a fine summer evening to see the soldiers detrain for a short time and exercise themselves on a temporary parade ground near the tracks of the Baltimore and Ohio Railroad and, finally, line up in front of the refreshment tables in charge of the white-uniformed ladies. After one company has been served, it marches to its train and is off to its destination, feeling grateful for the attention that has been given. Then another company falls in line for its share; and so it goes on nearly all the time.

Too much praise cannot be given to the Red Cross for this great work it is doing all over the world. It recently has built a shower bath close to the railroad tracks, so that the passing troops can avail themselves of a refreshing bath before proceeding on their way.

The T street bridge, crossing the Baltimore and Ohio track, is a splendid place from which to see these maneuvers and many persons living in the neighborhood take advantage of the opportunity afforded them.

Sickness and the draft are still depleting our force, making it incumbent on those remaining to put their shoulders to the wheel and keep things going. Our night yard clerk, Paul E. Lee, has just returned from an attack of sickness, which laid him up for several days, and delivery clerk C. R. Heller is still confined to his home seriously ill. We are glad to welcome

Paul after his illness and hope soon to extend the same greetings to our veteran delivery clerk, Mr. Heller.

Patented (6-8-15) in U. S., Canada and other countries.

The Only Modern Work Suit

RAILROAD men are enthusiastic over the comfort, safety, convenience, and service of the SENSIBLE Work Suit. See it at your dealers' and note the exclusive modern features and popular price. Live Dealers have the SENSIBLE or can get them for you. Refuse substitutes. Write for descriptive Booklet 9. JOHNSTON & LARIYER MFG. CO., Desk 9. Wichita, Kan.

SENSIBLE
UNION MADE
COMBINATION WORK SUIT
"THE MOST COMFORTABLE WORK GARMENT IN THE WORLD"

Cumberland Division

Correspondents

- E. C. DRAWBAUGH, *Division Operator*
 W. C. MONTIGNANI, *Secretary, Y. M. C. A.*
 LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

Division Artist

- MABLE R. CRAWFORD, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

- J. W. DENEEN.....Chairman, Superintendent
 T. K. FAHERTY.....Vice-Chairman, Assistant Superintendent
 T. R. REES.....Secretary
 E. P. WELSHONCE.....Trainmaster, West End



MR. AND MRS. CARL WHITE AND DAUGHTER, LENORE

- E. C. GROVES..... Trainmaster, East End
- L. J. WILMOTH..... Road Foreman, East End
- M. A. CARNEY..... Road Foreman, West End
- W. T. HUGHES..... Division Engineer
- T. R. STEWART..... Master Mechanic
- E. C. DRAWBAUGH..... Division Operator
- DR. J. A. DORSNER..... Medical Examiner
- DR. J. H. MAYER..... Medical Examiner
- G. R. BRAMBLE..... Freight Agent
- W. D. SROUSE..... Joint Agent
- L. O. MILLER..... Car Foreman, East End
- R. A. TULL..... Car Foreman, West End
- F. L. LEYH..... Storekeeper
- E. A. WORKMAN..... Storekeeper
- ROBERT CHILDERS..... Division Claim Agent
- J. Z. TERRELL..... Freight and Ticket Agent
- I. S. SPONSELLER..... General Supervisor
- H. D. SCHMIDT..... Captain of Police
- F. A. TAYLOR..... Master Carpenter
- W. L. STEVENS..... Shop Clerk
- W. C. MONTIGNANI..... Secretary, Balto. and Ohio Y. M. C. A.
- M. E. MULLIN..... Assistant Master Mechanic, Keyser, W. Va.

ROTATING MEMBERS

- J. C. HAUSER..... Conductor
- F. HADDIX..... Engineer
- H. H. GIDMAN..... Fireman
- J. D. DEFBALGH..... Machinist
- C. W. ROBINSON..... Car Inspector
- F. B. RATHKE..... Yard Brakeman

Baltimore and Ohio Athletic Association of Cumberland, Md.

- PRESIDENT**
- GRIFFIN A. MCGINN..... Chief Clerk to Superintendent
- VICE PRESIDENTS**
- F. F. HANLEY..... Division Engineer
- T. R. STEWART..... Master Mechanic
- E. C. DRAWBAUGH..... Division Operator
- H. D. SCHMIDT..... Captain of Police
- A. J. KELLY..... General Yardmaster

TREASURER

G. R. BRAMBLE..... Freight Agent

SECRETARY

C. W. FRIES..... Chief Clerk to Division Accountant

On this page is reproduced a photograph of Carl White, his wife and their eldest daughter, Lenore E. White. Mr. White was injured May 7. His skull was fractured, he lost his left arm, his hip was injured, his face bruised and disfigured and he lost all sense of smell. His recovery is regarded as remarkable by his friends.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Mrs. Mamie E. Cushman and John W. Grant, a Baltimore and Ohio veteran, were married in Hagerstown, August 1.

Sergeant Paul Sylvester Meshley and Miss Ella Elizabeth Martin, of this city, were married in Martinsburg June 30. Sergeant Meshley was formerly a clerk for the Baltimore and Ohio. Last March he was called in the draft and was sent to Camp Lee.

Joseph Odell Knaggs, a retired Baltimore and Ohio veteran employe, died at his home in Martinsburg on July 1. Mr. Knapp was born at Winchester, Va., seventy-two years ago. He moved to Martinsburg when a young man and entered the employ of the Baltimore and Ohio, spending practically his entire useful life in its employ. His death was due to paralysis. The funeral services were held in the First United Brethren Church and conducted by Rev. Dr. W. F. Gruver. Burial was in Green Hill Cemetery.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer, Grafton*

C. F. SCHRODER, *Operator, Grafton*

J. LYNCH, *Car Inspector, Fairmont*

Divisional Safety Committee

- HUGH WILSON..... Chairman, Superintendent, Grafton
- B. Z. HOLVERSTOTT..... Assistant Superintendent, Grafton
- E. BARTLETT..... Trainmaster, Fairmont
- JOHN NILAND..... Trainmaster, Grafton
- W. C. DEEGAN..... Trainmaster, Westoa
- J. McCLUNG..... Trainmaster, Grafton
- J. A. ANDERSON..... Master Mechanic, Grafton
- C. E. DOTSON..... Road Foreman, Grafton
- G. F. EBELLY..... Division Engineer, Grafton
- H. L. MILLER..... Car Foreman, Grafton
- J. O. MARTIN..... Division Claim Agent, Clarksburg
- DR. C. A. SINSEL..... Medical Examiner, Grafton
- DR. E. A. FLEETWOOD..... Medical Examiner, Clarksburg
- P. B. PHINNEY..... Agent, Grafton
- J. D. ANTHONY..... Agent, Fairmont
- S. H. WELLS..... Agent, Clarksburg
- M. J. TIGHE..... Road Foreman of Engines, Fairmont
- P. M. MARSH..... Road Foreman of Engines, Weston
- J. P. RYAN..... Agent, Weston
- T. L. NUZUM..... Storekeeper, Grafton
- J. O. WHORLEY..... Engineer, Fairmont
- W. H. KELLY..... Machinist, Grafton
- C. C. BURGUY..... Brakeman, Grafton
- E. E. YERKEY..... Conductor, Clarksburg

E. J. HOOVER.....Agent, Buckhannon
 W. E. CLAYTON.....Assistant Chief Clerk to Superintendent
 J. W. THORNHILL.....Leading Car Inspector, Fairmont
 L. V. ATHA.....Conductor, Grafton
 E. L. PENDERGAST.....Machinist, Fairmont

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.
 D. F. ALLREAD, *Agent*, Folsom, W. Va.
 JOHN C. LEE, *General Secretary Y. M. C. A.*, Benwood Junction, W. Va.

Divisional Safety Committee

E. V. SMITH.....Superintendent
 A. H. WOERNER.....Division Engineer
 F. C. SCHORNDORFER.....Master Mechanic
 C. MALONE.....Trainmaster
 M. J. WALSH.....Road Foreman of Engines
 M. E. CARTWRIGHT.....Terminal Trainmaster
 J. A. FLEMING.....Agent, Wheeling, W. Va.
 DR. J. E. HURLEY.....Medical Examiner
 M. C. SMITH.....Claim Agent
 F. M. GARBER.....Car Foreman
 DR. D. L. NORRIS.....Medical Examiner
 H. H. FEDERICK.....Track Supervisor
 H. K. REID.....Engineer
 G. E. GATEWOOD.....Conductor
 L. O. SWANN.....Fireman
 H. PARKER.....Machinist Helper
 L. C. NICHOLS.....Brakeman
 J. R. PADDEN.....Secretary

The picture opposite is that of H. A. Ingram and his bride. Mr. Ingram was formerly employed by the Baltimore and Ohio at Wheeling, W. Va., as chief clerk to the division engineer, which position he held for about three months, when he was called by Uncle Sam. Mr. Ingram was located at Camp Meade, Md., until recently and has sailed for overseas duty. His many friends will be surprised to learn of his embarkation on the sea of matrimony.

William Chisholm, former clerk in the car distributor's office at Wheeling, has accepted a position in the Fuel Department, as fuel supervisor, with headquarters at Wheeling. Mr. Chisholm for a year had been employed in the car distributor's office, and his many friends will be glad to hear of his rapid progress.

Miss Caroline Nolte, who was employed as stenographer in the division engineer's office for the past nine months, has accepted a position as stenographer to the commercial freight agent, Miss Mildred Cogley has succeeded Miss Nolte.

E. V. Smith, superintendent, after spending two weeks' vacation at Mackinac Island, Mich., has returned and taken up his duties.

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
 MISS HELEN WRIGHT, *Office of Division Engineer*

Divisional Safety Committee

J. W. ROOT.....Superintendent
 F. G. MORAN.....Trainmaster
 J. G. KIRCHER.....Road Foreman of Engines
 O. J. KELLY.....Master Mechanic
 L. E. HAISLIP.....Division Engineer



PRIVATE AND MRS. H. A. INGRAM

F. R. DAVIS.....Terminal Trainmaster
 DR. J. P. LAWLOR.....Medical Examiner
 E. CHAPMAN.....Captain of Police
 F. A. CARPENTER.....Agent, Parkersburg
 S. E. EASTBURN.....Agent, Yardmaster, Huntington
 H. F. OWENS.....Secretary

ROTATING MEMBERS

P. M. ROE.....Engineer
 O. W. McCARTY.....Fireman
 H. NEAL.....Conductor
 M. F. CALDWELL.....Brakeman
 A. C. SMITH.....Car Department
 C. R. TAYLOR.....Locomotive Department
 J. E. ROSIER.....Stores Department

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent*

Divisional Safety Committee

H. B. GREEN.....Chairman, Superintendent
 G. B. GYMER.....Secretary
 A. R. CARVER.....Division Engineer
 J. J. POWERS.....Trainmaster
 W. J. HEAD.....Trainmaster
 J. C. HAHN.....Trainmaster
 J. FITZGERALD.....Trainmaster
 G. R. GALLOWAY.....Master Mechanic
 P. C. LOUX.....Road Foreman of Engines
 G. H. KAISER.....Road Foreman of Engines
 C. H. COTTON.....Traveling Fireman
 E. G. SLATER.....Signal Supervisor
 W. H. DEAN.....Storekeeper
 G. J. MAISCH.....Division Claim Agent
 DR. A. A. CHURCH.....Medical Examiner
 M. E. TUTTLE.....Division Operator
 A. J. BELL.....Terminal Agent
 L. H. DOUGLASS.....Master Carpenter
 T. L. CALCOTE.....Supervisor

L. C. SWANSON.....	Supervisor
J. DRENNAN.....	Supervisor
J. I. MALONE.....	Supervisor
A. H. GENSLEY.....	Terminal Trainmaster, Cleveland
T. McDERMOTT.....	Terminal Trainmaster, Lorain
H. C. BATCHELDER.....	Terminal Trainmaster, Akron
B. C. MEEK.....	Relief Agent
J. P. COOPER.....	Relief Agent

ROTATING MEMBERS

F. E. WEEKS.....	Dispatcher, Cleveland
P. ESPOSITO.....	Section Foreman, Akron
T. RIDLEY.....	Carpenter Foreman, Akron
W. L. CUTTER.....	Engineer, Lorain
E. C. HAVILAND.....	Engineer, Cleveland
T. MENKE.....	Fireman, Lorain
W. E. BUTTS.....	Conductor, Lorain
D. ROBINSON.....	Brakeman, Lorain
N. WILBOIS.....	Yard Conductor, Akron
W. MESSMER.....	Chief Car Inspector, Lorain
E. JONES.....	Chief Car Inspector, Cleveland
J. J. HURLEY.....	Enginehouse Foreman, Cleveland
V. LUCAS.....	Steel Car Foreman, Lorain
J. J. McNEIL.....	Machinist, Lorain

Effective July 1, general superintendent E. W. Scheer and staff, having jurisdiction over the Cleveland, New Castle, Newark and Chicago Divisions, established offices in the passenger station at Cleveland. We bid them a hearty welcome and assure them of the loyal support of each employ of the Cleveland Division. To care for divisional offices vacated for general superintendent and staff, offices have been arranged on the fourth floor of passenger station for the medical examiner, police department, division claim agent and tax agent. We now also have a large room on this floor where meetings will be held.

Train supervisor J. E. Fahy recently made a trip to New York to see his son, J. D. Fahy, furloughed coal clerk, who is enlisted in the 135th Field Artillery, on the eve of his departure for "over there." Miss Esther Spitzer accompanied supervisor Fahy. We wonder why? Card has been received advising safe arrival in England of the soldier.

News has also been received that the following employes have arrived safely on foreign soil: G. W. Gordon, maintenance of way clerk, Cleveland; F. S. Scroggie, division accountant's office, Cleveland.

Assistant agent Frederick McCormick, at Brooklyn station, has been furloughed for military duty. He enlisted in the infantry and at present is located at Camp Nicholl, New Orleans, La. Good luck "Mac."

Mrs. Mae Peterman has been appointed assistant agent at Brooklyn, Ohio, in place of F. McCormick, furloughed.

W. M. Peebles, report clerk in superintendent's office at Cleveland, has been furloughed for military service and is now in training at Camp Sherman, Chillicothe, Ohio. Miss Edna M. Nye, stenographer, has been promoted to position of report clerk.

Miss Edythe Singleton and Miss Mildred Lightner have recently been employed as stenographers in superintendent's office.



MACHINISTS McKAY AND O'NEILL

Otto Kirstein, the late chief night clerk at Clark Avenue station, Cleveland, has taken a leave of absence to spend a short time in Uhrichsville, Ohio. It is understood that when he leaves, Uhrichsville will be minus one of its popular young ladies, and the boys of the Columbus Street branch are preparing to congratulate him on his return home with his young bride.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS.....	Chairman, Superintendent, Newark
J. P. DORSEY.....	Vice-Chairman, Trainmaster, Newark
C. R. DIEMAR.....	Division Engineer, Newark
R. A. VERNON.....	Road Foreman of Engines, Newark
W. D. JOHNSTON.....	Master Mechanic, Newark
A. R. CLAYTOR.....	Division Claim Agent, Newark
D. J. HOST.....	T. M. & C. T. D., Columbus
C. D. MILLER.....	Shopman, Newark
DR. M. H. KOEHLER.....	Medical Examiner, Newark
F. BACKENSTOS.....	Conductor, Newark
W. H. RISSLER.....	Fireman, Newark
L. C. DECKER.....	Engineer, Newark
O. A. COLLINS.....	Car Repairer, Newark
F. STREAR.....	Blacksmith, Newark
D. E. SHOCK.....	Yard Conductor, Newark

Above is likeness of machinists McKay and O'Neill, employes of the lower machine shop at Newark. They are very popular young men among the employes of Newark shop.

Reproduced on next page is cut of Herbert Rine, secretary to division engineer at Newark. "Heavy," as he is familiarly known, always has a pleasant smile for everyone and is an all-around good fellow.

Another photograph on that page shows switchtender J. W. Wray, who is employed in Newark yard on west end lead.



NEWARK DIVISION WRECK TRAIN AND CREW

Connellsville Division

Correspondents

- P. E. WEIMER, *Office of Superintendent, Connellsville*
- S. M. DEHUFF, *Manager of Telegraph Office, Connellsville*
- C. E. REYNOLDS, *Clerk to Assistant Superintendent, Somerset*

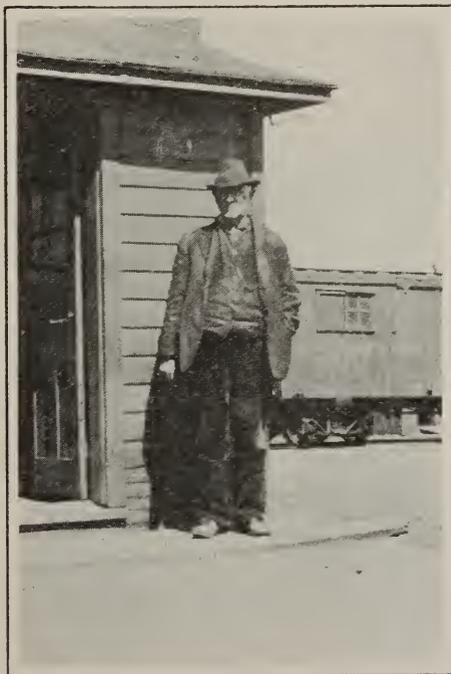
Divisional Safety Committee

- M. H. BROUGHTON.....Chairman, Superintendent
- C. M. STONE.....Assistant Superintendent
- A. E. MCVICKER.....Trainmaster
- A. P. WILLIAMS.....Division Engineer
- G. N. CAGE.....Road Foreman of Engines
- DR. F. H. WEIDEMANN.....Medical Examiner
- G. M. TIPTON.....Freight Agent
- W. G. CARTER.....Freight Agent

- C. A. ALBRIGHT.....Freight Agent
- H. B. PIGMAN.....Division Operator
- F. T. ROBINSON.....Engineer
- A. G. WATSON.....Fireman
- J. E. LECKEMBY.....Conductor
- J. T. DENEEN.....Brakeman
- H. T. ROBINSON.....Machinist
- J. G. PERCY.....Boilermaker
- S. M. MAY.....Road Foreman of Engines
- J. S. GILMORE.....Trainmaster
- J. J. RYLAND.....Secretary



HERBERT RINE



SWITCH TENDER J. W. WRAY,
NEWARK DIVISION

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

T. J. BRADY.....	Chairman, Superintendent
T. W. BARRETT.....	Vice-Chairman, Trainmaster
J. M. MUEHLBAUER.....	Secretary
H. H. MARSH.....	Division Engineer
M. C. THOMPSON.....	Road Foreman of Engines
G. W. C. DAY.....	Division Operator
R. B. STOUT.....	Superintendent of Shops
A. J. WEISE.....	General Car Foreman
F. BRYNE.....	Claim Clerk
W. F. DENEKE.....	Terminal Agent, Pittsburgh
DR. A. J. BOSSYNS.....	Medical Examiner
G. S. DIETZ.....	Brakeman

Pittsburgh local freight station has many boys in military service. The following have been put on the station's roll of honor: Charles Schuckert, Thomas Powell, Irwin A. Miller, H. H. Blumenschein, Hugh Meenan, George J. Balkey, Frank Dudas, Earl Seitz, Thomas Curran, Frank Dehn, Oscar Newhauser.

Miller and Dudas are overseas and the others are all anxious to get over and into the scrap as quickly as possible. Hugh Meenan, who was not of draft age, being just nineteen when he enlisted, is at Carlstrom field, Arcadia, Fla. A portion of a letter recently received from him is as follows:

"I am having a fine time and never felt better in my life. Was up in the air 8,000 feet today. It's a great life, whether you weaken or not. Am working on an air-plane crew as wingman, but as yet am just an ordinary private."

Earl Seitz, who was formerly receiving clerk, is at Camp Forest, Ga., and is delighted with the life. Had he known it was so fine he says he would have enlisted a year ago. He has gained twelve pounds in weight.

"Tom" Curran, formerly chief receiving clerk, has been transferred to the Medical Detachment at Camp Lee and expects to go over very soon.

The Pittsburgh Division subscribed \$4,527.38 to the second Red Cross campaign.

Philip A. McMahon, former secretary to Mr. Brady, has arrived safe in France, "Phil" is now counting the number of Huns that the Yankee boys are knocking down. "Phil" considers this a very hard job.

The mystery of conductor "Dick" Graham's smile has been solved. It has been discovered that he is the proud grandfather of a ten-pound boy. We expect to see him braking with Grandfather "Dick" in a short time.

Born to Mr. and Mrs. W. A. Robinson a girl. "Bill" Robinson is a brakeman in Demmler yard and is a very proud father. Congratulations, "Bill," old boy.

R. P. Bledsoe has been appointed captain of police, vice John Gorss, to superintendent of police, with headquarters at Pittsburgh, Pa.

R. P. Canty has been appointed baggage agent at Pittsburgh, Pa., vice J. W. Umler, who was named traveling baggage agent.

J. J. Downs has been appointed trainmaster of the P. & W. District. "Joe" is wearing a broad smile.

Miss Loretta Kinney, stenographer in the superintendent's office, has returned from a trip to New York. She said farewell to a friend leaving for France.

Miss Gertrude Clay, former C. D. clerk in the car accountant's office at Pittsburgh, Pa., has been promoted to stenographer in the superintendent's office.

Miss Elizabeth Lucy, of the superintendent's office, has been promoted to stenographer in the general superintendent's office.

T. J. Mimnaugh, gang foreman at Demmler, Pa., has bought a new flivver and we have noticed that there are quite a few telephone poles now missing around Turtle Creek. Better keep her on the road, "Tom."

Roy Shaw, yard clerk at Demmler yard, is just back from a two weeks' vacation. We understand that he went as far as Olympia Park, Versailles, Pa.

New Castle Division

Correspondents

W. W. McGAUGHEY, *Chief Clerk to Superintendent*

C. S. MAYNARD, *Operator*, Chardon, Ohio

V. P. McLAUGHLIN, *Operator*, BD Tower, Akron Junction, Ohio

Divisional Safety Committee

C. W. VAN HORN.....	Chairman, Superintendent
C. P. ANGELL.....	Vice-Chairman, Trainmaster
D. W. CRONIN.....	Division Engineer
A. H. HODGES.....	Master Mechanic
JAMES AIKEN.....	Agent, Youngstown, O.
DR. F. DORSEY.....	Medical Examiner
C. G. OSBORNE.....	Claim Agent
F. H. KNOX.....	Agent, New Castle, Pa.
W. P. CAHILL.....	Division Operator
W. DAMRON.....	Terminal Trainmaster
A. T. HUMBERT.....	Master Carpenter
J. J. FISHBURN.....	Secretary
E. J. HUNT.....	Road Conductor, New Castle Junction
G. C. ANDERSON.....	Road Fireman, New Castle Junction
S. O. LEWIS.....	Road Engineer, New Castle Junction
N. THATCHER.....	Machinist, New Castle Junction
G. H. GLENN.....	Yard Engineer, Haselton, O.
F. D. LANCASTER.....	Yard Conductor, Painesville, O.
MISS E. R. BIGGERSTAFF.....	Clerk, New Castle Junction
MISS PEARL D. CLARK.....	Chief Clerk to Agent, Youngstown, O.

On August 2 Miss Della Hinkle was married to A. F. Alexander, agent at Cuyahoga Falls, Ohio. The ceremony was performed in the bride's home in Akron. Mr. Alexander, prior to filling the agency at Cuyahoga Falls, was relief agent on the New Castle Division and is well known to everybody along the line. He certainly has the best wishes of the officials and employes on the division. On his wedding trip



BERNARD ("BUBBY") JOHNSON

on No.67, the couple accidentally ran into a band which was going to Rittman for some celebration, and when the musicians discovered that a bride and groom were on board, they gave "Alex" and his bride a very nice serenade. However, "Alex" "beat it" to the other car, being unable to "face the music." After a wedding trip to Baltimore, Philadelphia and New York, they are "at home" in Akron.

Frederick Claudius, of Brookneal, Va., was fatally injured July 13 at Akron Junction while switching in yards by being knocked from a car. This was his second day in the yard. He was twenty-one years old. His body was shipped to his home for interment.

A telephone has been installed in trainmen's room at BD Tower. This relieves operators of considerable work in the way of calling Pennsylvania operators to get clearances for westbound trains.

Engineer W. S. Hall and his wife visited their son at Camp Lee, Virginia, where he is a private in the National Army.

Frank Webber, one of the oldest employes at Akron Junction yard, is confined to his home with rheumatism.

"Clem" Emerick and Sherman Mains were confined to their homes on account of sickness.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

- J. H. JACKSON..... Chairman, Superintendent, Garrett, Ind.
- T. J. ROGERS..... Vice-Chairman, Trainmaster, Garrett, Ind.
- J. E. FISHER..... Trainmaster, Garrett, Ind.
- JOHN TORDELLA..... Division Engineer, Garrett, Ind.
- G. P. PALMER..... Division Engineer, Chicago, Ill.
- D. B. TAYLOR..... Master Carpenter, Garrett, Ind.
- F. N. SHULTZ..... Division Operator, 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.
- DR. W. A. FUNK..... Medical Examiner, Garrett, Ind.
- DR. C. W. HEDRICK..... Medical Examiner, Willard, O.
- J. F. MILBURN..... Secretary Y. M. C. A., Willard, O.
- JOHN DRAPER..... Freight Agent, Chicago, Ill.
- GERTRUDE MANION..... Secretary
- F. L. SCHLOTTER..... Relief Agent
- A. A. ARMSTRONG..... Engineer, Garrett, Ind.
- J. B. SPENCER..... Fireman, Garrett, Ind.
- H. W. MARSH..... Conductor, Garrett, Ind.
- B. A. WILLIAMS..... Brakeman, Garrett, Ind.
- H. W. McCURDY..... Machinist, Garrett, Ind.
- C. F. ANSEL..... Machinist, Willard, O.
- F. MARTIN..... Machinist, South Chicago, Ill.
- D. J. BRUBAKER..... Car Builder, South Chicago, Ill.
- J. F. PENCE..... Car Inspector, Garrett, Ind.
- J. F. DRINKWATER..... Yard Brakeman, Willard, O.
- CLEON HAMM..... Tool-room Attendant, Garrett, Ind.
- EMMA SCHWAB..... Tool-room Attendant, Willard, O.

Below is a snapshot of two "sons of the Chicago Division." On the left is William Bradly, who was employed as a machinist and on account of an injury was transferred to the Stores Department as oil distributor, where he has been employed for thirty years. Mr. Bradly is under storekeeper J. T. Dowell and has charge of one of the best equipped oil houses on the System and is considered a very competent man. On the right is James Mc-



WILLIAM BRADLY AND JAMES McCLAIN



IN GENERAL FOREMAN'S OFFICE AT SOUTH CHICAGO. LEFT TO RIGHT: MISSES FLORENCE CAMERON, ANN SKILLING AND MARIE KRAEGER

Clain, who has been in the Motive Power Department for fifty years and every one knows "Jimmie."

The photograph reproduced on page 67 shows Bernard ("Bubby") Johnson, the bright son of captain of police T. Johnson, stationed at Willard, Ohio. "Bubby" is shown on guard, defending his war garden against any Huns who might stray into Willard. As indicated by his attire, "Bubby" has a leaning towards the naval service.

At 11.40 p. m., Tuesday, July 2, R. N. Miller, Chicago Division passenger conductor, died at his home, 504 South Randolph Street, Garrett, Ind. Mr. Miller had enjoyed the best of health until his brief, but fatal illness. He had made an automobile trip to Huntertown, Ind., Monday evening, returning at 11.15 p. m., feeling as good as usual. At three o'clock Tuesday morning he aroused Mrs. Miller and complained of being sick, the doctor was called, but Mr. Miller soon became unconscious and his condition gradually grew worse until the end came. Mr. Miller was born at Richmond, Northampton County, Pa., November 6, 1866. In 1886 he and his brother, A. P. Miller, also a conductor on the Chicago Division, came to Garrett and entered the service of the Baltimore and Ohio Railroad as brakemen, in which capacity R. N. Miller had served until February 6, 1890, when he was promoted to freight conductor. He was promoted to passenger conductor August 1, 1908.

C. Rattie, chief clerk to superintendent, and family have just returned from Mendon, Mich.,

where they spent two weeks' vacation with relatives and friends. Report comes to Garrett



R. N. MILLER



M. ALTHER MAKING ADDRESS AT FLAG DAY EXERCISES, SOUTH CHICAGO, ILL.

that parties who have been in the habit of spending vacations in and around Mendon are seeking other resorts due to the fact that Mr. Rattie caught all of the finny tribe in the streams thereabouts.

Hicksville, Ohio, Chicago Division station, has seven of its employes in Uncle Sam's service. Lieutenant W. C. Blalock and E. J.

Blalock are now in France and F. R. Clark, C. C. Klingler, S. D. McKinley and R. G. Crow are at various training camps, while M. A. Longworth is stationed at Great Lakes Naval Training School.

The picture reproduced just below of lady clerks in the South Chicago offices was taken on Flag Day.



WATCHING FLAG DAY EXERCISES AT SOUTH CHICAGO



FIRE DEPARTMENT DRILL AT CHICAGO TERMINAL.

South Chicago

Correspondent, MRS. BERTHA A. PHELPS
Wheelage Clerk

Under the new plan of coordination, C. R. Hampton, for a number of years agent for the Baltimore and Ohio at Union Stock Yards, Chicago, has been appointed yard superintendent for all railroads under government control entering the stock yards.

William Damron, terminal trainmaster at New Castle Junction, made a call on friends in this section recently.

Oscar E. Anderson, chief clerk in general foreman Quigley's office at this station, left July 15 to take a position as chief clerk with general master mechanic Malthaner at Cleveland. Mr. Anderson enters upon his new duties with the best wishes of his many friends at South Chicago. C. R. Pilgrim, formerly chief clerk in car foreman's office at Garrett, has been transferred to fill the vacancy.

D. Hannihan has succeeded Frank King as day enginehouse foreman. Mr. King having been transferred to Seymour, Ind.

E. J. Leedy has been appointed gang foreman in the car department, vice L. Stazewski, who has joined the forces of Uncle Sam, and is at the Sweeney Auto School, Kansas City, Mo.

L. Napierkowski, formerly gang foreman, car department, now with the 13th Infantry, writes from Camp Fremont, California, that army life is great. "Louie" has taken on ten pounds since joining the forces of Uncle Samuel.

Yardman William F. Behn, who is an accomplished musician, has enlisted in the Navy and will become a member of Sousa's Band at Great Lakes. A. J. Wetherton and L. D. Sinclair, also employes, left recently for Camp Gordon.

V. A. Panks has been appointed M. C. B. clerk, vice Edward Schaad, resigned.

Car distributor Paul Wegener, with Mrs. Wegener and son, spent his vacation on the Kankakee River, Indiana.

T. E. Kernan, yardmaster at Wolf Lake, and Mrs. Kernan have returned from a motor trip to Toronto, Canada, via Niagara Falls.

Chief clerk Murphy of the trainmaster's office, with Mrs. Murphy and children, has returned from a vacation spent at his former home in Appleton, Wis.

Miss Florence Cameron, of the general foreman's office, spent her vacation at Camp Wheeler, Macon, Ga., where her brother, Lieutenant Cameron, is an instructor.

As coal clerk William Gintert, of this office, was leaving for his vacation, word was received of the death of Mrs. Gintert's sister in Los Angeles, Cal. Her body was sent to Findlay, Ohio, for burial, Mr. and Mrs. Gintert being present.

Others who have returned from vacations and report fine times, are road foreman of engines Brubaker, and clerk John Kendrick. Miss Ann Skilling has also returned from a trip through the east.

Yardmaster Weber has been passing the cigars around the yard and office all on account of a fine new daughter at his home in Parkside.

J. S. Cusick, our interchange clerk, represented the Chicago Division at the convention of the Relief Department, held in Cleveland, Ohio, recently.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

J. L. NICHOLS.....	Chairman Superintendent
J. W. DACY.....	Trainmaster, Chicago
G. P. PALMER.....	Division Engineer, Building
R. L. FAITHORN.....	Assistant Engineer, Building
A. CRAW.....	Division Claim Agent, Building
A. R. OSBORNE.....	Captain of Police, Building
C. L. HEGLEY.....	Examiner, Building
H. McDONALD.....	Supervisor, Building
WM. HOGAN.....	Supervisor, Building
F. K. MOSES.....	Master Mechanic
F. S. DEVENY.....	Road Foreman of Engines, Robey Street
CHARLES ESPING.....	Master Carpenter, Building
DR. E. J. HUGHES.....	Medical Examiner, Building
C. O. STEFERT.....	Signal Supervisor, Building
E. J. BOYLE.....	Assistant Agent, Forest Hill
EDWARD MATTINGLY.....	General Car Foreman
D. M. JULIAN.....	Car Foreman, Chicago
RAY ELDER.....	Car Foreman, East Chicago
R. F. JAMES.....	Engine Foreman, Blue Island
T. FINNON.....	Helper, East Chicago
W. A. WELSH.....	Engine Foreman, Robey

D. FLYNN..... Locomotive Engineer, East Chicago
 J. GOULDING..... Locomotive Engineer, Blue Island
 JOHN LATSHAW..... Locomotive Engineer, Robey Street
 J. CRAWFORD..... Machinist, Robey Street
 WILLIAM SCHMEL..... Machinist Apprentice, East Chicago
 G. PAPPELO..... Boilermaker, Robey Street

Miss Catherine Cummings, roundhouse clerk, has been operated on for appendicitis. Last reports state that she is improving.

Owing to the resignation of Miss Gertrude Smith, timekeeper at Lincoln Street, the following changes have been made: A. Speelman, joint roundhouse clerk to timekeeper; Miss Virginia Hall, engine house clerk to joint roundhouse clerk; Miss Catherine Cummings, distribution clerk to engine house clerk. The vacancy at the distribution desk has been filled by Miss Birdie Rosenberg, sister to Frederick J. and George Rosenberg, engine house foremen at Lincoln Street and East Chicago, respectively.

Austin Weiner, formerly clerk to chief electrician and piecework inspector, is now at Camp Jackson, Columbia, S. C. Austin has always been fond of horses, so now he is evidently in his proper element, as he is attending the Stable Sergeants' School, where he is being taught a veterinarian course. He is attached to the 7th Regiment, F. A. R. D. He has been thoughtful enough to explain that F. A. R. D. means Field Artillery Replacement Depot. He is hoping to be sent overseas soon.

On preceding page is a picture of the fire department of Lincoln Street. This crew is ever on the alert and never has been caught napping. Reading from left to right, those in the photograph are, F. Ferguson, chief; O. B. Shaner, terminal engineer. This photograph was taken while the snow was piled high in the terminal

in the spring, but the firefighters do not mind the chilling blasts or anything else when work is to be done.

One of our veterans and retired pensioners, F. M. Ferguson, who was stationed at State Line Bridge for a number of years as switch tender, passed into the Great Beyond at his residence, 125 North Herman Street, Hammond, Ind., on July 25, and was laid to rest in Oak Hill Cemetery July 27. The services were conducted under the auspices of the G. A. R., of which the deceased had been a member for a long time. Mr. Ferguson was born July 4, 1848, and at the call for volunteers in '61 was one of the first to tender his services, enlisting in Company L, 77th Cavalry, and served until wounded at Gettysburg. He had been in the service of the Company since 1893, with the exception of a very short period, and was one of the loyal employes at the time of the A. R. U. trouble in '94, being stationed at State Line as crossing watchman and was not molested at any time while attending to his duties at this trying time. The picture shows Mr. Ferguson and his trick dog Buster, which were familiar figures to the trainmen who stopped or passed at the bridge. Mr. Ferguson's son, E. F. Ferguson, is assistant freight agent at Robey Street.

The many friends of C. Clough, at Lincoln Street, were pleased to have him as a visitor. Mr. Clough is in the merchant marine service of the government and has made several trips across the Atlantic and back. The vessel to which Mr. Clough is attached was loading at Baltimore.

The following men, who were formerly in the office of the assistant freight agent at Robey Street, are in the service of Uncle Sam: C. E. Partridge, "Somewhere in France," writes that he is well and enjoying the service immensely now that they have the Huns on the run. C. J. Breen, who enlisted in the Marines, was last reported at Norfolk, Va., ready to go across and over the top. M. W. Kuhuen, whose picture is shown in a group on another page, was sent to Camp Wheeler at Macon, Ga. He expresses himself as highly pleased with his experiences and that he has been assigned to a gun squad operating an instrument used in measuring angles to get correct range of the enemy, and that if he gets across he will account for a few Huns.



MOURNS HIS MASTER, F. M. FERGUSON

Ohio Division

Correspondent, W. L. ALLISON, *Operator, DO Office, Chillicothe, Ohio*

Divisional Safety Committee

E. W. HOFFMAN..... Chairman, Superintendent
 T. E. BANKS..... Trainmaster
 WILLIAM GRAF..... Road Foreman of Engines
 W. F. HAYES..... Master Mechanic
 SAMUEL PULLIAM..... Assistant Division Engineer
 DR. J. G. SELBY..... Medical Examiner
 L. A. PAUSCH..... Supervisor
 E. E. JOHNSON..... Agent, Athens, O.
 C. S. HART..... Conductor



RIP-TRACK FORCE AT SEYMOUR, INDIANA

- HOWARD YOUNG.....Brakeman
- C. E. FOGELMAN.....Engineer
- R. COLLINS.....Fireman
- S. LEATHERWOOD.....Yard Conductor
- F. SEEKATZ.....Machinist
- THOMAS TULL.....Piecework Inspector
- E. C. COLE.....Captain of Police

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

Divisional Safety Committee

- 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, Cincinnati, O.
- S. A. ROGERS.....Road Foreman of Engines, Seymour, Ind.
- M. A. MCCARTHY.....Division Operator, Seymour, Ind.
- P. T. HORAN.....General Foreman, Seymour, Ind.
- E. MASSMAN.....Agent, Seymour, Ind.
- J. E. SANDS.....Agent, Louisville, Ky.
- J. E. O'DOM.....Claim Agent, Cincinnati, O.
- E. G. MASHER.....Secretary, Seymour, Ind.
- J. E. ALLEN.....Engineer, Louisville, Ky.
- A. L. DeCAMP.....Track Foreman, Charlestown, Ind.
- H. PURKHISER.....Conductor, Seymour, Ind.
- FRANK WELLS.....Fireman, Seymour, Ind.

On another page is printed a photograph of Thomas R. Scoopmire, operator, furloughed for military service June 18, 1918, and now with the Navy at Cambridge, Mass. Mr. Scoopmire has been in the service almost continuously as clerk, extra agent and operator and operator since August 3, 1912.

C. E. Morton, chief clerk to division engineer, and wife have just returned from a most enjoyable vacation spent at his old home at Hinton, W. Va. Mr. Morton's parents accompanied them. Mr. Morton is very enthusiastic about the fine mountain air.

S. A. Rogers, road foreman of engines, is on a vacation and will visit St. Louis, Kansas City, Hot Springs, Chicago and Kilburn, Wis. A

number of the employes at Seymour are anxiously awaiting his return, for when he happens to be in off line of road for an evening it is not difficult to entice him to the swimming pool in City Park and all are very deeply interested in the big splash he makes.

E. G. Masher, secretary to superintendent, is on vacation and is visiting St. Louis, Pueblo, Denver and Silver Plume, Colorado. The post cards are beginning to arrive and upon his return he will evidently have something to say of the "wonderful new auto highway to the very tip-top of Pike's Peak."

Quite a number of the girls and boys in the division office building are spending their spare hours on tennis court on Company property. Some are so interested that there is no trouble for them to Hooverize, as it is much more fun to play than eat.

The accompanying picture is of E. F. Cross, signal maintainer, Nebraska, Ind. He has been in the service of the railroad for ten years and has its interest at heart at all times.



E. F. CROSS

He is ever looking for an opportunity to conserve material. He has found along the right of way and forwarded to shops for further use at various times quite a number of caps lost from road oil cups.

C. F. Cassin, who entered the service of the Baltimore and Ohio as freight brakeman August 3, 1909, was promoted to conductor October 30, 1910, and resigned June 10, 1916, enlisted June 30 last for railroad service overseas. He arrived in France the latter part of July. He was at Camp Fort Benjamin Harrison for one week and is now with Company B, 63rd Engineers, American Expeditionary Forces.

Cincinnati Terminal

Correspondent, W. F. COCHRANE, *Chief Clerk to Supervisor of Terminals*

Divisional Safety Committee

J. H. MEYERS.....	Chairman, Superintendent of Terminal
R. B. FITZPATRICK.....	Trainmaster
W. T. DARLING.....	Road Foreman of Engines
L. A. CORDIE.....	Assistant Terminal Agent
DR. G. R. GAVER.....	Medical Examiner
J. M. BURKE.....	Car Foreman
H. P. HOGAN.....	General Foreman
G. A. BOWERS.....	Roundhouse Foreman
J. A. SCHIEFFGEN.....	General Foreman

ROTATING MEMBERS

E. R. HOTEL.....	Machinist
H. W. KIRBERT.....	Engineer
W. F. MANTELL.....	Yardmaster
R. H. SEARLS.....	Claim Clerk

Assistant trainmaster Bowns and his wife were pleasantly surprised on July 20 by being presented with a beautiful silver service and a huge bouquet of flowers from the boys of Cincinnati Terminal. Mr. Bowns said the gifts will ever be a reminder to give the best that is in him to the Company and its employes. He had just returned from a short vacation, which was taken in an endeavor to regain his health, which has not been the best of late.

Walter J. Scott, yard clerk at Elmwood, was furloughed for the U. S. Army July 5. "Scotty," as he was best known, was an exceptionally capable clerk and was always willing and able to do any work assigned to him. He is greatly missed.

Harry Breckel, formerly in the road service, who lost a limb in April, 1917, is now a clerk in Elmwood yard office. The boys were glad to welcome him back into the service.

Former agent C. J. Schaefer, now in the Medical Corps at Camp Sherman, honored us with a visit on July 22. He had many interesting tales to tell.

Of course you know Coleman, our efficient report clerk. If you don't you had better become acquainted with his unique personality. You are bound to like him. Well, Coleman has just returned from a vacation. As in all things, Coleman always gets his money's

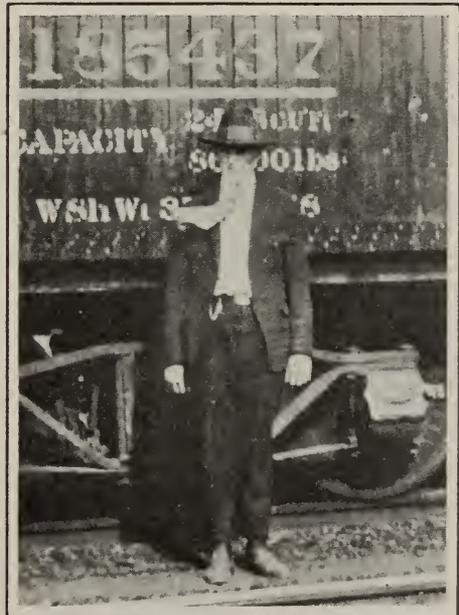
worth. Ask him how he liked Buffalo, Brooklyn, or any other big city you can think of.

Charles Klienheinz, chief clerk to the general foreman at Ivorydale, has returned from a very pleasant vacation.

Below is a photograph of John W. Weithoff, formerly yard clerk at Elmwood Place. John did not wait to be called, but voluntarily enlisted in the Field Artillery of the U. S. Army, May 23, after having worked at Elmwood for two years. If John makes as good a soldier as he did a yard clerk, then Uncle Sam has a soldier to be proud of.

The photograph on page 75 is that of our yard force at Elmwood yard, Cincinnati Terminals. The short chap who got "out of bounds" with one foot is assistant trainmaster T. J. Bowns. You just can't keep "Tommy" from coming to the front.

Engineer T. J. Gallagher; of Cincinnati Terminals, an old employe of the Baltimore and Ohio, has two sons with the colors, Joseph A. Gallagher, formerly an employe of the Eagle Pitcher Lead Co., and John T. Gallagher, a former Baltimore and Ohio employe. Engineer Gallagher returned recently from a visit to Camp Upton, N. Y., where he bade good-bye to his youngest son, "Joe," who is with the 136th Field Artillery. On arrival home he was greeted by his other son, Corporal John T. Gallagher, with the U. S. Marines, who also came home on furlough before leaving for France. Engineer Gallagher can be proud of his two sons.



JOHN W. WEITHOFF

Robert Gabriel, clerk at Ivorydale for the last five years has been called to the colors, and is now in Uncle Sam's army.

Howard Heintz, boilermaker at Ivorydale, was married on July 20 and left for the army July 22. Good luck, Howard.

Edward Shinnars, manager of the Baltimore and Ohio rest cars at Ivorydale, has had a broad smile on his face since the arrival of a eleven and one-half pound baby girl at his home.

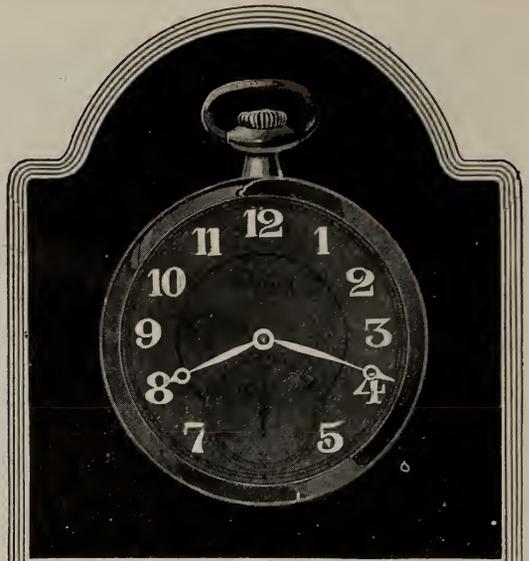
V. C. Sheley, roundhouse foreman, is taking an extended vacation through the northwest, visiting various shops and roundhouses.

Employees of Gest Street roundhouse are mighty proud of their showing in the last Red Cross drive. Everyone donated a day's pay. They were also 100 per cent. strong in the third Liberty loan and are ready for the next drive, expecting to top the mark again.

With this issue we present to our readers and his many friends a photograph of John H. Meyers, appointed superintendent of terminals, Cincinnati, Ohio, on August 1, succeeding E. T. Horn, who has been assigned to other duties. The appointment of Mr. Meyers to the above position came as a reward for his long and faithful service and because he is capable. He started with this Company as an operator in Cincinnati in 1902 and held positions successively as chief clerk, yardmaster, general yardmaster and trainmaster. His many friends are mighty glad to hear of this appointment.



J. H. MEYERS



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Dept. 7436
19th St. & Marshall Blvd.—
Chicago.

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YARD FORCE AT CINCINNATI TERMINALS.

Considerable rivalry exists between Charles Taack and Frank Ruwe when discussing the products of their respective war gardens. While Taack claims the distinction of having the finest tomatoes, Ruwe specializes in beans. Their gardens are the finest in Hamilton County. Let us have more war gardens and rivalry of this kind.

Employees at Storrs repair tracks were 100 per cent. subscribers to both the third Liberty loan and Red Cross, and are now keeping up the good work by organizing a War Savings society. With Miss Mary Ryan as president and H. E. Swepston as secretary and treasurer, the club now boasts of forty members and reports the sale of \$30 worth of stamps for the first week.

A farewell party was tendered Oliver H. Royse, Friday, July 19, in honor of his departure for Camp Johnson, Columbia, S. C., where he will be inducted into the National Army.

Philip Marsland, laborer foreman, who has been laid up in the hospital for about four weeks, reported for duty July 13.

All employees at Storrs were sorry to learn of the death of their fellow workman, John Ritter, who has been in the service of the railroad for more than forty years. While Mr. Ritter has been on the relief for more than

two years, he always made it his business to pay us a visit at least once a month. With the death of Mr. Ritter we have lost the oldest employe at Storrs.

In order to assist the Government in its preparation of skilled men for duties "over there," we have had two squads of drafted men training as car repairers for the past two weeks.

T. W. Calvin, assistant trainmaster, has just returned from a most enjoyable vacation spent in the east and north.

Miss Kathryn Weber, of the supervisor of terminal's office, spent Sunday in Louisville. It is noticed that Miss Weber makes very frequent visits to that city, and we are wondering what the attraction is.

J. M. Kelly recently night chief clerk in the supervisor of terminal's office, has resigned to engage in other business. He has been succeeded by Robert Jennings, formerly relief yard clerk.

H. B. Smith left for his old home in Pittsburgh, having been called for service with Uncle Sam. The last we heard of "Smithy" was that he was "on his way to Berlin."

The many friends of Mrs. Whiteside, formerly employed in the supervisor of terminal's

office, regret her departure for Columbia, S. C., where she has gone to remain with her husband until such time as he leaves for overseas duties. Mr. Whiteside enlisted sometime ago, and Mrs. Whiteside is doing her share towards keeping the supplies moving.

Illinois Division

Correspondents

WALTER S. HOPKINS, *Chief Clerk to Division Accountant, Flora, Ill.*

OMER T. GOFF, *Secretary to Superintendent, Flora, Ill.*

Divisional Safety Committee

- C. G. STEVENS.....Chairman, Superintendent
- OMER T. GOFF.....Secretary, Secretary to Superintendent
- K. S. PRITCHETT.....Trainmaster
- J. W. ODUM.....Trainmaster
- R. E. CHAMBERLAIN.....Division Engineer
- W. F. HARRIS.....Master Mechanic
- C. H. CREAGER.....Road Foreman
- M. A. MCCARTHY.....Division Operator
- H. E. ORR.....Master Carpenter
- C. S. WHITMORE.....Signal Supervisor
- M. F. WYATT.....Supervisor
- G. H. SINGER.....Agent, East St. Louis
- C. S. MITCHELL.....Agent, Flora, Ill.

ROTATING MEMBERS

- W. H. MULLEN.....Engineer
- PAUL NANEY.....Fireman
- C. O. DAVIS.....Conductor
- J. E. BURRIS.....Brakeman
- H. C. SMITH.....Machinist
- GEORGE QUAYLE.....Machine Man
- FRANK O'SHAZT.....Car Inspector
- ED WIDDOWS.....Track Foreman

Superintendent C. G. Stevens returned from his vacation July 1, after having spent two weeks away from the office. Mr. Stevens spent the greater part of his vacation at Washington, Indiana, where he has a great many friends. He went also to Sumner, Illinois, to visit his mother. The entire office force missed him very much and we were all glad when he got back on the job.

Night yardmaster Edward Coil says business is pretty good around Flora yard at night. He says if his engines and himself could be at three or four different places working at the same time they would get along fine.

Leonard E. Kellums, C. T. time clerk in division accountant's office, suddenly made his advent into the matrimonial world about the last of June. The bride was Miss Agnes Sons, of Fairfield, Illinois. Mrs. Kellums formerly was employed in Flora and has a great many friends at this place. Understand "Wabash" or "Nurge" likes married life fine, as he says that there is nothing like it. He fears that he is to be sent to Kettle River for several days soon, but does not want to leave home that long.

Omer T. Goff, secretary to superintendent at Flora, returned from his vacation July 1, after spending two weeks running around over the country. While away he visited Chicago,



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| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Stenographer and Typist |
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Cleveland, Buffalo, Niagara Falls, Cincinnati and St. Louis, then, expecting to have a little change of environment, he visited a farm in Southern Indiana, where he thought he was going to rest for about two or three days, but, instead of resting, he was handed a pitch fork the first day he was there and told that business around that place was conducted on the "work or fight" basis, so what could he do but get out and pitch hay! The next day it was: "You can use this team and cultivator. The corn field is a little piece down the road. You can find it all right." He reports enjoying himself a great deal and says that he wished that he could stay on the same farm the balance of the summer.

Maintenance of way timekeeper W. S. Allen is to be transferred from division accountant's office at Flora to a similar position in division accountant's office at Cumberland, Md. We are all very sorry to see "Doc" leave, as he and his wife are very popular in Flora and we know that they will be missed a great deal. They have our wishes for success.

Chief clerk to superintendent F. A. Conley recently returned from his vacation, part of which was spent on a farm in Ohio. When he got back and told us about the great time he had and all the "eats" that were "dished out" to him we became "leary" lest he should bid us adieu and go back to the same farm to spend the rest of his life. We were all very glad to see him back on the job and he certainly looked a great deal better than when he started.

The month of July was a busy one for the division accountant's office. In addition to their entire force working every evening until from 10.30 to 12 o'clock, there were several of the clerks from the various offices at Flora who also passed away their evenings in the same office. The big occasion was figuring up back pay. Among those from other offices who worked evenings were H. M. Hogan, Omer T. Goff, Thomas J. McCarthy, Harold F. Smith, E. C. Hoffman and W. S. Cooper.

E. C. Hoffman's address on Sunday is "Somewhere in St. Louis." We bet "Dutch" has a reason. He spent Sunday at Pacific, Mo., a few weeks ago. Understand he had a great time there, but when he came back he was so tired that he looked like he had had a long sick spell. "Dutch" is an operator in "X" office at Flora and is one of the "chosen few" who do not have to worry about the office on Sunday.

Thomas J. McCarthy, chief clerk's stenographer in superintendent's office at Flora, is now on his vacation. It is "Mac's" own business where he is spending it.

Among the prospects for the army are the following from the offices at Flora: Frederick J. Smith, dispatcher; Frank A. Conley, chief clerk; Omer T. Goff, secretary to superintendent; Harold M. Hogan, car distributor; Cressy D. Russell, extra dispatcher; Henry H.

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Bruner, file clerk in superintendent's office; Robert O. Dykins, trainmaster's clerk; Harold F. Smith, road foreman's clerk, and operators E. C. Hoffman and J. N. Cherry. We understand dispatcher Smith is to be commissioned as a lieutenant, but others less fortunate will probably be called upon to go as privates.

Ticket agent C. P. Stewart, at Springfield, has been commissioned first lieutenant in railroad service in the army and reported at Hoboken, N. Y., for service on August 1. Mr. Stewart was one of the most popular men on the division and was well known by the traveling public. Perry has the best wishes of everybody on the division and we are all sure that he will make good. He is succeeded as ticket agent at Springfield by J. V. O'Dea, who for some time has been assistant ticket agent at that point. Mr. O'Dea is a worthy successor to Mr. Stewart.

Miss Helen Tipton, comptometer operator in division accountant's office, will spend a day or two at her home at Rushville, Illinois. It is unnecessary to state that "Dimples" will be missed by several friends at Flora.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*
Dayton, Ohio

Divisional Safety Committee

- R. B. MANN.....Chairman, Superintendent
- E. J. CORRELL.....Vice Chairman, Assistant Superintendent
- H. W. BRANT.....Trainmaster
- F. J. PARRISH.....Division Engineer
- L. E. CLAYTON.....Division Operator
- M. DIBLING.....Machinist, Lima, O.
- EDWARD KEEFE.....Road Engineer, Ivorydale, O.
- T. J. McDERMOTT.....Road Conductor, Dayton, O.
- H. T. HEILMAN.....Secretary to Superintendent, Lima, O.
- DR. F. H. HUTCHINSON.....Medical Examiner, Lima, O.
- DR. R. C. POTTER.....Medical Examiner, East Dayton, O.

As a protection against railroad property being carried away by outside pilferers, a standard seven-foot fence of upright board construction has been erected and recently completed at the East Dayton, Findlay Street, yard. The tract of ground enclosed consists of about five acres and is to contain lumber material such as is used in the construction of and repairs to bridges, stations and other structures.

Effective July 2, the interlocking plants protecting crossings of the C. C. C. & St L. Railway and the Erie Railroad at Tates Point were put into operation.

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The erection of an addition to Rossford, Ohio, roundhouse, which provides an office for the roundhouse foreman, is an improvement which has been much needed, and from the pleased expression upon the faces of the foreman and his clerk, they evidently very greatly appreciate it.

V. N. Dawson, storekeeper Lima, Ohio, and H. F. Schwab, storekeeper at Dayton, Ohio, have been furloughed for military service and while we do not know of the present location of either, we earnestly desire that success and personal safety accompany them.

M. H. Beard, formerly assistant supervisor of the Ohio Division, has been transferred to this division as assistant to division engineer.

R. W. Hoskinson, of the car distributor's department, has been promoted to the position of chief yard clerk at Dayton, Ohio.

Sandy Valley & Elkhorn Railway

Correspondent, L. E. GATEWOOD, Chief Clerk, Jenkins, Ky.

Divisional Safety Committee

- | | |
|------------------------|-------------------------------|
| H. R. LAUGHLIN..... | Chairman |
| A. W. WHITE..... | Supervisor M. & W. Department |
| D. W. BLANKENSHIP..... | Section Foreman |
| S. H. JOHNSON..... | Engineer |
| E. E. CASSIDY..... | Fireman |
| J. M. MOORE..... | Conductor |

Glenwood Shops

The shop employes witnessed a sad spectacle on August 5 when four residences on Sunnyside Street, on the hill opposite the shops, were burned. Three of these were homes of shop employes, and were being purchased through the assistance of our Relief Department.

J. Miller was promoted August 1 to car foreman, in place of J. M. Connors, Jr., assigned to other duties.

Our general foreman, W. F. Ambrose, recently took an automobile trip to Strasburg, Va., and to see "Bill's" countenance when he speaks of the trip it would seem that he had some time.

The Fourth of July celebration given the children of Hazelwood and Glenwood by the shop employes was a great success. some 3,000

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BOILER SHOP FORCE AT GLENWOOD SHOPS

persons being present. The sixty gallons of ice cream distributed in cones satisfied the appetites of both young and old and the fireworks were appreciated. Glenwood shop orchestra furnished the music.

Beginning Wednesday, August 7, medical examiner Bossyns took up the instruction of certain shop employes in first aid work. Go to it "Doc," as you have a good bunch to instruct.

John Miller has been appointed car foreman at Glenwood in place of John Conners. We wish Mr. Miller success in his new position.

The picture above is that of piecework inspector Dunmire, foreman Pollack, assistant foreman Love and boiler inspector Robson, of the boiler shop. All of them are well known about the shops and liked.

Asks Help in Finding Packages

Under date of July 11, 1918, Encyclopaedia Britannica Corporation, 286 Fourth Avenue, New York City, advised:

"Considerable difficulty has been encountered when our shipments were offered for delivery, after being delayed in transit, resulting in many not being delivered or ordered returned to shippers' warehouses; consequently were sent to public storage. At the present time it is impossible to give you a record of any particular shipment as our records were improperly kept; however, we want all our shipments returned (that have been refused or unclaimed) and will arrange to pay all accrued charges, which will eliminate many claims."

These people have representatives in various cities and towns, disposing of the Encyclopaedia Britannica, which is put up in various volumes and no doubt you are familiar with same. Please go over your records promptly and advise if you have any record of storing any of these shipments or if you have any on hand

that you are unable to deliver account of being refused or unclaimed; in either instance, give us full particulars so we may take up in line with the above and arrange disposition.

If future shipments of these people are refused or unclaimed advise this office promptly, in order that prompt disposition may be secured.

Yours for prevention,

C. C. GLESSNER,
Auditor Freight Claims.

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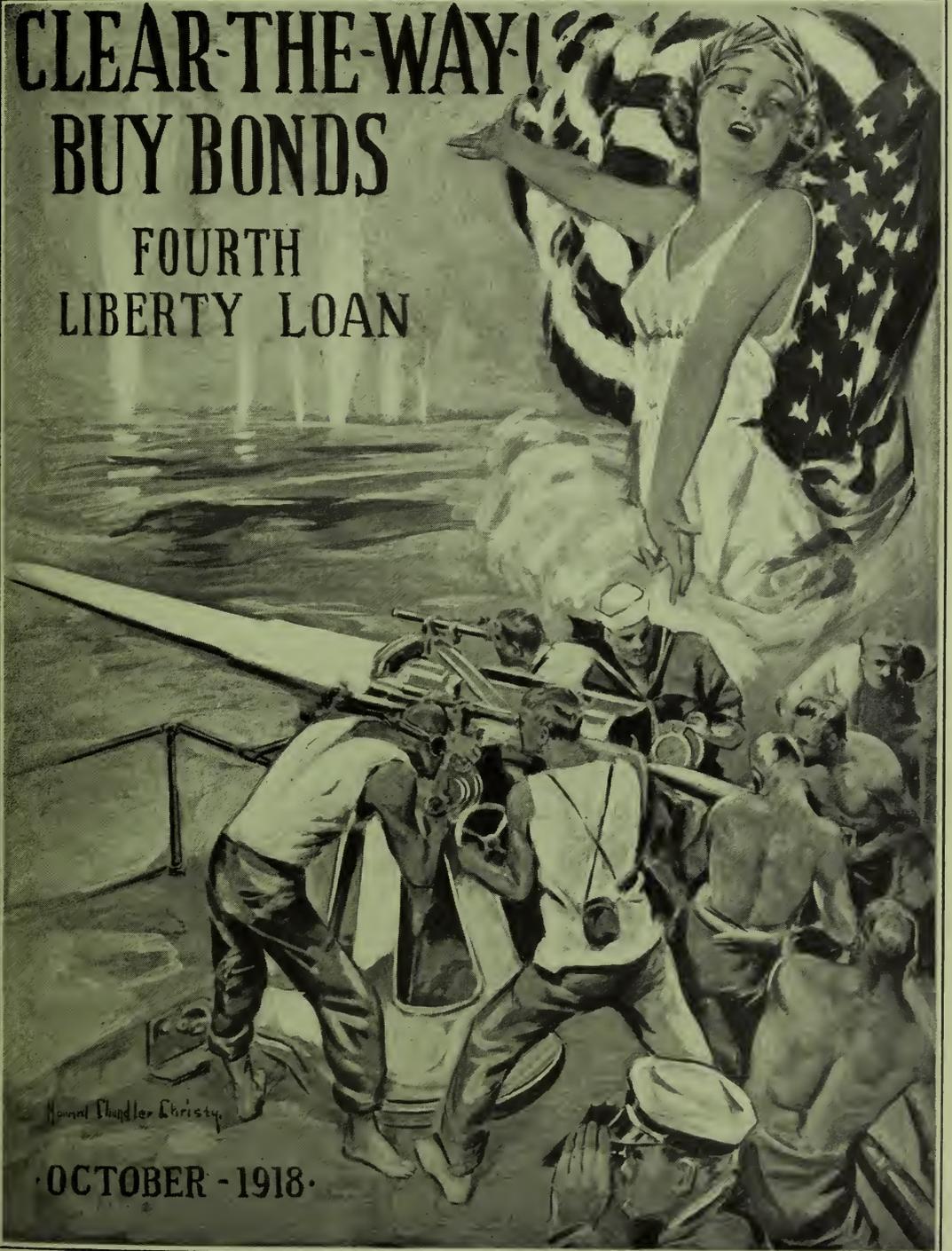
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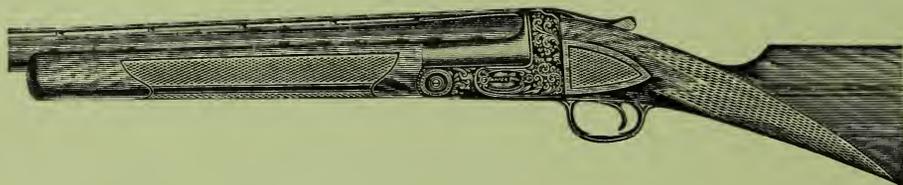
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To Baltimore & Ohio Employees:

THIS big, handsome flag—you get it absolutely free—is 70 x 40 inches in size (20 square feet). It's not made of cheap cheese cloth, but heavy materials with double stitched edges and seams. The rich, blood red stripes and ultramarine blue field are in fast colors that when washed won't run any more than the stars and stripes will run in the face of the Hun.

Show Your Colors

While millions of our boys are "over there" and on the way, the folks that stay at home must back them up. Red Cross work, Liberty Bonds, Food Saving are all necessary. But one of the **big things** is to **come out in the open**. Break Old Glory to the breeze and let everybody know that **you're for liberty and freedom**, not for the Kaiser and his horde of murderous Huns who would like to do in America the savage work they have already done in Belgium and France.

It's Easy—A Child Can Do It

All you do to get this big flag free is to distribute for us among your neighbors and friends 16 copies of our big, splendid, new

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This Atlas has not been off the press a week. It is correct up to the last minute. It is the best collection of maps of the countries engaged in the world war ever issued. The engraving and printing are very fine and the coloring is rich and attractive. The maps are on a large scale, each of the 16 big pages being 15x11½ inches in size. The maps show the battle lines and location of the battles in red and show all the principal cities, towns, villages, hamlets, rivers, canals, railroads, etc. The maps are indexed and tell how to pronounce the foreign name, like Ypres, which sounds as though it was spelled Ee-pr. They include maps of Europe, of the Western Front where our boys are now fighting, of Turkey and the Balkan Countries, of Russia, of Germany, Italy, the United States and the World.

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of the entire world. More real information is given in this Atlas than on other maps selling at from \$1.00 to \$5.00. The single copy price of this Atlas is \$1.00, but you can sell it in your vicinity for only 50 cents if you act quickly. Every man, woman and grown child needs one, and will buy one if given the opportunity. That is why we can afford to make this wonderful introductory offer, selling millions of them and bringing our name as geographic publishers before the people in every community.

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Many of our friends who do not want to wait to first sell the Atlases and then get the flag, simply pay for the Atlases in advance so as to get the flag at once. You can do the same thing—enclose \$8.00 with your order and we will send you the flag at once with the Atlases, together with an Atlas for your own use, and will include as an extra premium, because of the advance payment, a very attractive world war souvenir gift.

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 6

BALTIMORE, OCTOBER, 1918

Number 6

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WILLIAM GIBBS McADOO
Director General, United States Railroad Administration

Every Bad Order Locomotive is a "Prussian Soldier," Says McAdoo. Cheered Along Baltimore and Ohio

"General Pershing needs more locomotives in France to keep the big American smash going until the Kaiser is pushed across the Rhine. The only way we can give General Pershing the locomotives he needs is for the railroads of the United States to take as few new locomotives as possible and thus permit the locomotive builders to send their product to France. We cannot do without new locomotives unless we keep our locomotives in repair and moving all the time. I make a special appeal to every railroad mechanic and workman to do his level best to turn the locomotives out of the shops quickly and to keep their wheels turning on every railroad of the United States. Here's a direct way in which every man can help Pershing and his heroic soldiers and make certain the early defeat of the Kaiser."

W. G. McADOO, Director General,
United States Railroad Administration.

W. G. McADOO, Director General of Railroads, made his first trip over the Baltimore and Ohio Eastern lines on September 12, and the welcome given him all along the line must have heartened him and proved that the employes of this road are behind him in his efforts to keep the necessities going forward to the American soldiers fighting in Europe. After making a most stirring speech at Altoona, Pa., to employes of the Pennsylvania Railroad, Mr. McAdoo, in his special train, decided to come over the Baltimore and Ohio lines and see how traffic was moving.

His train moved over the Cumberland Valley Railroad from Harrisburg to Cumbo, at which point it was delivered to the Baltimore and Ohio. Leaving Cumbo the train sped on to Cumberland, where a large crowd of railroad workers had assembled. Mr. McAdoo was cheered to the echo as the train passed the shops at that place. At Keyser there was another crowd and again the Director General received an enthusiastic welcome. The time of his arrival at Grafton, W. Va., had become known and in the face of one

of the worst rain and thunder storms that that city has experienced, a large crowd braved the elements to wait for the Director General. When Mr. McAdoo appeared on the platform of his car, a great cheer went up. He welcomed the workers aboard his train and grasped each sturdy hand and gave it a warm shake. As the group grew dense on the platform, there was a request for a few words and Mr. McAdoo told those about him that he was proud of the work they are doing and that the more energy they put into their tasks, the greater would be the accomplishments and the shorter the war. He said that the sooner the railroad work was completed, the sooner would the boys "over there" come home.

There was a hearty shout for Mr. McAdoo and George W. Sturmer, of Baltimore, proposed three cheers. Mr. McAdoo acknowledged his gratefulness and urged that three lustier cheers be given for the men in France. The shouts rang through the night.

Mr. McAdoo continued on the Baltimore and Ohio and the Coal and Coke roads, reaching Charleston early on the morning of September 13.

The Director General was accompanied by Judge Robert S. Lovett, director division of capital expenditures; Carl R. Gray, director division of operations; Edwards Chambers, director division of traffic; Oscar A. Price, assistant to director general; C. H. Markham, regional director of the Allegheny Region, and L. W. Baldwin, his operating assistant; A. W. Thompson, Federal Manager, Baltimore and Ohio Eastern Lines, S. Ennes, general manager, and E. E. Hamilton, assistant to Federal manager.

In his address at Altoona Mr. McAdoo pointed out that "every bad order locomotive is a Prussian soldier; every idle locomotive is working for the Kaiser." He weighed on the other hand the value of a locomotive in good running order and declared that every such machine is an American soldier and that every moving engine is working for Uncle Sam. He made a strong plea for the greater purchase of Liberty bonds by railroad men and pointed to the sacrifices that the sons of many railroaders are making on the battlefields of France.

Mr. McAdoo's speech was as follows:

"We railroad men have a great responsibility in this war. I do not know of any one class in America that has a greater responsibility than the railroad men. I am proud to be one of you and to work with you in this great cause in which America's very life is involved and in which the great principles of liberty and democracy, upon which our Government is founded, are imperiled throughout the world.

"It depends upon what we do here, not only in America, but in these shops and upon these railroads, whether or not we are going to make democracy safe for the future and whether or not we are going to bury the Kaiser so deep that he never will be able to answer the call of Resurrection Day.

"What is the heart of the transportation system of America? It is the motive power. The motive power of a railroad is just as vital to it as the heart is to the human body. Unless you keep the motive power rolling, no railroad can function. It makes no difference how good your track is, how many coaches

and freight cars and baggage cars you have, nor how many men are on the line willing to work, if your locomotives do not function, everything comes to a standstill—there is paralysis.

"What is the seat of the locomotive power? It is you men here. You make the locomotives and repair them, and after you have made and repaired them, they pass on to the transportation men, whose business it is to see that they go. We have started the Kaiser toward Berlin and when we get through pushing that circle which last June you saw bulging toward America, the rim will be so far east that Berlin will be in the center of it, and the Kaiser's power for evil will be destroyed. All despotic crowned heads would serve humanity infinitely better if they could be made to do some of the honorable work that you men are doing here. We are going to try to fix it so that in the German Empire, as well as all over the world, human beings won't be bartered and sold and ruled by force, but will have the right, as American freemen have the right, to express themselves, and to constitute and manage their own governments.

"I want you men to realize this: We have sent already to Europe 1,600,000 of our splendid sons. Many of them are sons of you men into whose faces I am looking now. Whether they are your sons or my sons—and my three sons, all of my sons, are in this war—or whether they are the sons of other Americans, makes no difference for the purpose of this war. We know that they are the sons of Americans all over the country; that they are our brothers and that our first thought is of them. They are the men who have got to shed their blood and die for us and for human liberty.

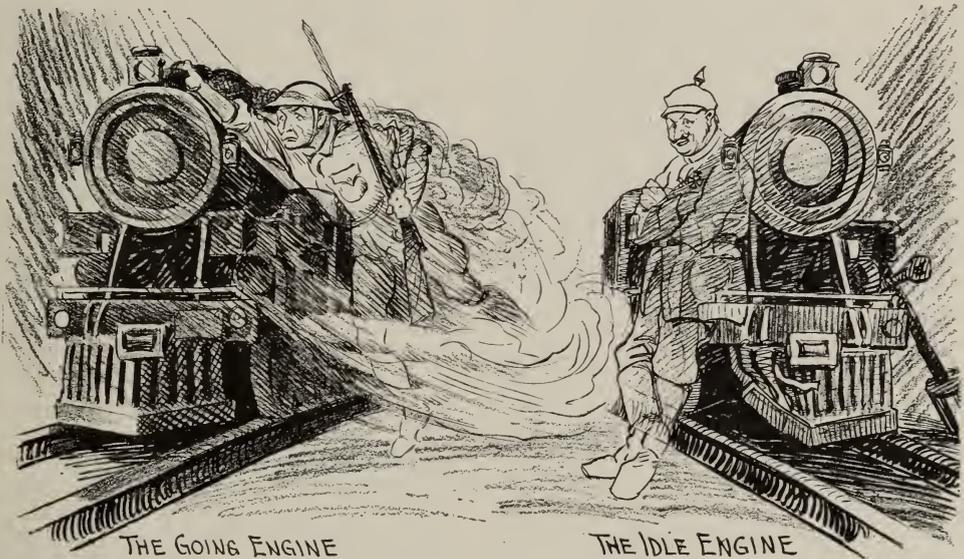
The Price We Pay

"I want you to realize that every man and woman within the range of my voice can save American lives on the battlefields of Europe. Every minute that passes by the watch as it ticks in my pocket and in yours is actually measured in American blood and treasure. It is the price we pay as long as this war

lasts. Every minute that passes as we stand here is being registered in American blood on the battlefields of Europe and in American money paid out of the Treasury of the United States. The money is of small consequence. What nobler use can we make of our money than to make it serve humanity? But our blood is another matter. We cannot restore blood to the dead body. Once an American hero gives his blood and the last gasp of his breath for you and for humanity, he has made the sublime

we had better keep them at home. Our highest duty is to see that everything our splendid sons in France need gets there on time, all the time, and in sufficient quantity. The extent to which we fail to do this is the extent to which we compel the shedding of more American blood and the giving of more American treasure than is necessary or justifiable.

"I want every man in this audience to remember this: When you are working at your lathe, or when you are driving a rivet, or when you are forging a bolt,



THE GOING ENGINE

THE IDLE ENGINE

WHICH SOLDIER ARE YOU SUPPORTING?

sacrifice and has made incomparably the greatest contribution to the cause of liberty and humanity.

"So, my friends, it is up to us to see that no more of them pay that price in blood than is absolutely necessary. We cannot fight this war with soldiers alone. We can send 10,000,000 American men to France, but if those of us who stay at home do not do our duty equally well, do not work up to the limit with every ounce of energy and patriotism that is in our bodies, by turning the necessary stuff out quickly, so that those men we send out to do the fighting for us get what they need, on time, all the time and in sufficient quantity to do the job,

or doing any other thing in the repair of one of these bad order locomotives which is necessary to be done to resurrect it and put life into it again, the quicker you do your part of the job, the more you put into your job in the working day, the more effective is your contribution to the war. So important is time and precision and efficiency these days that one rivet driven twice as quickly as in peace time may mean the actual saving of the life of some American boy in France. I do not exaggerate in making that statement. More work, more efficiency, more speed means that the war will end that much sooner. The more quickly we lick the Kaiser, the more

American lives we shall save and the sooner shall be that triumphal procession of America's heroes on Pennsylvania Avenue in Washington, with the Stars and Stripes proudly flying, and a new message to humanity emblazoned upon its folds, meaning that not alone America, but all the world is liberated and men are free everywhere.

"I want you to realize this: Every bad order locomotive is a 'Prussian' soldier; every idle locomotive is working for the Kaiser. Every live locomotive is an American soldier; every moving locomotive is working for Uncle Sam. Let us get on top of these Prussian locomotives and make American soldiers out of them.

"We are all together in this great cause upon the success of which the future of the world depends. This will be the judgment day for us or for the Kaiser. We are going to make it the judgment day for the Kaiser, and the inevitable punishment of the Kaiser is going to come just so much more quickly as you do your work with new zeal, enthusiasm and patriotism.

"I want to thank the men in these shops for what they have done in the Liberty loans. You have come across in fine style. What better use can you make of your money than to lend it to Uncle Sam on impregnable security? By doing this you increase your own fortune and lay aside something for a rainy day. Uncle Sam always pays his debts in full at maturity and interest in the meantime. While you are helping yourself, you are helping every American soldier in France when you buy Liberty bonds, because you are putting Uncle Sam in the way of getting the money to carry on the war, to pay your wages and to back our soldiers and sailors with all the things they need to fight effectively. The Treasury of the United States is today carrying the load practically of the entire world in finance. You are helping your government whenever you buy bonds of the United States.

Wants All To Go The Limit

"While I thank you for all you have done in these Liberty loans, I want to

tell you that you have not yet gone the limit of what you can do. I know that you can do more in lending your money to the Government, and I recommend this form of investment to you not only for your own welfare but because the further you go in lending your money to Uncle Sam, the greater the service you will perform for the country. So, buy the bonds of the United States to the limit of your ability and you will be doing your part all the more towards helping to win the war.

"If you have not money enough to buy a Liberty bond, even of the smallest denomination (\$50), buy War Savings Stamps. I am sure that from the prosperous appearance of you all, there is no one of you who cannot buy at least a \$50 Liberty bond. I hope so at any rate, because I want you to have just rewards for your labor. I have tried to help you, and I want you to help me, because unless you help me, I cannot make a success of these railroads. I am not worth anything to the country unless you help me make a success of this great business, not for the sake of McAdoo, but for the sake of Uncle Sam. He is the only one we should think about these days.

"This is a great time in the world; a time when we must get new conceptions and new ideals of duty to our country and to humanity. It is a glorious thing to serve unselfishly. The only thing that is more glorious is to give your life for your country. That is the very essence and quintessence and sublimity of patriotism.

"Whatever we may think about what we are doing here at home, important as that is, whatever inconveniences we may think we are suffering, whatever sacrifices we may think we are making, however noble and fine may be the things we are doing, when they are done earnestly and with a purpose to serve the Nation and the world, I want you to remember that it is not comparable with what the son of any man in this crowd is doing for his country in France. Just think of what that son of some noble mechanic in this patriotic city of Altoona is doing now while I am speaking to you here: It

is night in France, with all of the blackness and terrors of modern war settled upon the trenches along that Western Front. There stands our soldier one, of your sons, in the trenches, with his eyes glued on the darkness, his nerves tense, and every faculty alert, keenly watching for the first sign of the murderous and oncoming enemy in order that he may signal his fellows behind him and in order that they, in turn, may be prepared to meet the assault, defend the honor of our flag, and protect the lives and liberty of all of us who stay at home!

"He and every other fighting soldier who daily faces the perils of warfare are making the real sacrifices in this war.

"Whenever you find yourself thinking that you are not receiving all you think you ought to have, whenever you find yourself becoming impatient because you think your comfort and your pleasure are being disturbed by the war, just take a ledger and strike a balance between your situation and that of your son or the son of any other patriotic American

who is fighting in the trenches in France. You will find that the worst that could happen to you in liberty-loving and unravaged America is infinitely better than the things that are happening to the sons of America who are fighting in those bloody trenches. Then you can say: 'I am indeed fortunate, even if I cannot get all I want or think I ought to have, and I thank God that I am an American citizen. I am ready to serve my country too, and will do my best at home to back up our boys in France. I will give my life too, if need be, to help my country and those who are fighting for it and for world liberty.'

"Let me beg you to take up your tasks with new energy, new enthusiasm and new determination to quicken every dead Prussian locomotive into a live American soldier, and to make every locomotive-soldier do its duty with the same effectiveness and the same patriotism that every American soldier of flesh and blood is doing his duty on the blood-stained fields of outraged France!"

Lest We Forget To Do Our Part

THEY say, who have come back from "over there," that at night the troubled earth between the lines is carpeted with pain. They say that Death rides whistling in every wind, and that the very mists are charged with awful torment. They say that of all things spent and squandered there, young human life is held least dear. It is not the pleasantest prospect for those of us who can yet feel upon our lips the pressure of our mother's good-bye kiss.

But, please God, our love of life is not so prized as love of right. In this renaissance of our country's valor, we who will edge the wedge of her assault make calm acceptance of its hazards. For

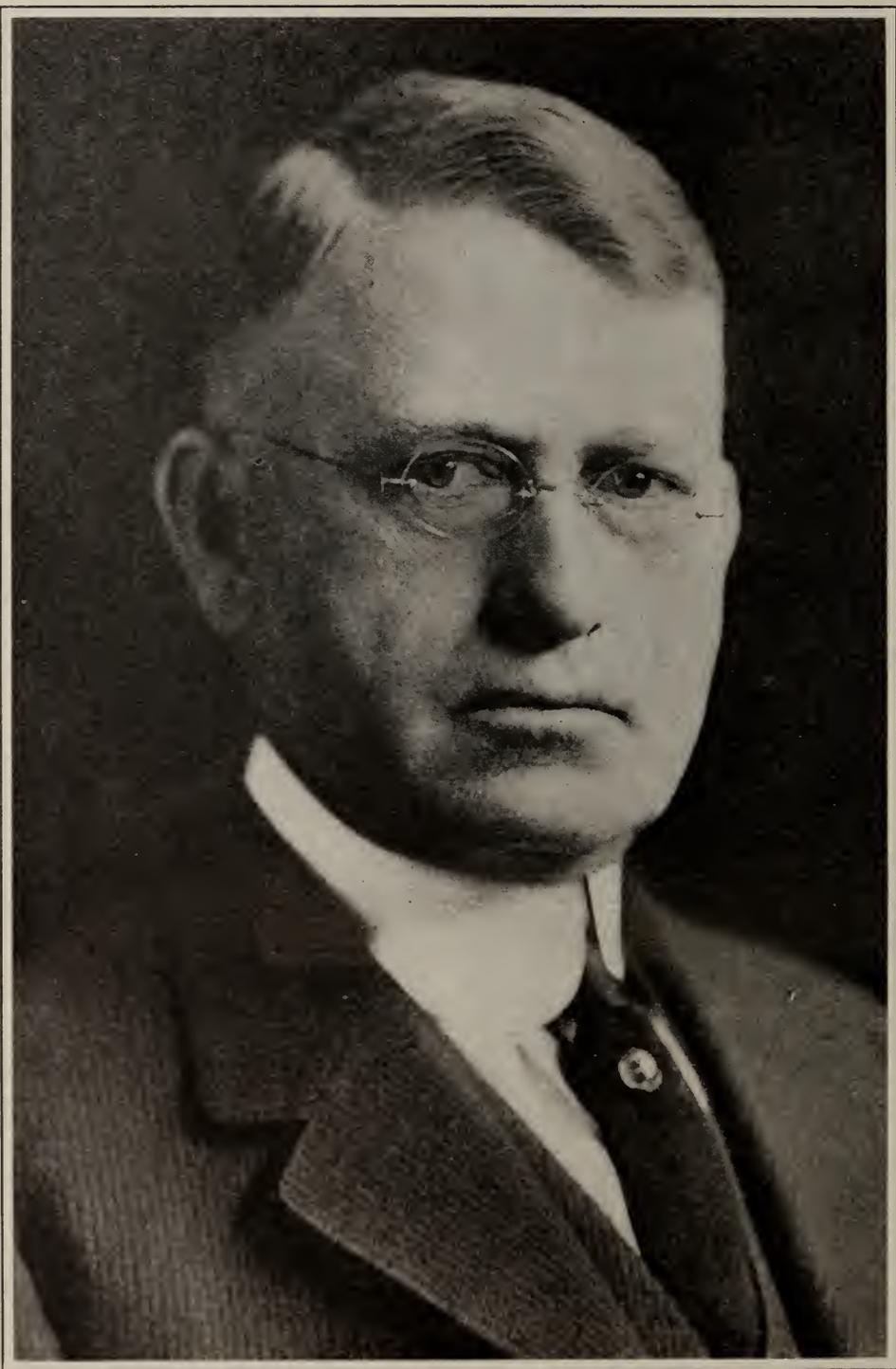
us, the steel-swept trench, the stiffening cold—weariness, hardship, worse. For you for whom we go, you millions safe at home—what for you?

We shall need food. We shall need care. We shall need clothes for our bodies and weapons for our hands. We shall need terribly and without failure supplies and equipment in a stream that is constant and never-ending. From you, who are our resource and reliance, who are the heart and hope of that humanity for which we smite and strive, must come these things.

(Signed)

CITIZEN SOLDIER No. 258,
—th District, National Draft Army.

One Second of Carelessness—Lifetime of Regret



CHARLES H. MARKHAM

Regional Director, Allegheny Region, United States Railroad Administration

The "Markham Way" of Improving Service Bringing Results in Allegheny Region

TRANSPORTATION conditions on the Allegheny Region, of which the Baltimore and Ohio Lines East are a part, showed "continued improvement," according to Charles H. Markham, Federal director of the region, whose latest report recently was issued. He stated that the passenger traffic was well handled and that there has been a material improvement in the "perishable" service.

Mr. Markham, who made the report to Director General McAdoo, declares that the shortage of mechanics and laborers is retarding progress somewhat. He points to the heavy movement of troops in June and July and to the wear and tear this brought upon equipment. His report is as follows:

"My Dear Sir: There follows a brief review of the work of the Allegheny region organization for the two-month period beginning June 1 and ending July 31:

"Transportation conditions during June and July were fair and showed continued improvement. Freight traffic, considering the volume, moved with reasonable promptness. There was no congestion, as the movement of business to the larger industrial centers and for export is controlled by permits. The embargo against lumber from the south has been removed, except as to points on the seaboard between Washington and Jersey City, where it is moved on permits.

"During June and July the car supply was generally good and met the demand.

"In June anthracite coal loading was 63,187 cars, an increase of 4,179 cars over last year; bituminous 191,767, increase 22,781. July anthracite loading was 69,630 cars, increase 2,329 cars; bituminous 223,014 cars, increase 35,100.

"Coal dumped at tidewater increased

223,536 tons in June and 444,916 tons in July, as compared with corresponding months last year.

"Blast furnace operations reports for the last week in June and July show:

	JUNE	JULY
By-product ovens in operation, per cent.....	95	93
Blast furnaces in operation, per cent.....	94	90
Open hearth and Bessemer converters in operation.....	88	85

and the operations not affected by any transportation deficiencies.

"There has been a material improvement in our perishable service in the past sixty days, and the vegetable movement from the trucking sections of Maryland, Delaware and New Jersey is being handled in a manner satisfactory to shippers. The southern peaches were handled in excellent shape.

"The heavy passenger business was well handled and passenger train schedules were maintained with reasonable regularity.

"Troop movements have been heavy throughout June and July, but were handled in a most satisfactory manner.

"Shortage of mechanics and laborers is retarding progress in repairing bad order cars, resulting in an accumulation above normal. Repairs to locomotives are progressing satisfactorily.

"Constant study is being given the question of coordinating facilities and service and the handling of traffic via the most favorable routes.

"Since June 1, 204 unifications have been effected, relieving a large number of employes for other service. There have been thirty-six diversions of freight traffic of considerable magnitude for the purpose of relieving congested routes and districts, using routes which are shorter or have more advantageous grades, or increasing capacity of certain routes for

other traffic. Typical of this is the re-routing of Baltimore and Ohio freight and passenger trains over the P. & L. E. tracks between McKeesport and New Castle Junction and the coordinating of passenger traffic on the Pennsylvania and Philadelphia & Reading, between Philadelphia, Norristown, Reading and Pottsville, effecting a saving of 322,296 passenger train miles yearly, all of which represents a yearly saving of approximately \$1,240,000.

"Additions and betterment work is progressing well, considering the difficulty in obtaining labor and materials."

A short time ago Mr. Markham visited the Baltimore terminals and officials of the Baltimore and Ohio had the opportunity of renewing acquaintance with the former president of the Illinois Central system and at the same time studying the man who is now in charge of the real heart of the transportation system of the country.

The Allegheny Region, which embraces the railroad lines in Pennsylvania, Delaware, Maryland, New Jersey and West Virginia, is turning out about seventy-five per cent. of the war supplies and producing about eighty per cent. of the fuel used in the United States. One can readily appreciate the huge task that confronts the manager of all these lines which move this great bulk of freight. But Director General McAdoo chose wisely when he picked Mr. Markham for this undertaking. His visit to Baltimore terminals proved that he is familiar with all the problems that a big railroad faces these days in moving great trains loaded with necessities for the army of more than 1,600,000 that is across the seas. The few things that were not altogether clear to his mind he asked about minutely and he left Baltimore with the data all collocated in his mind.

To tackle the big job of handling the affairs of the Allegheny Region, Mr. Markham is well equipped by training, experience and temperament. In stature short, he is sturdy and muscular, with a square jaw and a firm mouth. He's an optimist of the first water. It is recalled by many of his friends that

he said early in life that he would never say anything unless he could talk about something over which he could enthuse. "Let others express doleful opinions, if they must," he once said, "but for me, I will talk encouragement, or nothing."

Now fifty-seven years old, Mr. Markham has climbed the ladder of fame with unparalleled energy, reaching the very responsible position he now occupies after starting as a track section gang laborer on the Atchison. Born at Clarksville, Tenn., he received the usual public school education of the boy of the small town. After leaving the Atchison, he entered the Southern Pacific service, also in very lowly work, but it was not long before he won recognition. He was named station agent, later general manager and finally, in 1904, vice-president of this great railroad system. He withdrew from railroad service later to become general manager of an important oil property that is now controlled by the Gulf Oil Corporation. For six years he continued in this field.

Then, in 1911, he heard the call of his old love and accepted the presidency of the Illinois Central Railroad. This comprises 4,774 miles of lines and last year earned \$87,000,000 gross. In directing the affairs of this railroad and, in fact, of the other road with which he was connected in an official capacity, his first desire was to give service and make the patrons of the railroad and the territory served prosperous. He next labored to make the railroad operations profitable. To accomplish these desires he invariably and persistently strove to move traffic in the greatest volume and as quickly as possible and to get the largest movement out of cars and locomotives, the maximum service out of other facilities and the fullest value out of the capital investment.

It is more miles and tons and passengers per car and per locomotive which Mr. Markham now counts upon to overcome the transportation shortage in the Allegheny Region and thus more quickly defeat the Hun. He left the Illinois Central to take up the direction of the big halves of the Baltimore and Ohio, Pennsylvania, the Reading, the Western

Maryland, the New Jersey Central, the Pittsburgh and Lake Erie and several other smaller railroads. They are being made to operate in the Markham way. He wants SERVICE with a big "S," and performed in the most economical way. He is getting traffic over the lines

in larger volume and in shorter time than heretofore. That's his object. He wants the help of every railroad man in the Allegheny Region. None will be able to work harder or strive more consistently towards this end than Director Markham. Be optimistic with him.

Employees Urged to Help Fourth Loan



DIRECTOR GENERAL McADOO is distributing the following Liberty Loan message to all railroad employes:

In order to raise sufficient money to arm, equip and support our gallant soldiers and sailors, to finance our other war activities and to extend necessary credits to our allies, to enable them to continue the war against the German military despotism, the Fourth Liberty Loan campaign will begin September 28, 1918. Every loyal American must invest in the securities of his Government to the limit of his ability if America is to triumph in this war.

Railroad men and women are doing a vital service for their country. They responded patriotically to the appeal of the Government in the First, Second and Third Liberty Loan campaigns and I hope that they have bought liberally of War Savings Stamps. They are also operating the railroads, which is war service of primary importance. I am sure that they count it a glorious privilege to do this vital work for their country. I deeply appreciate what they have already done, but there is more to do and I am sure that they will do more if the way is pointed out to them.

The enormous sums required to finance democracy's part in the war impose a new duty upon each and every one of us. Liberty Loans must be offered from time to time until the Kaiser is licked to a finish. Each of these loans must be subscribed in full. No patriotic American will have performed his duty by sub-

scribing to one loan only, or by buying a few War Savings Stamps. Each and every one should practice every possible economy, save every possible dollar, and buy as many Liberty Bonds as he can afford every time a Liberty Loan is offered to the country.

In the Fourth Liberty Loan campaign which is just ahead of us I wish to make a special appeal to every railroad employe to go the limit in lending of his available means to Uncle Sam. Now is the time to prepare for that campaign by saving every possible dollar, so that each may be ready to do his part before the subscription closes. Hundreds of thousands of employes in the railroad service of the United States have received, or will receive, checks for back pay, in accordance with the provisions of the Wage Order I approved May 25, 1918, and Supplement No. 4 to General Order 27, issued on July 25, 1918. No employe can make better use of his back pay than to lend it to the Government at interest, thus securing an investment of absolute safety for himself and building up a reserve for a rainy day.

I want the railroad men and women of the United States to do more, if possible, than anybody else, because I want them to be among the first always in patriotism, in service and in sacrifice to our great and glorious country. We have the Kaiser groggy—let us keep hitting hard now until he is counted out.

W. G. McADOO,
Director General of Railroads.

Safety Congress Emphasizes Necessity of Preserving the Man-Power of the Country

THE Seventh Annual Safety Congress, which assembled in St. Louis from September 16 to 20, inclusive, took on a greater meaning for the future life of the nation than any former gathering of the men and women who are deeply interested in the preservation of life and limb of the man-power of the United States. There were present at the meetings representatives of governmental departments, railroads, textile works, ammunition and other factories, ship yards and other industries that so sorely need every worker who is capable of performing the duties assigned to him.

The Baltimore and Ohio Railroad was represented by J. T. Broderick, supervisor of the Safety and Welfare Department, who read a paper in the Round Table meeting of the Steam Railroad Section on "Reaching Officers and Obtaining Their Cooperation." Great interest centered in the address of Hiram W. Belnap, Manager Safety Section, Division of Transportation, United States Railroad Administration. He declared that the Safety movement, in which the Federal administration has taken a deep and abiding interest, can only be successful when all give their hearty cooperation and "push with all energy."

Mr. Belnap declared that it is "just as much the duty of the supervising officer to supervise for safety as it is to get the cars out of the yard or trains over the road." The Safety problem, he stated, is a "grave one," and must not be dismissed lightly because some say that "What's everybody's business is nobody's business." His talk before the Steam Railroad Section of the Safety Congress

showed that the Railroad Administration is determined to preserve in every way possible the life and limb of employes, in view, especially, of the loss of man-power that the war is causing.

Mr. Belnap's address, which is of vital importance to every railroad man, be he official or track hand, was as follows:

"The subject of railroad accidents, taken from whatever angle, is both an important and a serious one; their causes and means to prevent them have caused general discussion for many years.

"No employe or officer wilfully does his work with an intent to cause accidents, for well they know that such an accident might result in manslaughter or suicide; on the contrary, they are vitally interested in any plan or method that will result in reducing the hazard to themselves and the ever continuing number of casualties among their own ranks, as well as to the traveling public.

"It is not my purpose to burden this discussion with statistics with which all are probably more or less familiar, but I do want to call attention briefly to the record of the last five years, which clearly shows the tremendous importance of our problem and the necessity for real constructive accident-prevention work.

"When we read this accident record, it seems almost incredible that in the peaceful operation of our railroads there is such an enormous loss of life and limb. In the five year period ending December 31, 1917, there was a total casualty list on our American railroads of 980,565. Of this number 48,801 were deaths and 931,764 were injuries. During this period, 1,391 passengers and persons carried under contract were killed and 55,887 injured; 14,652 employes were killed and

815,897 injured. 32,879 other persons were killed and 60,080 injured.

One Lost Every Three Minutes

"As indicative of this loss of life and limb in the operation of our railroads, in 1916 in train accidents alone one employe was killed every three and one-half hours; one employe was injured every ten minutes. And taking into account all accidents, one employe was either killed or injured every three minutes during the entire year. You can readily see how vitally interested in accident prevention railroad employes should be, because it is they who are suffering the greatest loss on account of these accidents. Thirty per cent. of all the killed and ninety per cent. of all the injured on the railroads in the United States are railroad employes.

"Then, too, there is an immense amount of money paid out every year on account of accidents. The amount reported by the carriers, which was paid on account of death to employes, passengers, trespassers and others, as well as the expense of settlement, including the expenses of claim adjustors and the like provided by the classification of operating expenses, averaged during the five year period approximately \$30,000,000 per year. While the records do not disclose accurately the amount paid on account of the deaths and injuries to employes alone, several roads have kept this item separately and an analysis of this indicates that about fifty per cent. of this total expense is paid to employes on account of deaths and injuries.

"Large as these figures are, they represent only the amount of money that has been paid by the railroads. For the purpose of indicating the vital interest of employes in accident prevention, statistics were secured from several of the train service organizations that insure their members and pay for loss of life or total disability.

Hits Brotherhood Hard

"The Brotherhood of Railroad Trainmen in the year 1917 paid 2,055 claims, aggregating \$3,004,390. Fifty-three per cent. of these payments were on account

of accidental death or disability and forty-seven per cent. on account of natural death or disability. One death or disability claim was paid for each seventy-three members; one claim on account of accidental death or disability was paid for each 137 members.

"The Brotherhood of Locomotive Firemen and Enginemen in the year 1917 paid 895 claims, forty-five per cent. of which were on account of accidental death or disability. The total amount paid was \$1,223,225 and their records show that one death or disability claim was paid for each 115 members.

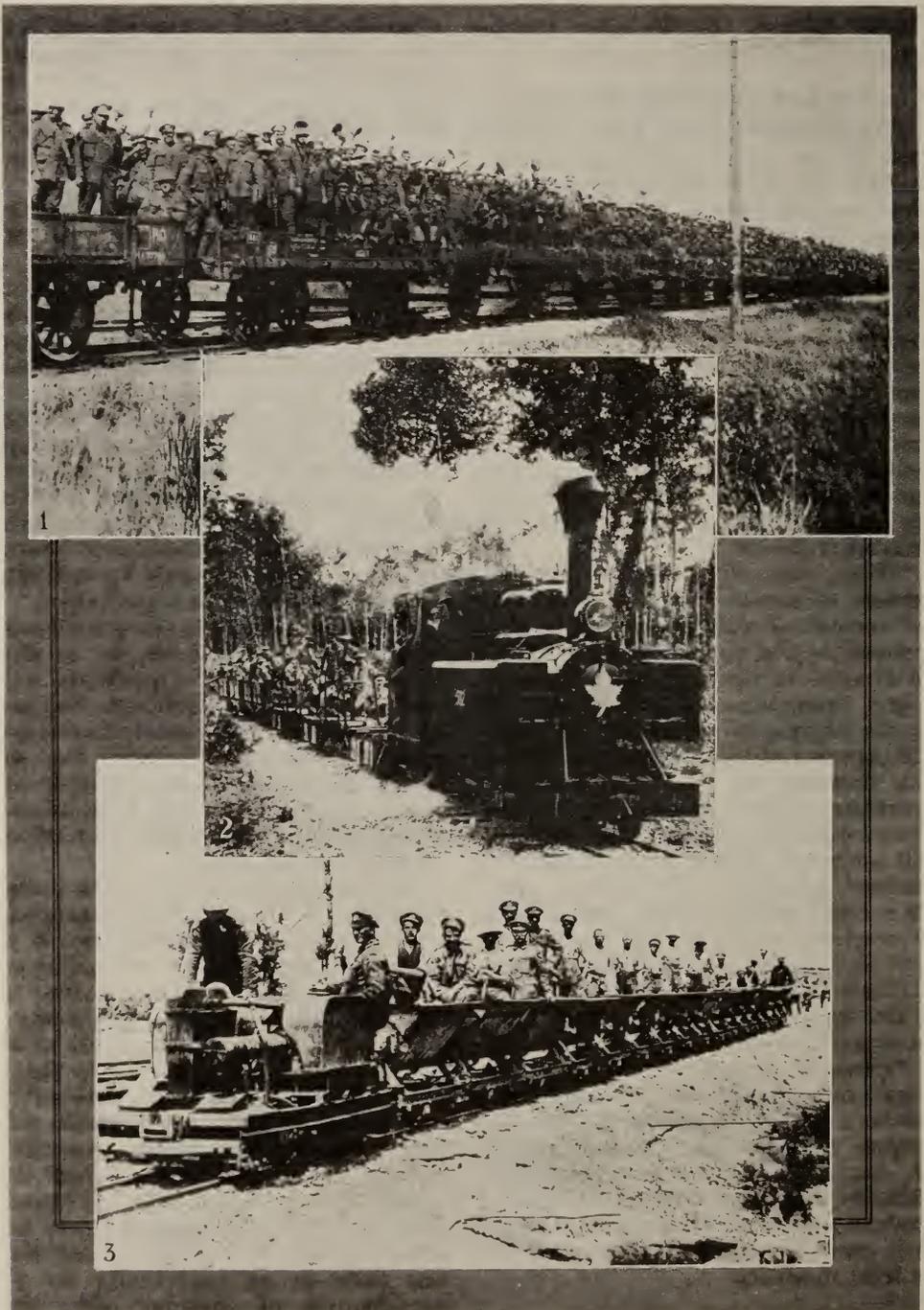
"The Switchmen's Union in the year 1917 paid seventy-one claims for death or disability, sixty-two per cent. of which were on account of accidental death or disability. The total amount paid during the year was \$203,250 and their records show that a claim was paid for each fifty-nine members in their organization.

"These records of the amount of money paid by these Brotherhoods to their members on account of accidents, independent of and in addition to that paid by the railroads on account of accidents, show the enormous financial loss sustained by the railroads and their employes and indicate how imperative it is that accident prevention work should be efficiently conducted.

"Service and safety are the two prime requisites of the successful transportation systems. Each is essential if we are to do our full duty to the public and to the great army of employes that are engaged in the transportation industry.

"So rapid has been the growth of the railroad industry in this country that it has required the very best efforts of the builders and managers to provide sufficient track, cars and engines to meet the demand for transportation, which was constantly increasing in leaps and bounds. New lines were projected and new terminals sprang up over night, and there was little or no opportunity for the consideration of anything other than moving traffic. This probably was the compelling reason that the prime consideration of Safety was subordinated to these other important matters.

(Continued on page 44)



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SCENES ON RAILROADS THAT ARE FEEDING THE TRENCHES

1—Soldiers being rushed to the front to augment a great drive on the Hindenburg Line. 2—Observation train. Pleasant, but rather dangerous. 3—Track hands on way to work in trench train.

Captain K. D. Walker Compares Railroading of the Fifties with Methods in Vogue Today

By The Editor

I CHANCED recently to visit a home nestling among the foothills of West Virginia and surrounded by an Elysian field of beautiful roses, and there I found the oldest employe, in point of service, of the Baltimore and Ohio Railroad. Seated in a big chair at a window, which overlooks the fertile valley that holds within its bosom the pretty town of Fairmont, I found Captain K. D. Walker, approaching his eighty-second birthday joyfully, alert, full of vitality and with a mind and eye as sharp and clear as one of half his age.

I had anticipated meeting a somewhat decrepit, threadbare man from the accounts I had heard of his long railroad career. Instead, I found a cheerful, optimistic, active man of affairs who, I'll wager, could take charge today of a big train and carry it safely over the Monongah Division. I found a man keenly alive to all that is going on in this great world; a student, who knows the Mormon and Douay Bible as well as the King James version; a delver into the secrets of the past, he being quite as familiar with Egyptian papyri as the average man is with nationally known weekly periodicals. I was surprised at the range of his knowledge on so many topics. He keeps up with the latest fiction, as well as the best essays on political and sociological topics.

His sense of seeing is remarkable for a man of his years. He seldom wears eyeglasses. Reading book print is easy to him, but he puts on his glasses to delve into the intricacies of some of the newspaper editorials and news items. His hearing is unimpaired. His mind is as clear as the little brook which flows down the mountain that can be seen from his window. He is slightly crip-

pled in one of his legs, but he moves about his room and the other parts of the house with juvenile swiftness.

His friends informed me of his long railroad career and they insisted that there is no man alive today who can say he was in the service of the Baltimore and Ohio in 1852, which is one of the most boasted of events in the life of Captain Walker. For the fifty-nine years following he served this railroad in many capacities and in 1911 he was retired and now spends his remaining days in peace and contentment among his 600 beautiful rose bushes, his hundreds of gladiolas and his books and papers.

And the sixty years of married life that have been his lot have mellowed him, for his helpmate is a woman of sterling character, with also a keen mind and a most attractive personality. He has seven daughters living. His grandson, George Walker Jeffreys, is a fireman on the run from Cumberland to Grafton. They gathered for his wedding anniversary last week.

Asked to what he attributed his long life, Captain Walker replied that he has always kept his mind clean and tried hard to be regular in all his habits. He is not an extremist nor a faddist upon any subject. He smokes when he desires, and this is often, and the four long-stemmed meerschaum pipes in his room show unmistakable signs of frequent use. He says he eats well and sleeps well and believes that he has many more years to spend on this earth.

He has the warmest sympathy of railroad men and of members of the Masonic order. In this latter respect also he has made an enviable reputation. He is a thirty-third degree Mason and his interest in the affairs of the craft in all its branches seems never to lag.

About fifty years of Masonry lie behind him. A year after he became a Mason he was master of his lodge and in 1875 was made grand master of West Virginia. On May 7, 1878, he was coroneted a thirty-third degree honorable.

He aided in the birth of Scottish Rite Masonry in West Virginia.

His railroad career has been as remarkable. He was born in Somerset, Pa., February 14, 1837, and after attending the public schools in Loudoun County,



"CAPTAIN" K. D. WALKER

Virginia, where his parents took him when he was six years old, he entered Washington College, now Washington and Jefferson. When Young Walker was sixteen years old his father died. His mother urged her son to continue at school, but he would not heed her and as the railroad had just been completed to Wheeling, he heard the call and got a job as cleaner-up in the yards. He next was given charge of the company store, which dispensed matches, tobacco and other articles of a similar nature.

It was at this time that his future career was shaped. He had a friend who was a telegraph operator and the active mind of young Walker wanted to delve into the intricacies of this then little-known invention. It was not long before he mastered the telegraphic code and was appointed a telegrapher. He recalls that Thomas Swann was president of the Baltimore and Ohio Railroad Company at the time. As trains sped by the window of his tower, Walker longed to be out there where there was real excitement, and he got employment as a brakeman. Then the life on the locomotive appealed to him and he heeded the urgings of Amos Reed, who was engineer on old Nos. 208 and 182, and for some time Reed and Walker sent the latter along the rails.

"Bill" Jones inveigled Walker into No. 207 and for a long time this team made it warm competition for "Bob" Morris, who was driving No. 208 out of Wheeling.

There was a demand for telegraphers at this time and Mr. Walker was induced again to sit at the key. He handled the instrument in every office from Baltimore to Wheeling. When the F. M. & P. was started, Mr. Walker became a sort of major-domo, being store-keeper, trainmaster, dispatcher and a few other things after he had assisted in laying the tracks. His next position was as conductor on the Wheeling to Martinsburg run and it was while in this capacity that he earned the title of "Captain."

The chronology of Captain Walker's life next records him at Board Tree tunnel, where he opened the telegraph

office. He tried consistently to get a "run" on the G. & B., but his services were so sorely needed at Board Tree that he was held to that task. It was during one of his telegraphic assignments that he met "Tom" Fitzgerald, now mourned by all Baltimore and Ohio men, and he taught Mr. Fitzgerald how to use the instrument and started him on his brilliant railroading career.

At the formation of the Relief Department of the Baltimore and Ohio, Captain Walker was one of the most enthusiastic supporters and it is with genuine delight that he boasts that he was one of the first to sign up in this department.

Having seen and studied the practical side of railroading, Captain Walker is quite fitted to theorize a little and his long and faithful service makes him an oracle worthy of heeding. He is a man of the highest ideals and his advice is most pertinent.

"The railroad man today," he said, in deep earnestness, "should try honestly and consistently to do his duty towards his employer and his fellow worker. He should ever be solicitous to protect the interest of the stockholders, who have furnished the money to build the road. He should sacrifice everything now to help the United States keep the roads on the very highest plane of efficiency.

"No railroad man should do any damage to property that he can possibly avoid. He should never say, or even think, anything derogatory to the railroad by which he is employed. Men will at times criticize officials and their acts, but they should never speak an ill word about the road itself.

"There has been some criticism recently along this line. I have talked to the men themselves. I find that they are not disloyal to the road; rather they are indifferent. I can remember when a trainman would walk into a group of engineers, or firemen, or both and casually say something derogatory to the railroad and within a few seconds he would be a badly whipped, but a wiser, employe. It seems to me that too many employes now join in the favorite game of 'knocking.'

"I believe the men think too much nowadays of pay. I do not think the employes are any better off now than I was when I got my \$1.25 a day. The \$1.25 that I got when I was firing was paid only when I finished the run. If it took me three days to complete the run, I got only that little \$1.25, because I was supposed to make it in a day."

"The working man is recognized now more than in the early days of my career with the railroad. I recall the first step towards this recognition. It was when the caboose was attached to freight

trains. Before this innovation we built fires on top of coal hoppers to keep warm throughout the night runs. I recall the days when the flagman had to go back to meet the following train, no matter whether it meant a walk of one or four miles."

Captain Walker is much interested in the doings of the Veterans' Association and declared that he hoped to see this great body of men welded together into a strong body that would maintain the ideals upon which the Baltimore and Ohio was founded.

"What I am Doing to Help Win the War"

By Julian Clyde Huffman

Agent-Operator, Charlestown, Ind.

(In Service Thirteen Years)

In the spring of 1917 I rented about four-tenths of an acre of the unused right-of-way of this Company for planting potatoes. Although the ground was covered with heavy sod, it not having been cultivated for about fifteen years, I raised about fifteen bushels of potatoes and some other small vegetables. This spring I had this piece of ground in good condition and am planting it in late potatoes, from which I expect to get at least thirty bushels. I sowed this in rye last fall and turned it under in April and have harrowed it twice since, doing this work myself, it being impossible to get anyone to do any kind of work, borrowing team from one man and implements from another.

I also have about half an acre of right-of-way which our superintendent allowed employes to use. This is planted in early potatoes, peas, beets, cabbage, beans, cucumbers, tomatoes, sweet corn and sweet potatoes, all of which are doing very well and we have all we want for the table and to can, and some to put

on the market. Another part of the right-of-way is in hard corn, about an acre, which I expect will be all I need to fatten two hogs, which I purchased with a view of raising all the pork we will need for the winter.

Mrs. Hoffman is doing as much as I am in the way of conserving food by using it economically and preserving all she can for winter and by trying to live up to the Food Administrator's rules and urging others to do so.

By Oscar Hutto

Second Trick Operator, Holgate, O.

(In Service Twenty Years)

I took all the money I had out of the Baltimore and Ohio Relief Department and bought War Savings Stamps to the amount of four hundred and five dollars. I have bought one Liberty bond on time. Through my bank I also bought twenty-five dollars worth more stamps on time. I still owe Uncle Sam forty-eight dollars on bond and stamps, which I will pay off in the next month or six weeks, making a total of about five hundred dollars. I have four war gardens. As one of a committee of six, I sold \$4,000 worth of War Stamps, helping to make our quota of \$9,800 in Holgate.

Many Labor-Saving Devices Used in Track Maintenance

By Earl Stimson

General Superintendent, Maintenance of Way and Structures



LABOR is the largest single item of Maintenance of Way and Structure expense. For normal maintenance it is as much and often more than all the other items combined, as it averages from fifty to fifty-five per cent. It is, therefore, well worth our while to give this item of labor the most careful scrutiny and deliberate study.

Until quite recently the problem was to get the greatest performance per unit of labor, there being a sufficient supply of labor units to meet the demand. We are now confronted with another factor in the problem, an insufficient supply of labor, or a labor shortage. To overcome this shortage, resort is to be had to labor-saving devices, machines to take the place of men. Many of these have been developed and in use for a number of years and were inspired by the desire for economy—that is, to save dollars. Now a new incentive for their use is introduced—to save men, even though there may be no saving in dollars, as is instanced in cases where capital investment and high operating cost offset the saving in men. These instances are, however, rare.

The labor-saving device field was already well developed before the acute labor shortage of the last two years was felt and it has been rather the perfecting of the devices and the extending of their use that has taken place than the introduction of new ones. The necessity for further development along these lines is great and there is no doubt that this necessity will mother the invention to meet the situation.

The steam shovel, with the attendant flat cars, plows, unloaders, spreaders or,

in place of this transporting equipment, dump cars, was perhaps the first great labor-saving device used on railroads and is the greatest of all. It made possible the rapid construction and expansion of the American railways and has in itself and its modification, the steam ditchers, assisted in their maintenance.

Good drainage and the keeping of the roadbed clear is of prime importance to track maintenance. Ditching devices and methods will first be considered, as ditching by hand where large quantities of material are to be handled requires large numbers of men. The first ditching machine of which I have knowledge was developed on the Illinois Division of the Baltimore and Ohio Railroad about twenty years ago by "Dan" Mahoney, track supervisor, from whom the machine derived its name, the "Mahoney Ditcher." The first machine was built at the company's shop and was in use for a number of years.

This machine consists of a horizontal frame on skids, on one end of which is mounted an "A" frame. At the other end of this horizontal frame is an upright to which is pivoted one end of a boom. At the other end of the boom is the bucket. Attached to the "A" frame is a curved rail extending down over the side of the car. This rail is fitted at the bottom to the horizontal frame with a gauge rod so as to gauge the distance of the ditch from the rail and when not in use is drawn in so as to give proper clearance. The bucket is fitted with a wire rope used for opening and closing same, and the lowering and raising of the boom is done by a Lidgerwood unloading engine. The horizontal frame, boom

and bucket are mounted on an ordinary flat car, while the Lidgerwood occupies another car to the rear of the train.

In ditching, the curved rail is given proper gauge, boom allowed to slide down the curved rail, bucket closed and equipment moved ahead by means of the locomotive attached to the train. The movement of the entire train fills the bucket, the Lidgerwood raises the bucket and a man on the car releases the latch, dumping the dirt onto the car. As one end of the flat car is filled, the machine is pulled to next car by means of cable and Lidgerwood. This operation continues until all cars are filled. When unloading, the same Lidgerwood and an unloading plow are used. The equipment required is a locomotive, a string of flats, a Lidgerwood unloader, plow and spreader.

This ditcher is best adapted to work on cleaning out or restoring ditches in standard width cuts, the bucket being shaped to the ditch, leaving same in finished form with a minimum removal of material. The capacity is about thirty cubic yards per hour with a full complement of five men.

About the time the "Mahoney Ditcher" was brought out, one of another type appeared—namely, a small steam shovel mounted on skids and pulled from car to car along a train of flats by a Lidgerwood unloader. This machine was suited for widening cuts, removing slides, but was not flexible enough in movement to form a finished ditch. It was called the "Barnhart Ditcher." It was the forerunner of the modern steam ditchers of the "American" and "Barnhart" types.

By various uses of this machine there is great saving in man power, the best example being that of ditching. The loading capacity per hour is about sixty yards in ordinary material. It would require 100 men to load this amount by hand. As it requires but five men to operate the ditcher the large saving is evident. In handling rail, six men and the machine do the work of forty men.

In connection with the ditchers there has been mentioned the Lidgerwood unloaders, the plows and spreaders to unload the materials from the cars and

spread same away from the track. These are used to best advantage with flat cars, but can also be used with flat bottom, side dump cars. The air dump cars, where the haul is short, are economical, requiring for handling a smaller engine, and no unloader, saves the time required for switching the plow each time to rear of train and the stretching of the cable over the cars and, not the least important, keeps the flat cars in revenue service.

In concluding the subject of machine ditching, may be mentioned the spreader car, which levels down and spreads out the material dumped from the cars. There are several good types of spreader cars, steel constructed, with the wings operated by air.

In a particular instance one mile and a half of bank was spread down in one hour and twenty minutes. About one-half mile required doubling back because of the height the material was piled. Two men with work train crew operated the machine. They did the work that would have required at least 100 men an entire day.

A type of spreader, having in addition to the long main wing a short wing in the rear used as a ballast section and roadbed shaper, is a great labor saver where cinder, granulated slag or gravel is used as ballast. These spreader cars are also adaptable for use as snow flangers and plows and for spreading ballast. At this time it is equally necessary and often imperative to save train crews. To this end, devices and methods should be introduced.

A steel side-dump ditching car has been built at the Baltimore and Ohio shops. It is operated on a twenty-two inch gauge track laid directly over the ditch. The car is built low and narrow so as to clear trains in narrow cuts. The capacity of the car is three-quarters of a cubic yard and can easily be handled loaded by two men. The material loaded is taken to the end of the cut and used for bank widening or wasted. Where the work is heavy and haul long, two and sometimes three cars are handled in trains by a motor car. With this method a larger gang is employed, a switch put in at end

of the cut so two trains of cars can be handled, one loading while the other is being taken out for dumping.

Staid old "Dobbin" furnishes another means of cheating the work train and at the same time equates one horse-power and many man-power. This is quite an ambitious undertaking for "Dobbin." We found that a one-horse scoop and driver working in a clay cut averaging four feet high, wasting the material on top of the cut, in nine hours handled forty-five cubic yards. He did his own plowing and had one man dressing up the ditch. The two men and one horse, therefore, did the work of at least ten men. Up to 300-feet haul the wheelbarrow is a good proposition as compared with other methods.

While these methods may not show great economies over the steam ditcher and work train method, and do require much greater time for completion, where the matter of quick completion is not vital, they are recommended. They require but a small number of men and give steady employment, a promoter of efficiency. With the intense traffic conditions prevailing and great demand for train crews and engines to handle the business it is most desirable to release work-train service all possible.

The cost of work train service has increased greatly the past year, about forty per cent., and nearly 100 per cent. in the past ten years. These considerations make it desirable both from necessity and from the standpoint of economy to adopt methods to reduce work-train service.

Where traffic is heavy and on grades, stone ballast under nearly all conditions will require cleaning at least once in three years and in many places much oftener. To raise the track on dirty ballast and dress off with clean stone is poor practice and to clean by forking it over is slow, expensive and requires a large number of men.

A number of methods for cleaning ballast have been considered, even to a gigantic vacuum cleaner, which on account of cost would be out of the reach of most of us. The most practical, and the one within the reach of all, is the ballast screen.

This device consists of a screen made of woven one-quarter inch rods, making a mesh three-quarters by eight inches, fitted to a rectangular steel frame, the whole being mounted upon adjustable steel legs. There is at the rear of the screen a steel chute to catch the dirt, which runs through the screen, depositing it in a pan at the bottom. From this pan the dirt is sacked or shovelled into a wheelbarrow. The bottom of the front of the screen is fitted with a movable steel apron, which deposits the cleaned stone on the shoulder or in the cribs as desired. If the screen is used in the center ditch the adjustable legs are replaced with shorter ones. Screens can be used on the outside of the track with ample clearance for passage of trains, but when used in center ditch it is necessary to let them down flat for the passage of trains. When cleaning double track a gang organization of three screens, twelve men and foreman is used, and is required where the ballast is thoroughly cleaned and replaced without raising the track. The standard performance of this organization is 200 feet of double track per ten-hour day. To clean with forks this length of track would take the same number of men 2.8 days, or thirty-six men with forks to do the work of thirteen men with the screen.

Very little of the ballast is lost in the screening; in fact there is often a surplus due to the increase in volume of the screened ballast by loosening it up. An instance is recorded where, after cleaning four miles of standard stone ballasted double track, less than six cars of stone were required to replenish it.

Much labor is applied each year to the cleaning of grass and weeds from the track and roadbed. Two methods have been more or less effective as "Weed Killers." One by burning, the other by spraying with a solution of arsenite of soda.

About ten years ago a western railroad designed a weed-burning machine. This machine consisted of a gasoline engine mounted on an all-steel car having an apparatus so arranged at rear of car as to cause a flame to play upon the weeds.

Prepare for Cold Weather Now!

Before many days have passed the cold season will be upon us, rendering it necessary to put heating apparatus in use. In past years our losses by fires, caused by defective heating appliances and flues, have amounted to thousands of dollars in property alone, to say nothing of the inconvenience, loss of facilities and congestion in operation caused by the burning of important buildings.

A fire on our lines hampers the efficient operation of our system, which is playing a vital part in helping to win the war. By having a preventable fire you are aiding the Kaiser and his Huns, in that a fire at an important point—(and what point is not important in these busy days)—slows up the movement of troops and government supplies over our rails.

Don't be a candidate for the Iron Cross.

Before the cold weather arrives, examine your heating apparatus and see that it is in safe condition for use. By observing the following precautions, you will be reasonably safe:

Have the chimney cleaned.

Examine the brickwork and see that it is not cracked.

See that no woodwork is framed close to the chimney.

Remove woodwork or combustible material which is in contact with the piping; clearance should be three feet, if possible.

In coal stoves, be sure that fire bowl is not cracked and that grates are properly set. See that the piping fits snugly.

Sheet metal protection should be provided under all stoves. This should project at least eighteen inches beyond the stove.

Do not store ashes in other than metal receptacles.

Remove accumulations of paper, rubbish, etc., from behind radiators and steam piping. Do not place combustible material on them.

Where smoke pipes or steam pipes pass through wooden or lath and plaster partitions they should be guarded by a metal thimble, having double walls, with ventilation through the air space.

Heating appliances placed near wooden partitions or walls should be guarded with sheet metal protection with suitable air space.

Report any defects you may note at once, in order that they may receive attention in time.

Do not wait until a fire is caused by such defects.

OFFICE GENERAL SUPERINTENDENT POLICE
FIRE PREVENTION BUREAU

Engineer Gives His Three Sons for Service Against the Germans

IT would be difficult to find a prouder father than is John M. Garvey, a veteran passenger engineer on the Wheeling Division. He has three gallant sons serving in the uniform of the nation. All the boys formerly were employed on the Baltimore and Ohio.

These three young men, Walter E. Garvey, twenty-seven years old; Thomas E. Garvey, twenty-five years old, and James W. Garvey, twenty-two years old, all are graduates of the St. Joseph's Cathedral High School, at Wheeling, W. Va., and they were almost inseparable until the war came along and they were placed in different branches of the military service for duty in saving their country from the avaricious maw of the Hun. It was a great sacrifice that the United States called for the father of these lads to make, but he was resigned and sent each boy off with his paternal blessing and hopes for speedy return, but with the admonition not to come back "until it's over over there." That's the sterling stuff of which the Garveys are made.

The first to go was James W. Garvey, who was drafted September 20, 1917. He was sent to Camp Lee and there was assigned to the artillery. He had been a machinist at Benwood shops before the strong right arm of Uncle Sam reached out and tapped him on the shoulder. But it was only a tap, for James threw down his tools without any reluctance and donned the khaki with much good will. He had been in the Baltimore and Ohio service six years.

Next to go was Thomas E. Garvey. He was serving as clerk to the chief of police at Grafton when he heard the

call to the colors. For nearly four years he had done faithful service for the railroad, but when an intimate friend, C. A. Sinsel, son of Dr. C. A. Sinsel, medical examiner at Grafton, suggested that they enlist in the Aviation Corps, young Garvey did not hesitate and soon was upon Kelly Field, Texas, ready for any service his nation might ask of him. He next went to a training school in Ohio and, after six months, to the Harvard University School. Four months ago he was sent abroad.

Walter Garvey also enlisted. It was somewhat difficult for the father to give his consent after the two other sons had gone, but the oldest boy was so enthusiastic that the permission could not long be withheld. Walter had been employed in the car department at Wheeling for seven years. He joined the Ordnance Department and is now at Cleveland.

A letter from France has been received by Mr. Garvey from his son James, who is now a sergeant in Battery C, 314th. Field Artillery. The letter, in part, is as follows:

"Hello, Dad—This is the first chance I have had to drop a line to you. I am feeling fine and dandy. This is some country, but I will take the good old U. S. A. for mine, but not until the Huns are down and out will I come back. We expect to get a chance to go right through to Berlin when we start and that will not be long now. I suppose you see what the American are doing now on their counter attack. Well, we are just going to keep on going until we get the Devil. I suppose you know who he is by now. I received a card from Thomas saying that he arrived in — and expected to go on to London.

He is with the 23rd Aero Squadron. I am going to try and see him before we go to the front. I met Ed Martin, from McMechen. His father was a Baltimore and Ohio engineer. I have not met Burke nor any of the other fellows yet, but I suppose I will before long.

"We get seven days leave after four

months and I think I will go to Paris. I never expected to see that place, but I am going in September if we are not at the front, which I think we will be. God help the Huns when we get there. I have some work to do before supper, so good-bye, good luck and God bless you.

"From your son,

"Sergeant JAMES W. GARVEY."



THE GARVEY BOYS WHO ARE IN THE GREAT FIGHT

Fireman May Get Presidential Medal for Averting Serious Train Wreck



FOR his bravery in crawling through a cloud of steam and flagging a heavily loaded passenger train that was bearing down upon an overturned engine near Newburg, W. Va., on the morning of August 19, Fireman E. W. Bennett may be awarded a special medal of honor by President Wilson. Federal Manager A. W. Thompson has already sent Fireman Bennett a letter of commendation and a Baltimore newspaper has declared editorially that he is as great a hero as any man on the battlefields of Europe.

Fireman Bennett was working on the second engine that was pulling Train No. 4 over the mountains. As the steep hill just east of Newburg was reached, the helper engine left the rails, crashed into an embankment and overturned, falling across the three tracks at that point. The right of way was entirely blocked. Fireman Bennett could see that the engineer of the helper was killed at his post and he saw the fireman of that engine lying upon the ground severely scalded. As he left his cab to give his fellow workers assistance, he realized that westbound Train No. 1 was due.

His own lantern had been extinguished in the crash. He ran to the baggage car, seized a lantern and attempted to run forward to flag No. 1. The huge jet of steam was blowing across the path that skirted the top of a deep embankment and Fireman Bennett could not pass. He went down the hill a short distance, losing his footing in the darkness many times, but by crawling he kept as much steam as possible above him, and, reaching the other side, he ran with all his strength towards the oncoming express. The rumble of No. 1 coming down the steep grade could be heard and this caused the fireman to redouble his efforts and as he turned a bend in the road he saw the headlight of No. 1 and gave the stop signal.

The engineer of No. 1 ground down hard on the brakes and the heavy train was brought to a standstill about 150 yards from the point of the wreck. Investigation proved that the engineer on the helper engine was crushed to death at his post, that his fireman and flagman were fatally scalded. Not a passenger on either train was injured, although four cars of No. 4 left the rails.

Mr. Thompson's letter of commendation is as follows:

"My attention has been called to your very meritorious act of August 19, when train No. 4 was derailed near Newburg. The great presence of mind, under the most unusual circumstances and at great hazard to yourself, which you displayed in flagging train No. 1 and averting a disaster as well as great loss of life and property, is most commendable.

"The achievements of the nation and the safe and profitable operation of the Baltimore and Ohio Railroad depend essentially upon the services of men of your type and calibre. The act in question which you performed is not only humanitarian but indicates an efficiency of the highest degree. It is my personal privilege as well as my pleasure to pay you this word of tribute for your service and in addition to express a word of personal gratitude and to place your name upon the Safety Honor Roll of the Baltimore and Ohio Railroad."

The editorial, headed "Manhood," in the Baltimore *Sun* of August 22 is as follows:

"All the heroes are not in France. Let us take off our hats to Fireman E. W. Bennett, of the Baltimore and Ohio Railroad, who prevented a second railroad wreck and serious loss of lives by jumping from his own derailed engine, rushing through the scalding steam to flag an oncoming passenger train. He showed presence of mind, as well as his nerve, and his promptness and courage averted a calamity.

"Moral: If you are a man you will not lack opportunity of showing your manhood."



FEDERAL MANAGER CHARLES W. GALLOWAY

Charles W. Galloway Completes Thirty-five Years of Service with Baltimore and Ohio

TOO busy for any formal observance of his unusual record of service, Charles W. Galloway, Federal Manager of the Baltimore and Ohio Railroad Western Lines, passed the thirty-fifth anniversary of his service with the road on August 23 by working at his desk. His many friends remembered the day, however, and he was warmly congratulated.

Those who know the vigor and endurance of Federal Manager Galloway scarcely can realize that he is nearing the Oslerian "dead-line" that the noted surgeon established in one of his thoughtful moments, but Sir William Osler evidently had few intimate acquaintances among railroad men and he certainly did not know Mr. Galloway, or he would have established his theoretical "dead-line" much further towards the century milestone in a man's life.

The advent of Federal control of the railroads put upon the managers appointed by Director General McAdoo a huge burden, for many changes in old ways of doing things were ordered and this entailed a thorough study of them by those in control and then the practical working out of the many details. More than in any other line of war endeavor, it is the little things that count most in the proper and safe conduct of transportation lines.

With usual energy, Mr. Galloway attacked these problems, both small and large, and mastered the many intricate details, until now he has the Western Lines running smoothly. He knows every inch of his road. He has the men engaged in the big job of moving troops and supplies imbued with that desirable spirit of cooperation and his watchword is "Come on," not "Go on." He is the leader in every endeavor and this leadership is producing results.

Although he is approaching fifty years of age, having been born in Baltimore on December 11, 1868, few casual acquaintances think this to be the case. His step has the spring of youth in it and he never thinks of "slowing down" because he is nearing the half-century mark. The blood of railroad ancestry fills his veins, for his grandfather, William Galloway, Sr., and his father, Charles B. Galloway, long were engaged in Baltimore and Ohio service. When fifteen years old the present Federal Manager entered the employ of the road as telegraph messenger.

The "tick, tick" of the telegraph key attracted him and in delving into its intricacies he soon mastered telegraphy. He next took up stenography and mastered that with the same facility that he has employed in his task of conducting the Federal assignment. He applied his knowledge of stenography as secretary to several officials back in the "nineties." His appointment as trainmaster of the Baltimore Division on September 23, 1897, was a further step in his career and on July 1, 1899, he found that his ability and energy were to be further rewarded by promotion to assistant superintendent. Two years later a superintendency was given him and he was assigned to the Cumberland Division.

So pronounced was his success in this important post that, on April 21, 1903, he was made superintendent of the Baltimore Division. When he was made superintendent of transportation, Mr. Galloway was familiar with all the operations that came under his jurisdiction and his sympathy with the men under him in all their trials and difficulties won for him a host of friends, who are standing by him these days when hearty cooperation is so necessary. It was not long

before Mr. Galloway was promoted to general superintendent of transportation of all lines and in September, 1910, was transferred to Cincinnati as general superintendent of the Baltimore and Ohio Southwestern lines.

Back to Baltimore he came in April, 1912, when in recognition of his services he was named general manager of the

Baltimore and Ohio Eastern Lines. He was vice-president of the Baltimore and Ohio Southwestern and general manager of the Western Lines prior to being made Federal Manager, and he has since kept that portion of his territory in a state of efficiency that insures the best services for the defenders of liberty and justice for the world.

J. T. Johnson Dies in Cleveland

THE death on August 18 at Cleveland, Ohio, of J. T. Johnson, general agent, was a distinct shock to his many friends all over the Baltimore and Ohio lines. He visited Federal Manager A. W. Thompson at Baltimore a few weeks before his death and appeared to be in excellent health. He had served the Baltimore and Ohio long and faithfully and he had won the confidence of his superiors in every branch of the railroad service in which he served.

He was a man of most genial disposition, an optimist who radiated his spirit

everywhere he went and a most trustworthy employe. His cheerful disposition won for him many lasting friendships and he will be sorely missed by those who formerly came in contact with him.

Mr. Johnson was born September 18, 1845, at McConnellsville, Morgan County, Ohio, and after serving throughout the Civil War with the Fifth Battalion, Volunteer Cavalry, he entered the service of the C. & P. R. R. as brakeman in June, 1864, since which time he has been continuously in railroad service as fireman, engineer, conductor, road dispatcher and yardmaster. He entered the service of the Baltimore and Ohio in July, 1881, as supervisor of trains. In December, 1883, he was made superintendent of the old Pittsburgh & Western, in the building of which he took a very active part.

Later he was promoted to general superintendent of the Cleveland Terminal & Valley, now the Valley Branch of the Cleveland Division. In November, 1912, he was promoted to general agent.

The honorary pallbearers for Mr. Johnson were, W. J. Head, trainmaster, Cleveland Division; H. O. Dunkle, of the Erie; E. M. Rine, Paul Didier, William Truby, former superintendent of the Pittsburgh & Western; F. T. Hyndman, former chief engineer of the Pittsburgh & Western; R. M. Sheats, former superintendent, Grafton Division; M. H. Cahill, general superintendent at Baltimore. The active pallbearers were H. B. Green, superintendent Cleveland Division; J. E. Fahy, train supervisor; C. C. Craig, conductor; F. J. Hess, train dispatcher; H. C. Batchelder, terminal trainmaster and A. C. Burke, locomotive engineer.



THE LATE J. T. JOHNSON

Railroad Administration Actuary Replies to Critics of Nation's Transportation Lines

By Theodore H. Price

Actuary, United States Railroad Administration

MY attention has been called to an editorial in a prominent daily newspaper published August 10 headed "Government Railroads," as well as to an article headed "After Seven Months—The Effects of Railroad Unification," published on August 5, in the same paper. Both these articles criticise Government administration of the railroads with an affectation of patriotic tolerance which seems to assume that it is an evil that must be endured during the war despite its alleged inefficiency. Briefly, the grievances complained of are:

1. The advance in freight and passenger rates.
2. The abolition of the through bill of lading for export freight and the cancellation of export and import rates.
3. The dismissal of solicitors who "took an interest in the handling of the traffic" and the consolidation of freight and ticket offices.
4. The withdrawal of the credit previously allowed in the matter of freight charges, which must now be paid before or upon delivery of the goods unless the consignee gives a bond that will protect the Government.
5. The difficulty of getting information regarding tariffs and rates.
6. The discontinuance of the package car service between important jobbing and consuming sections.
7. The withdrawal of the shippers' right to route their freight as they chose.

A reduction in the average daily mileage of locomotives and freight cars is due to the heavier train load and car load. It is not economically practicable to haul heavy trains as fast as light ones and the Railroad Administration has adopted

the policy of loading trains to capacity and moving them on schedules that are not too fast to be maintained. The showing indicates—not inefficiency—but a striking increase in the efficiency with which the railroads are being operated.

It is directly due to the heavier loading of the freight cars and the greater train load now pulled by each engine. The average carload has been increased from 26.2 to 28.5 tons, or 8.8 per cent. If this ratio is maintained, it will be the equivalent of an addition of 8.8 per cent., or 211,200 freight cars to the present equipment of about 2,400,000 cars, and if the ratio of increase in the train load, equal to 2.7 per cent., is maintained, it will be the equivalent of adding about 1,750 to the present equipment of some 65,000 locomotives of all sorts.

Surely this is better than buying new cars and locomotives at a time when they can only be had at extravagant prices and the manufacturing energies of the country are overtaxed to provide the things required for the winning of the war.

Instead of proving the inefficiency of Government management, the newspaper referred to seems to have adduced the strongest possible proof of its efficiency and wisdom in demonstrating that the old cars and engines are being made to do more work than they performed under private management. The same progress towards the intensive use of the present equipment is to be found in the report of loaded cars arriving at Philadelphia and Pittsburgh during the first four weeks of July. This report is as follows:

Comparative statement loaded cars and tonnage contents arriving at Phila-

delphia and Pittsburgh four weeks ending July 27, 1918, and corresponding four weeks previous year.

Cars.		Tonnage.	
1918.....	100,228	1918.....	3,023,207
1917.....	107,158	1917.....	2,752,765

These figures show an increase of nine per cent. in the tonnage and a decrease of seven per cent. in the cars used. The number of tons per car in July, this year, is 30.2, as against 25.7 tons in the same period last year. The increase of eighteen per cent., if it were general throughout the country, would be the equivalent of an addition of about 432,000 cars to the freight car equipment of the railroads.

Although the Government has recently ordered 100,000 new freight cars and about 4,000 engines have been under order for a long time, to provide for the expected increase in the traffic, they cannot be turned out in a day and while waiting for them the present capacity of motive power and rolling stock is being scientifically increased, not only by increasing the car load and train load, but by sending the traffic over the shortest and least resistant routes without regard to the caprice of the shipper. Moreover, priority has been given to orders for the large number of locomotives required by General Pershing for military operations in France and the locomotive works have been thereby prevented from delivering promptly the engines ordered for the railroads.

In several cases the distance that freight in transit between two important cities formerly traveled has been shortened by from 200 to 500 miles and in one instance recently some 8,999 cars carrying freight between two western cities were within a period of sixty days re-routed so as to effect a saving of 195 miles in the mileage traveled by each car. This was the equivalent of 1,754,644 car miles, which at six cents a car mile means a saving of \$105,278.

As to the alleged movement of freight by motor truck it can only be said that the Government is moving regular freight

and passenger trains promptly, notwithstanding the extra tax imposed on its facilities by a troop movement now averaging 1,100,000 men per month; that there is no freight congestion or delay; that the cars supplied to the coal mines are now in excess of the daily loadings and that if shippers are sending their goods in unusual quantities by motor truck, which is not provable and is doubtful, their action is not the result of a lack of railway transportation.

Of the other items in the indictment of government operation of the railways referred to it may be remarked:

1. That the advance in the cost of transportation is less than the advance in wages and the price of almost every other commodity that society requires.

2. That through bills of lading for export can not be issued because the Government has preempted the ocean room and there is no assurance that the goods can be forwarded upon arrival at the seaboard.

3. That as competition between the railroads no longer exists there is no occasion for competitive solicitors and ticket offices and that their abandonment will save the railroads about \$23,000,000 annually.

4. That the Government is not authorized to extend credit to consignees for the freight they owe when the goods are delivered, and that it can not exceed its legal authority.

5. That a new and simplified classification and rate book has been prepared and will be effective and available as soon as the shippers themselves approve it.

6. That a continuance of the package car service would have involved a wasteful use of facilities that are needed for the winning of the war, and

7. That if shippers were allowed to select the routes by which their freight would be carried, the efficiency and economy that are shown to have been secured by re-routing could not have been obtained.

Service without the "ICE" is the best kind to offer

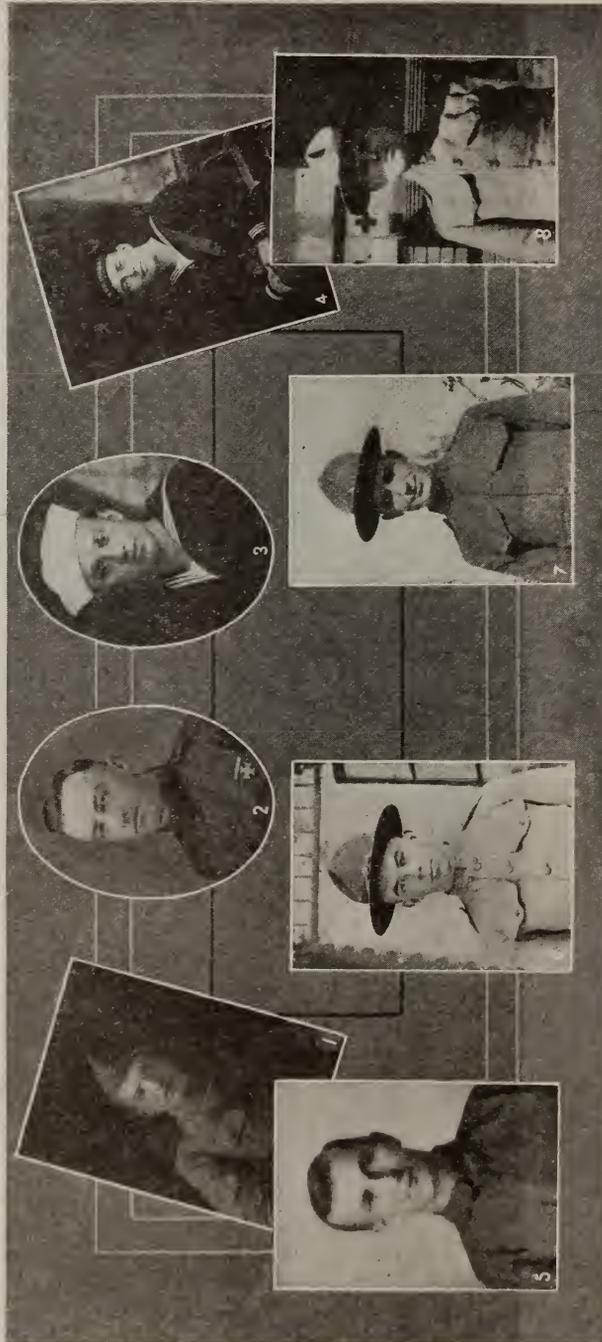
BALTIMORE & OHIO MEN IN U.S. SERVICE



MORE FROM OFFICE OF AUDITOR OF PASSENGER RECEIPTS

- 1—PRIVATE LEO A. DUMPHY.
- 2—SEAMAN FRANK LYONS.
- 3—GUNNER J. FRANK McMAHON.
- 4—CORPORAL LEMAR W. NORRIS.
- 5—PRIVATE E. M. BENHOFF.
- 6—PRIVATE W. M. MCGARRY.
- 7—PRIVATE E. J. KUEHN.
- 8—PRIVATE C. W. NEW.

BALTIMORE & OHIO MEN IN U.S. SERVICE



1—PRIVATE ALEX. WAJNOWSKI.
 4—YEOMAN GEORGE HITTEL,
 Chicago Shops.
 7—PRIVATE S. B. BOSLEY,
 Clare Shops.
 2—PRIVATE ELMER E. REESE.
 5—LOUIS STRASZEWSKI.
 7—PRIVATE S. B. BOSLEY,
 Riverside Shops.
 3—YEOMAN MARTIN HITTEL.
 6—PRIVATE HERBERT J. BLAKE,
 South
 8—PRIVATE WILLIAM GAFFNEY,
 Mount

Are You Helping to Build the Scrap Pile That Will Aid in Buffeting the Kaiser?



SHORT time ago C. H. Markham, regional director of railroads for the Allegheny Region, sent out an urgent appeal with definite instructions for the conservation of railway material of all sorts. He issued instructions for the formation of a reclamation committee on each of the railroads under his jurisdiction and directs the recovery and sale of scrap materials generally.

As usual, his appeal found a ready response on the Baltimore and Ohio System.

The following committee was formed to investigate the reclamation and conservation of material: J. T. Andrews, maintenance of

way and structures; O. V. McQuilkin, store houses; S. A. Cromwell, car shops, and Henry Gardner, locomotive shops.

This is no new undertaking for the Baltimore and Ohio Railroad, for conservation of materials has been a big factor in the progress these many years. But the efforts to reduce waste to an absolute minimum are being redoubled and Mr. Markham's request found the officials and employes ready to do as he suggested with just a little more vim. Clean-up trains recently traveled over

the System picking up scrap and there was a vast amount of it that will go towards replenishing the country's industrial needs.

But do not leave everything to this committee. Its efforts will be futile if the cooperation of every employe is not given. By supporting this committee, Mr. Markham and the other officials, the railroad employe is putting into the hands of the nation strength to fight the terrible Huns who are leaping at the throat of civilization. Are you doing

your share?

Here are a few of the conservation methods that Mr. Markham suggests and in which practically every employe of the

A Challenge to Railroad Employes

The industrial output of the United States is worth \$45,000,000,000. Thirty-three per cent. of this is being poured into the crater of the volcano of war. At the present rate of increase, it may mean that the war will eat up \$20,000,000,000 in manufactured products. This will leave the American people about \$25,000,000,000 of created commerce to live upon, about half that of peacetimes. The greatest problem is to find means to add to these \$25,000,000,000 without lessening the output of military goods. The chief way is to save; to check waste. The junk business, it has been estimated, saves \$1,000,000,000 a year from material which the American people throw away. This is two per cent. of the total manufactured output. Are you saving your two per cent. of the output?

Baltimore and Ohio can assist in carrying through:

All bar iron stock of bolt sizes to be straightened and cut up for bolts.

All bolts, broken or with battered thread, to be cut to smaller lengths and rethreaded.

All brass fittings from parts of air pumps, injectors, lubricators, steam gages cocks, etc., to be carefully examined and repaired if possible.

In scrapping articles which may be composed of one or more materials, if

necessary break them up and remove all brass.

Brake beams, bent, with broken or missing parts, straightened and new parts applied.

All forgings, which by straightening and repairing can be reused.

All nuts, either loose or on broken bolts, to be retapped and put in stock.

Standard lanterns, classification, signal and switch lamps to be removed from scrap and repaired. This also applies to all founts, etc., used in connection with them.

Car journal bearings, where end wear is not excessive, to be relined.

All structural steel should be cut apart and shapes thus secured frequently can be utilized in repairs to steel cars, etc.

Old tin car roofing should be burned and the spelter melted and collected.

Coil springs, where not broken, should be heated, reset and retempered. Broken coil springs should be straightened and bar steel used for manufacturing track tools, pinch bars, cold chisels, etc.

All waste for journal packing should be carefully reworked.

Worn waste from passenger equipment after reworking and if not fit for passenger equipment, used in freight.

All dirty wiping waste should be re-

worked by steam cleansing in a centrifugal washer.

Couplers, knuckles, hydraulic or power jacks, draft gear and parts, chains, pipe fittings, journal boxes and truck frames, where through accident or other causes are found on line of road, should be promptly sent in to some shop where this second-hand material can be repaired and placed back in service.

Fish plates and angle bars, if bent, to be straightened and put back in stock if there is rail of the size in use.

Bent spikes should be annealed in a wood fire, and when cold, straightened by hand.

Track bolts are to be annealed, straightened when necessary and rethreaded.

All track tools should be very carefully inspected and, unless worn out entirely, repaired and put in stock.

Tie plates should be carefully sorted out and straightened and if suitable for rail in use, put in stock.

Section forces, at the close of each day, should gather up all loose track materials scattered about in making repairs to tracks, renewals or new construction.

Angle bars and bolts on rails taken from track should not be removed from the rails, but should be left attached to them and shipped with them.

What You Should Know About Our Army

An army corps—60,000 men.

An infantry division—19,000 men.

An infantry brigade—7,000 men.

A regiment of infantry—3,000 men.

A battalion—1,000 men.

A company—250 men.

A platoon—60 men.

A corporal's squad—11 men.

A firing squad—20 men.

A field battery—195 men.

A supply train—283 men.

A machine gun battalion—296 men.

An engineer's regiment—1,098 men.

An ambulance company—66 men.

A field hospital—55 men.

A medicine attachment—13 men.

A major general heads the field army and also each army corps.

A brigadier general heads each infantry brigade.

A colonel heads each regiment.

A lieutenant-colonel is next in rank below a colonel.

A major heads a battalion.

A captain heads a company.

A lieutenant heads a platoon.

A sergeant is next below a lieutenant.

A corporal is a squad officer.



Safety First Roll of Honor

Philadelphia Division

Fireman C. Clayton, of extra east 4018, discovered a shifted sheet of metal on the track at Five Mile Hill. He has been commended for his prompt action in having the track cleared, which prevented delay.

On July 23 Conductor W. O. Morris, of extra west 4329, discovered a car door laying on eastward track, just east of East Newark. He stopped his train and notified operator and Traveling Fireman Bowen. Mr. Bowen hurried to the point and removed car door, which probably prevented a serious accident. Conductor Morris has been commended.

On August 8 C. E. Orndorf, while on his way home, discovered a fire on D. V. & A. 1118. He notified the operator, who had the train set off on a siding. Mr. Orndorf has been commended.

Cleveland Division

Conductor H. Tomasheska, in charge of train No. 87, engine 4299, while inspecting train when pulling out of Dover, August 7, discovered about two feet of tread of wheel broken off of Erie car 42529, and immediately had car switched out, which no doubt saved possible accident. He has been commended.

On August 27 C. Koontz, section foreman on Section 37, discovered a piece of flange twelve inches long laying on track about two miles west of M. & C. Junction. He notified the dispatcher. The car which lost this flange was located at Warwick in train of engine 4263,

west. The car was set out of train. He has been commended.

Engineer R. B. Beil and Fireman G. F. Miner, in charge of engine 4303, called Holloway at 8.40 p. m. on July 21 and made run to Lorain without taking coal. They have been commended for their efficient handling of locomotive and fuel.

Engineer M. L. Donohoe and Fireman G. F. Miner, in charge of engine 4195, made the trip from Lorain to Holloway on July 23 in twelve hours and ten minutes without taking coal at any point along the line and only taking two tanks of water.

On July 24 they were in charge of engine 4246 and made the trip from Holloway to Lorain in twelve hours and thirty minutes, taking no coal along the line and only three tanks of water. They have been commended by the superintendent.

C. Roenbaugh, engineer; W. P. Noon, fireman; J. M. Dechant, conductor; W. Whithill and J. Walesch, brakemen, on train No. 1-85, engine 4250, July 24, called at Holloway at 12.10 and 12.30 p. m. for Lorain. Time consumed on trip for train crew was ten hours and ten minutes and engine crew ten hours and forty minutes, including the final inspection and preparatory time. Engine also made run from Holloway to Lorain without taking coal at any point along the line. On arrival at Lorain there was about three tons of coal left on the tank. They have been written letter of commendation by superintendent for their efficient handling of train on date in question.

Seeds of Carelessness Yield Weeds of Regret

News of the Veterans' Association

One of the most fruitful and interesting meetings ever held by the Baltimore and Ohio Veterans' Association was that at Grafton Park, just outside Grafton, W. Va., on August 17. Nature had provided here a most wonderful setting for this meeting and beneath the tall trees the good folks of Grafton had placed in captivating array the most luscious fruits and foods. No one was allowed to go hungry, for the housewives of Grafton had spent hours of labor in the preparation of tasty dishes that would have lured the world's greatest epicures permanently into the precincts of that West Virginia city. Booths also were provided where the thirsty could find iced drinks and where the children were provided with sweets of all kinds.

Mrs. Frank Keane, Miss Loar Keane, Mrs. James Mantz and Miss Pearl Morgan presided at these booths and kept the supplies of cooling drinks and the cakes and candies going over the counters to the customers. In the lower end of the grove a band from Grafton played many selections and dance music from about ten o'clock in the morning until nightfall. Besides the amusements on the grounds, many of the visitors enjoyed the boating and bathing.

Superintendent Hugh Wilson provided trains for the carrying of the veterans and their friends from Grafton to the park. In the morning there came special trains from Wheeling, Fairmont and other places bringing the employes and their families and by mid-afternoon the park was well filled. Much credit is due Operator D. W. Kenney, who volunteered his services as operator at the park and kept the trains running between Grafton and the resort.

As veteran after veteran arrived he was warmly welcomed and soon was in a group recounting the experiences of days gone by or listening to an interesting account that some other veteran was giving of the days when rail-roading was a trying task. George W. Sturmer, to whose untiring energy much of the success of the association is due, was here, there and everywhere greeting the veterans and discussing plans to strengthen the organization. In the afternoon all the folks on the grounds gathered at the bandstand and Frank Keane, general chairman of the committee of arrangements, called a meeting and introduced the Rev. Dr. Snyder, of the Methodist Protestant Church, and the Rev. Dr. J. Talbert Keenan, of the Methodist Episcopal Church, each of whom offered prayer. Major

E. B. Carskadon, formerly chief clerk and yardmaster at Fairmont, made a stirring address in which he pointed out the big things the veterans can do in helping to win the war.

A scathing arraignment of Hun barbarity, both at home and in the practise of the despised "kultur" abroad, was delivered by Mr. Sturmer. He declared that the Baltimore and Ohio men are doing more, in defense of the flag than the employes of any other railroad. He gave a graphic description of what German "kultur" had endeavored to make of his life and recounted his gratitude for his escape from its influence. He urged every veteran to show the boys "over there" that they are being backed up to the limit. He spoke of practical patriotism and the necessity for more than mere shouting and waving of banners at the present time.

Late in the afternoon the ladies of Grafton again spread the cloths upon the tables and lawns and for the second time the visitors were invited to partake of a bountiful repast. It was folly to resist, for a connoisseur of foods was heard to say that nowhere had such delicious cooking been encountered as in this corner of the great state of West Virginia. As the sun sank into the west, the crowds began to wend their way home, declaring the day one of the most enjoyable in their remembrance.

Among the veterans on the grounds were the following: John M. Garvey, Sr., forty years' service, Wheeling Division; Lee Wells, forty-seven years' service, Wheeling Division; J. B. Kimmel, forty-four years' service, Monongah Division; John S. Hession, forty years' service, Monongah Division; F. A. Sturm, twenty-one years' service, Wheeling Division; Peter Conley, twenty-nine years' service, Monongah Division; F. H. Brumage, twenty-eight years' service, Monongah Division; Martin Tighe, fifty-seven years' service, Monongah Division; W. H. Shaw, secretary Baltimore Division of the Veterans' Association; Thomas Madden, forty-six years' service, Grafton shops; C. O. Thayer, thirty-one years' service, Monongah Division; J. R. Bell, twenty-three years' service, Grafton shops; James Flanagan, fifty-four years' service, Monongah Division.

The Baltimore Division of Veterans will have its annual nomination of officers for



WILLIAM C. COX

the ensuing year at the next general meeting, November 4. All members are urged to be present.

On this page is reproduced a photograph of William C. Cox, president of the Pittsburgh Veterans' Association. He is one of the oldest employes with the Baltimore and Ohio and has had about fifty-four years of active service. He is still running an engine in the Glenwood yard. He is ever telling his friends that he is good for many more years of active service and is doing much to make the work more efficient

in these days of war. He is held in the highest esteem by his fellow employes and his election to the head of the Veterans' Association in Pittsburgh is an evidence of this.

Soldiers Need Books

The Baltimore and Ohio Library has received a request from the American Library Association's Headquarters in Washington for more books from this community for the men overseas. The appeal from Washington states that new novels and good Western stories, whether new or old, are most needed. Books by Zane Grey, Rex Beach, Jack London, Ralph Connor Owen Wister and O. Henry are very popular. The Public Library announces that it will receive and forward all suitable books that are turned in. It urges the friends of the soldiers and sailors, many of whom have already responded most generously, to give more books.

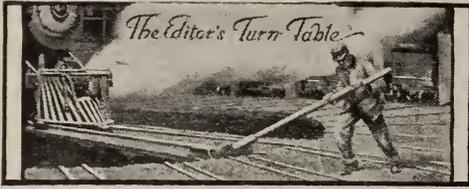
The communication received by the Library from the Washington Headquarters states that over 600,000 books have been sent overseas. The supply is nearly exhausted and several hundred thousand more will be needed soon by the six dispatch offices which are now shipping books to France. The books are packed at these dispatch offices in strong cases, so built that they serve as a bookcase.

They go on the decks of transports, in cargo vessels and in naval vessels. Those that go on the decks of transports are open so that the men may have reading matter for use on the voyage. All these books are gathered together again, however, replaced in the cases and delivered to the proper officials in France. There the books are distributed by an experienced librarian, representing the American Library Association. Most of them go to Y. M. C. A., Red Cross and Salvation Army huts, hospitals and canteens. Others go directly to chaplains and officers.

Our Men at "Frontier of Freedom"

Baltimore and Ohio employes entering military service during month of June were as follows:

	Prior to June, 1918	June, 1918	Since beginning of War
Drafted.....	2,610	528	3,138
Enlisted.....	1,683	87	1,770
Total.....	4,293	615	4,908



Baltimore and Ohio Employees Magazine

WILLIAM F. BRADEN, *Editor*
 HERBERT D. STITT, *Staff Artist*
 GEORGE B. LUCKEY, *Staff Photographer*

Look Beyond The Dollar

THERE are four million young women working in the ammunition factories of England. They are turning out more cartridges every day than the whole of England turned out in a year at the beginning of the war. It is because England knows what invasion means to the individual that her women have put aside the frills and fripperies of fashion and easy life and have gone to the factories to give real aid to the men who are at the front.

Here in the United States many persons have still got the dollar so close to their eyes that they are unable to see the fate that is in store for them—for their wives, their mothers, their daughters—if the Hun is not crushed on the Western front. You cannot buy liberty with money. If we gave to Germany all the wealth of the nation, all the gold and silver, all precious things, if we mortgaged our producing powers for a century to come, it would not give us liberty, neither you nor your children would be as safe from Germany as you are now.

Wherever Germany has conquered in the war she has enslaved the conquered peoples. Already 12,000,000 conquered men and women are working for her, as absolute slaves! Against the high wages of American workingmen she is pitting the work of these slaves—at seven cents a day.

How Peace Must Come

AMERICA, unless we repudiate civilization and abandon humanity and put a premium on savagery and brutality, can make no covenanted peace, no peace by agreement or negotiation with Germany. It would be a covenant with hell, a partnership with infamy.

Nor would such a peace secure peace, except so long as it suited Germany. We can judge the future only by the past, and to Germany sacred treaties are scraps of paper only. Germany's whole history is a record of national treachery, national bad faith, national dishonor, national murder, and national infamy.

The best answer to German peace propaganda is sinking more U-boats, sending more men to France, speeding up our work along every line, and a heavy subscription to the Fourth Liberty Loan. Peace must mean the triumph of right and justice, the defeat of Germanism, not a truce with it, not a compromise with it.

Our soldiers in France are gloriously doing their bit toward victory; the Liberty Loan subscription must show them that people at home are doing theirs.

□ □

Stop Grumbling

THERE'S many things we do not like that are imposed upon us these days by the Government and others. All men and women are working under the greatest pressure. All are striving to do their part in the one great aim of the day—win the war. Some of us allow this pressure to depress us. We grumble. We grumble about restrictions placed upon us and we grumble because someone under our jurisdiction or some official in charge of our work does this or that. It's all wrong.

Look at the boys rolling along the railroad lines bound to some training camp. They shout from the windows of the cars at every crossing, at every house along the way, at every station. See that cheerful, optimistic smile on their faces. Look at a photograph of a group of soldiers in France. See the

smiles that hide the dust and dirt of battle. They're not grumbling. Why then should we, with our luxuries and comforts over here? Be cheerful always. Be considerate.

□ □

Waste



XTRAVAGANCE costs blood, the blood of heroes," says Lloyd-George.

War savers are life savers. The sinews of war are gathered largely

from thrift. The war perhaps can be won partly by stored-up resources. We must save out of the present products of labor. The British people had to learn, as we must learn, that goods and services must be saved by all. Saving must become a habit. For war is a battle of resources. Germany saves with efficiency because she saves scientifically. She conserves her resources.

To waste in these times is to fight on the side of the Kaiser.

Freedom

The cause of freedom is the cause of God.

—Bowles.

The greatest glory of a free-born people,
Is to transmit that freedom to their children.

—Harvard.

For freedom's battle once begun,
Bequeathed by bleeding sire to son,
Though baffled oft is ever won.

—Byron.

Easier were it
To hurl the rooted mountain from its base,
Than force the yoke of slavery upon men
determined to be free.

—Southey.

No trouble to buy, cheap, convenient, a real
investment—War Savings Stamps



CHANGES AND PROMOTIONS

Baggage and Milk Agent

The jurisdiction of the general baggage and milk agent's office was authorized in an order dated July 1 over the following railroads: Baltimore and Ohio Eastern Lines, comprising the territory east of Parkersburg, W. Va., New Castle Junction, Pa., Bellaire, Ohio, Holloway, Ohio, and from Pittsburgh, Pa., to Kenova, W. Va., inclusive (that part of the Baltimore and Ohio Western Lines formerly under this office is transferred to H. W. Griffin, general baggage and milk agent, Cincinnati, Ohio), Western Maryland Railway, Cumberland Valley Railroad, Cumberland and Pennsylvania Railroad, Coal and Coke Railway, now the Charleston Division of the Baltimore and Ohio Railroad, and the Wheeling Terminal Railway. All correspondence, telegrams covering tracings, transfer bills and adjustments relating to the baggage, milk and cream service should be addressed to John P. Dugan at Baltimore, according to the circular.

Treasury Department

E. M. Devereux, acting Federal treasurer, has announced the following appointments:

T. H. Schultz, assistant Federal treasurer, Baltimore and Ohio Railroad, headquarters at Baltimore.

F. H. Hugg, Federal cashier, Baltimore and Ohio Railroad, with headquarters at Baltimore.

W. S. Yerkes, Federal cashier, Staten Island Rapid Transit Railway, headquarters New York City.

S. R. Gehlert, Federal cashier, Western Maryland Railway, headquarters at Baltimore.

C. M. Davison, Federal cashier, Cumberland Valley Railroad, headquarters at Chambersburg, Pa.

E. T. Dixon, Federal cashier, Cumberland and Pennsylvania Railroad, headquarters, Cumberland, Md.

Charles Ritter, Federal cashier, Coal and Coke Railway, with headquarters at Elkins, W. Va.

Coal and Coke Mileage

Federal Manager A. W. Thompson has announced that the mileage of the Coal and Coke Railroad between Belington and Leitner, between Leitner and Elkins and between Roaring Creek Junction and Mabie will be operated as part of the Elkins Division of the Western Maryland Railway.

Cumberland Division

E. P. Welshonce has been appointed assistant superintendent of the East End of the Cumberland Division, with headquarters at Cumberland, Md.

M. A. Carney has been appointed trainmaster of the West End of the Cumberland Division, with headquarters at Keyser, W. Va. He succeeds Mr. Welshonce.

L. Cramblitt has been appointed road foreman of engines for the West End of the Cumberland Division, with headquarters at Keyser, W. Va. He succeeds Mr. Carney.

Wheeling Division

J. A. Anderson has been appointed master mechanic of the Wheeling Division, with headquarters at Benwood, W. Va. He succeeds F. C. Schorndorfer, who has been assigned to other duties.

J. A. Anderson

When Mr. Anderson, who had very successfully held the post at Grafton for the last two years, was transferred to Benwood, the Grafton shop employes improvised an informal farewell ceremony in his honor in the large carpenter shop during the noon hour. F. M. Keane, I. C. C. Inspector, acted as master of ceremonies and during the course of the festivities presented to Mr. Anderson in behalf of the Motive Power Department a magnificent cut glass punch bowl, with cups to match, and also a large mahogany chest of handsomely engraved silverware. Mr. Anderson was taken entirely by surprise, but responded in a feeling manner and during his brief talk expressed his gratitude to the men who had so faithfully supported him during his stay at Grafton and who had taken this means of showing their affection.

Charleston Division

T. H. Gordon has been appointed division engineer of the Charleston Division with headquarters at Gassaway, W. Va.

H. C. Miller has been appointed storekeeper at Gassaway, W. Va.

Monongah Division

M. E. Mullen has been appointed master mechanic of the Monongah Division, with headquarters at Grafton, W. Va., and succeeds J. A. Anderson in that office, the latter having been transferred.

Western Lines

Engineering Department

E. G. Lane has been appointed chief engineer of the Baltimore and Ohio Railroad Western Lines, according to an announcement of Federal Manager C. W. Galloway. He succeeds L. G. Curtis, who resigned to accept service with the Baltimore and Ohio Railroad.

Transportation Department

J. E. Fahy has been appointed assistant superintendent of transportation, with headquarters at Cincinnati, Ohio.

Maintenance of Way

H. R. Gibson has been appointed engineer maintenance of way, succeeding E. G. Lane, who was promoted. His headquarters will be at Cincinnati, Ohio.

W. J. Barnes has been appointed engineer of power plants, with headquarters at Cincinnati, Ohio.

New Castle Division

D. F. Stevens has been appointed superintendent of the New Castle Division, succeeding C. W. Van Horn, who was transferred to the Monongah Division.

Newark Division

C. H. Titus has been appointed superintendent of the Newark Division, succeeding D. F. Stevens, who was assigned as superintendent of the New Castle Division.

T. J. Daly has been appointed trainmaster, with headquarters at Newark, Ohio.

L. I. Kerr has been named assistant trainmaster, with headquarters at Barnesville, Ohio. He succeeds W. H. Arnold, who was promoted.

W. H. Arnold has been appointed trainmaster, with headquarters at Cambridge, Ohio. He succeeds Mr. Daily.

Indiana Division

S. E. Tucker has been appointed agent at North Bend, Ohio, vice B. H. Fennimore, furloughed for military service.

The agency at Jeffersonville was consolidated with the Big Four and C. M. Long appointed joint agent. L. F. Scheer has been granted a furlough.

W. O. Guthrie has been appointed agent at Riverdale, Ind., vice G. J. Cudd, furloughed for military service.

J. I. Tolliver was appointed agent at Huron, Ind., vice T. R. Moore, transferred.

T. R. Moore was appointed agent at Georgia, Ind., vice J. I. Tolliver, transferred.

Effective August 15, the C. I. & L. agency at Mitchell, Ind., was consolidated with the Baltimore and Ohio agency. Mr. Conkey, present agent of the Baltimore and Ohio, serves as joint agent.

Carl Croucher has been appointed agent at Tunnelton, Ind., vice E. Mahorney, resigned.

W. J. Head has been appointed safety agent of the Northwest District, with headquarters at Cleveland, Ohio.

W. C. Garaghty has been appointed safety agent of the Southwest District, with headquarters at Cincinnati, Ohio.

R. E. Chamberlain has been appointed division engineer, with headquarters at Chillicothe, Ohio, vice A. H. Freygang, promoted.

H. C. Batchelder has been appointed train-

master, with headquarters at Cleveland, Ohio, vice W. J. Head, promoted.

T. C. Smith has been appointed terminal trainmaster, with headquarters at Akron Junction, vice Mr. Batchelder.

Illinois Division

John Hewes, Jr., has been appointed division engineer, with headquarters at Flora, Ill. vice R. E. Chamberlain, transferred.

Mr. Belnap on Safety Work

(Continued from page 15)

"Experience has demonstrated that the two elements that have the most important bearing upon both service and safety are the mechanical and physical, which involve safe machinery, track and structures, and the human element, which involves the entire personnel from the highest officer to the humblest employe. The mechanical element presents much the easier problem to solve and it has already reached a stage of perfection as is evidenced by the improved safety devices of almost every character that have been and are being constantly installed and applied upon every railroad in this country. From the great advancement that has been made during the last decade or more in the construction of tracks, bridges, locomotives and cars, and in the development and installation of improved signalling and other safety devices, one would naturally think that the number of accidents should be materially reduced, but such is not the case.

"The statistics of the last few years, such as these quoted, showing the extent of the loss of life and limb upon the railroads, are causing grave concern and one of the most serious problems that confronts us is how to bring about a reduction in these casualty lists and save the lives and limbs of the many thousands that are annually killed and injured.

Training is Necessary

"A study of these statistics clearly establishes the fact that the majority of accidents on our railroads, particularly to employes, are of a character that the most improved of mechanical devices will not prevent and it is evident that the control and training of the human element is the great problem of the future. It is this problem to which the student of accident prevention must, in my opinion, devote the greater part of his energies if effective results in providing greater safety upon our railroads are to be accomplished.

"It has often been stated that the accidents which swell the total are caused by the negligence of the injured employe. A general

assumption of that nature is absolutely unwarranted. Men cannot properly be charged with willful negligence in case of injury until it is clearly established that proper instruction and supervision have in each instance been given the injured employe and I am convinced if a careful study is made of each accident, it will be found in thousands of cases that this very lack of instruction and supervision has had an important, if not a controlling influence in the occurrence of the accident.

"Regardless of the fact that the men employes in the railroad are of an exceptionally high intellectual character, it is not proper to start them at work in this hazardous vocation without knowing in advance that they are carefully instructed as to the hazard of employment, and that they are competent and fully understand the duties they must perform. While frequently thoughtlessness, carelessness or even negligence is given as the cause of accidents, in many cases these are only excuses; the real underlying causes being unsafe conditions and failure to instruct and constantly educate employes to the hazards of the position occupied.

"Improvements in conditions can in a measure be brought about on the part of experts, engineers and others who determine the nature of materials and equipment to be used. Machines and working conditions should be provided so that all employes may pursue in safety their normal activities. There should be safe standards provided and maintained in an effort to eliminate many types of casualties. When drawings are being made and specifications are being written, then is the time to think of safety and provide safeguards wherever needed, for such provision is a measure of real economy.

"In many instances foremen and workmen realize the danger to themselves from certain unsafe conditions, but it is often difficult to get higher officials to recognize these hazards and take effective measures for their removal. Quite frequently recognition of the seriousness

of a hazard is brought about only through sad experience.

"Notwithstanding the old saying, 'Accidents are bound to happen,' accidents are not inevitable. Most of them can be avoided by proper education, supervision and care and through well organized, efficiently handled safety committees a great deal can and will be accomplished. How best to do this is our problem.

"To accomplish results in any line of endeavor there must be a systematic plan or method of conducting the work. The better the system, the smoother will be its operation. Those departments that go to make up a railroad organization, such as operating, mechanical, maintenance of way, etc., have their functions well defined and are considered absolutely essential to the successful operation of the railroad. So it should be with the Safety organization of each railroad. There should be a well defined department functioning with the other departments, which should constitute an essential part of the organization for successful operation.

"During the last five or six years safety work on many lines of railroads has been carried on by employing different methods. Very few railroads handled this work alike and thus effected many different results. Some reduced accidents, while others, even though carrying on a so-called "Systematic Safety Campaign," reflected an increase in casualties. Others kept no record of their safety work and could not tell whether they had accomplished beneficial results.

Unified System Lacking

"Immediately upon the creation of the Safety Section, a questionnaire was sent out to all Class 1 railroads calling for information regarding the different kinds of safety organizations, their relative efficiency and the scope of their activities.

"From the replies received, it became apparent that to a large degree there was no uniform or well defined method in vogue, and with the exception of a limited number of roads, safety work was supervised by no particular officer, the result being that 'What was everybody's business was nobody's business.' On some railroads, after a trial, safety work was subordinated to something 'more important.' This created in the minds of the employes in many instances the thought that the effort was not sincere and the general idea prevailed that safety work was prompted solely by selfish motives.

"To overcome this apparent prejudice and to gain the confidence and good will of all officers and employes in service, it is absolutely essential that a real, constructive safety campaign be energetically carried on if accident prevention work is to be a success. For the purpose of standardizing this work as far as possible and practicable to do, under date of May 27th Circular No. 5 was issued, directing that each railroad under Federal control

organize a General or Central Safety Committee as well as safety committees on each division and in the principal shops and terminals, these latter committees to be composed of both officers and employes, the superintendent of the division to be chairman of the division committee and the ranking officer in each shop or terminal to be chairman of those committees.

"This organization became effective on August 1, 1918. The Safety Section expects and demands the loyal, hearty support of each officer and of each employe on every railroad in the United States in its effort to bring about uniformity in the important principles of safety work, and to conserve and make efficient not only the new employes who enter service, but also those whose experience now makes their continuing at their tasks all the more imperative.

"If a thing is worth doing, it is worth doing well and as the prime purpose of the work of the Safety Section is to bring about a substantial reduction of casualties, every possible effort must be made to bring about the desired results. As previously indicated, much depends upon the officer designated to be responsible for the safety work upon each road. He should be a person well qualified not only in railroad experience, but in temperament. He should have an abiding faith in the necessity for the work, and in the methods and plans outlined by the organization with which he is to work. His greatest aids will be diplomacy, tact, perseverance and especially patience, for he will find need of that cardinal virtue in the slow response to his enthusiasm and his insistent efforts to change the mental viewpoint of many with whom he will come in contact. Upon him will devolve the duty of both planning and supervising the work in order that accidents may be eliminated, or at least reduced to that minimum which represents only the hazard of the occupation.

"It has been said that when an accident occurs, there is either something wrong with the machinery, the method, or the man. If this be true and results in accident reduction are not forthcoming, the Safety Section will endeavor to find out the reason. This necessarily means that upon the supervising talent on the railroads will rest the burden of educating men in the principles of safety. When all officers and all employes finally realize that the Government is in earnest about this work and that it is just as much the duty of a supervising officer to supervise for safety as it is to get the cars out of the yard or trains over the road, I believe that we will have reached the high attainments expected in this work. To gain this, it is imperative that all shall give hearty cooperation and push with all energy.

"In the suggestions I have made in this discussion of 'What the United States Railroad Administration Expects of the Different Safety Committees in the Promotion of Safety Work,' I found it manifestly impossible to cover the field except in a most general way. The Safety problem is a grave one, worthy of the

most thoughtful consideration of those high in authority in railroad management. It is realized that local conditions on the different railroads must be taken into consideration, and that they govern, in a measure, the plans and activities of each safety organization. What is expected, briefly summarized, is:

"That all officers in executive positions shall give safety work their active cooperation; that they shall regard it as of the same importance as other branches of railroad work; and that they shall take an intensive interest in it and do everything they consistently can to make it successful.

"That the fundamental principles of safety shall be wisely and energetically instilled in the minds of the men who do the actual work of operating the railroads; and they all shall become imbued with the importance of safety, knowing that since it is they who get killed and injured, all employes must take an active interest in the work and understand from instruction and practice that proper observance of the requirements of safety is a work of the men, by the men, and for the men.

"That the proper officers of railroads shall give attention to all reasonable and practicable suggestions and recommendations made in order that unsafe conditions and unsafe practices may be promptly eradicated. In each instance proper acknowledgment of suggestions and recommendations shall be made to the end that those making them may be appreciated as to their disposition and of the fact that due consideration was given to such suggestions or recommendations.

"That officers and employes shall cooperate to the maximum and that proper effort shall be made to get all to realize that in safety committee meetings, officers and employes meet on a common level, all being members of the committee and each having an important duty to perform in the prevention of avoidable accidents.

"It has been an inspiration to note the enthusiastic manner in which the employes in all classes of the railroad service have taken hold of this work. Practically every employes' labor organization has already endorsed the Safety Section's work. Even now in many of their lodges a certain specific amount of time is devoted at each meeting to the subject of Safety and Accident Prevention. In some organizations it has been arranged that this be a regular part of their order of business. I sincerely believe and hope that this practice will soon be adopted by every lodge in every organization upon every railroad in this country. When this is done and when safety committees actively and efficiently perform their functions, I am satisfied that we are going to have a material and substantial reduction in accidents. If we can get men to talk safety, they will begin to think safety; and when they think safety, they are always going to be on the lookout for unsafe conditions which can and should be corrected, as well as the unsafe practices followed by themselves and their fellow employes

and which must be discontinued. These are the things, above all else, that are going to make the safety work successful on all railroads and which I am firmly convinced will be brought about."

First Garrett Man to Die in Service

Railroad men were deeply grieved to hear of the death at Chelsea Naval Hospital, Boston, Mass., of Aaron D. Scisinger, formerly an employe of the Baltimore and Ohio Railroad and son of Henry Scisinger, an engineer on the Indiana Division. Young Scisinger was a native of Garrett, having been born there May 6, 1896. He attended school there and entered the employ of the Baltimore and Ohio in the Maintenance of Way Department. He next became a fireman. After serving in this capacity for some time, he returned to the Maintenance of Way Department, where he was employed when, on June 20, 1917, he enlisted in the Navy. He was sent to the Newport, R. I., training station and when his training was completed was assigned to the Commonwealth Pier at Boston. Shortly before his fatal illness he was assigned to the Charleston Naval Prison. He was attacked by pneumonia and his illness continued only about a week. His body was sent back to Garrett for burial.



AARON D. SCISINGER

United States Railroad Administration

Orders and Circulars

New Section on Claims

The United States Railroad Administration, Division of Law, issues the following:

WASHINGTON, D. C., August 26, 1918.

CIRCULAR NO. 1

Effective September 1, a section is created in the division of law entitled Claims and Property Protection, to be located in the Southern Railway Building, Washington, D. C.

The section is to have jurisdiction over freight claims and prevention; property protection, now under the jurisdiction of the property-protection section, and personal-injury claims.

John H. Howard is appointed manager; Philip J. Doherty, counsel for the property-protection work; Charles F. Patterson, late of Pittsburgh, Pa., counsel for claims.

JOHN BARTON PAYNE,
General Counsel.

Pullman Car Line Manager

The United States Railroad Administration issues the following:

WASHINGTON, D. C., August 26, 1918.

CIRCULAR NO. 47

The operating department of the Pullman Co., now under Federal control, will hereafter be known as the Pullman car lines.

L. S. Taylor is appointed Federal manager of the Pullman car lines, effective this date, with office in the Pullman Building, Chicago, Ill.

The Federal manager of the Pullman car lines will have jurisdiction over all departments, reporting to the director, division of operation.

W. G. McADOO,
Director General of Railroads.

Selects Flag for Ships

The United States Railroad Administration issues the following:

Director General McAdoo today selected a flag which will be flown by all the of seventy-nine vessels being operated by the United

States Railroad Administration. There are also twenty-five vessels owned by the railroads which are now under the control of other agencies, but which will also fly this flag when restored to control of the Railroad Administration.

The flag has the letters "U. S. R. A." in blue on a white field with a red border.

Promotion, Division of Operation

The United States Railroad Administration issues the following:

DIVISION OF OPERATION,

WASHINGTON, August 3, 1918.

Effective at once, the following promotions are announced by the division of operation, mechanical department: John J. Tatum, general supervisor car repairs; F. P. Pfahler, chief mechanical engineer; John McManamy, general supervisor of equipment, west; George N. De Guire, general supervisor of equipment, east; all with offices at Washington, D. C.

FRANK McMANAMY,
Assistant Director, Division of Operation.

Approved:

C. R. GRAY,
Director, Division of Operation.

Short Line Section Established

The United States Railroad Administration issues the following:

WASHINGTON, August 7, 1918.

CIRCULAR NO. 46

Effective July 29, 1918, the short line section of the division of public service and accounting has been created, and Edward C. Niles has been appointed manager, with office at Washington, D. C.

The short line section will be charged with the duty of seeing that short line roads which are being operated by their owners whether under Federal control based upon contract or whether, definitely relinquished from Federal control receive a fair division of rates, fair treatment in the routing of traffic, and a reasonable share of the available car supply, and such

helpful cooperation from the United States Railroad Administration as is consistent with present war conditions, and that in general in their relation to other railroads they are fairly dealt with.

W. G. McADOO,
Director General of Railroads.

Puts Ban on Politics

The United States Railroad Administration issues the following:

August 31, 1918.

To all Officers and Employes in the Railroad Service of the United States:

The approaching Federal and State elections, including the primary contests connected therewith, make it both timely and necessary that the attitude of the Director General toward political activity on the part of officers and employes in the railroad service should be clearly stated.

It was a matter of common report that railroads under private control were frequently used for partisan political purposes; that railroad corporations were frequently adjuncts of political machines, and that even sovereign States had been at times dominated by them. Contributions to campaign funds and the skillful and effective coercion of employes were some of the means by which it was believed that many railroads exerted their power and influence in politics. Scandals resulted from such practices, the public interest was prejudiced, and hostility to railroad managements was engendered.

Now that the Government controls and operates the railroads there is no selfish or private interest to serve, and the incentive to political activity on the part of the railroads no longer exists.

Under Government control there is no inducement to officers and employes to engage in politics. On the contrary, they owe a high duty to the public scrupulously to abstain therefrom.

It is, therefore, announced as a definite policy of the United States Railroad Administration that no officer, attorney, or employe shall—

1. Hold a position as a member or officer of any political committee or organization that solicits funds for political purposes.

2. Be a delegate to or chairman or officer of any political convention.

3. Solicit or receive funds for any political purpose or contribute to any political fund collected by an official or employe of any railroad or any official or employe of the United States or of any State.

4. Assume the conduct of any political campaign.

5. Attempt to coerce or intimidate another officer or employe in the exercise of his right of suffrage. Violation of this will result in immediate dismissal from the service.

6. Become a candidate for any political office. Membership on a local school or park board will not be construed as a political office. Those desiring to run for political office or to manage a political campaign must immediately sever their connection with the United States Railroad Service.

I am sure that I can count on the loyal cooperation of all officers, attorneys, and employes engaged in the operation of the railroads under Federal control to carry out in letter and spirit the policy here announced. This policy is intended to secure to all of them freedom of action in the exercise of their individual political rights, and, at the same time, to prevent any form of hurtful or pernicious political activity.

Let us demonstrate to the American people that under Federal control railroad officers, attorneys, and employes can not be made a part of any political machine nor be used for any organized or selfish purpose.

Let us set such a high standard of public duty and service that it will be worthy of general emulation.

W. G. McADOO.

Form of Surety Bonds

The United States Railroad Administration, Division of Public Service and Accounting, issues the following:

WASHINGTON, D. C., July 22, 1918.

CIRCULAR No. 19

In paragraph 2 of General Order No. 25, reference is made to the surety bond, either individual or corporate, the form of such bond to be prescribed by the chief local officer of the individual carrier. Suggestion has been made that a single form of bond might well be prescribed for use under General Order No. 25. The Division of Law has prescribed a form of bond to be used.

C. A. PROUTY, *Director.*



Statement of employes who have been honorably retired during the month of August, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Jamison, W. H.	Engineer	C. T.	Cumberland	47
Keith, Oliver	Conductor	C. T.	Baltimore	46
Leonard, Henry R.	Machine Operator	M. P.	Baltimore	31
Liebel, Adam	Crossing Watchman	M. of W.	Toledo	51
Sage, Alexander	Crossing Watchman	C. T.	Indiana	43
Schaub, Jacob	Cabinet Maker	M. P.	Baltimore	21
Woodside, David H.	Baggagemaster	C. T.	Ohio	20

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

During the calendar year of 1917, over \$312,000, 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, have amounted to \$3,456,754.50.

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
Ferguson, Francis M.	Switchtender	C. T.	B. & O. C. T.	July 25, 1918	10
Carts, Frederick	Engineman	C. T.	Baltimore	Aug. 4, 1918	49
Thiemeyer, Henry A.	Carpenter	M. P.	Baltimore	Aug. 9, 1918	29
Sprickerhoff, Fred	Foreman	M. of W.	Indiana	Aug. 13, 1918	47
Riley, George W.	Watchman	C. T.	Cumberland	July 12, 1918	40
Dignan, James	Watchman	M. of W.	Pittsburgh	Aug. 23, 1918	22
Henderson, Thompson	Car Inspector	M. P.	Newark	Aug. 24, 1918	34



From the Boys "Over There"

The following letter was received by Raynor Jubb, in the office of W. D. Owens, assistant comptroller, Baltimore, from his brother Private William J. Jubb, formerly employed in the office of auditor of disbursements. Private Jubb went to France with the Rainbow Division in October, 1917. He was gassed late in July, but returned to his battery soon afterwards:

My Dear Brother Ray:—Well, old man, just a few lines to tell you that I am still well, safe and happy, after going through the worst bombardment this world has ever known and, believe me, old boy, I have to thank my God for taking care of me, because twice I was pretty close to death and would have sold my chances for two cents. Honest to the Lord above, I was completely buried by dirt and rock from shells exploding on top of our trench and if I had been two seconds ahead of time I would have been blown to pieces, but I am still alive, thank God. The drive is still on and I will go back again just as soon as we get some more bombs.

I will try and tell you how it was, but don't put it in the papers, because when the papers come over here, the fellows say each other is writing home for sympathy, but all I want to do is to tell you about the battle or the sixty-mile drive made by the Germans.

For several days we knew that the Germans were going to make a big drive on or about July 14, because that is the day the French celebrate their Independence, the same as we do our Fourth of July. We knew for sure that they were going to start that night at two o'clock. The position where I was could not get bombs, but the others had 600 rounds. That night Lieutenant Carson went to infantry headquarters to see what they wanted us to

do. When he came back he said we were to "stand to" with Company D, of the Iowa Infantry, and that the Dutch were going to start at twelve o'clock, instead of two. You know, boy, they sure have some spy system, don't you? He also said that no bombs would get to us for a few days.

Well, that meant no firing from our position for some time. Any way, at 11.30 we were lined up and all ready. There was heavy firing to our left. We were then told that we were to go and man the second line and every man was to lay flat on the fire step and hug the side of the trench and that the barrage was to last for four hours. At four the Dutch were coming over the top. I never knew I could hug a trench so much as I did when those big ten inch shells started to come over. Lieutenant Carson was in a machine gun pit and there were three men assigned to each firing step. That fellow Yealdhall in the auditor of disbursements' office and another fellow and myself were placed next to the machine gun pit.

We stretched out on the fire step and waited. At 12.05 all hell broke loose. It seemed like they all started at the same time. You never heard anything like it in your life. They had guns of all sizes, railroad artillery and tanks; everything that they could possibly get. I don't know how long I laid there with shells bursting everywhere. When I happened to look up from under my tin hat, a big shell hit on top of our trench in the back, throwing up a stream of dirt and rock about fifty feet, which came down and buried us completely. Well, I got my head out all O. K. and called to see if the others were all O. K.—which they were. The flashes from the guns made it like day. After that, I don't know how long it was, but another shell hit the trench, caving it

in and burying me completely. Well, say! you can't for a minute realize what it is to be buried alive. Honestly, it was the worst feeling I have ever had, but, with God's help, I got a little hole where I could breathe and managed to dig my body and legs out. You must remember that there wasn't a square foot that wasn't covered by this great fire.

After I got myself clear, I called to the two others, but no answer. Then I started digging with my hands for them, but after I got all the rock and dirt off the fire step, they were gone. I then went to the machine gun pit to see if Lieutenant Carson was there, but no one was to be found. Well, I didn't know what to do, so I thought of a dug-out and beat it for there. As I was climbing over the top a gas shell bursted and I quickly put my mask on so I would not get any gas and go back to the hospital with gas again. After putting the mask on I could not see, so I quick pulled it off and started to run, but when about fifteen feet from the dug out a shell hit about five feet from me and for about five minutes I did not know anything. When I was myself again, I dove through the powder and dirt and rock that was falling and made for the dug-out. No boys were to be found. I was nervous, of course, so I sat down and rolled a cigarette and you can say what you want, but that cigarette made me feel a hundred per cent. better.

While smoking, some one called in the dug-out asking if any one was there, but when I got out again he was gone, so I quickly beat it back again for the gun pit, but no one was there. So I crawled into a little hole which I found. There two men had been killed belonging to the infantry. I guess I was there about ten minutes when I heard one of our boys call. That was the happiest moment of my life. He said there was a fellow buried alive. Well, I know what it is, so we went to dig him out, but when we got there some of our boys had him out, but he was nearly dead. So then we beat it back for the dug-out again. When we went in some French Blue Devils were there. After a little while gas got in, so we put our masks on again. Well, it was then about 3.30, so at four the boys of the other position with us were called out to man the guns, that the Dutch had gotten over.

You see, we could not fire until they were 900 yards from our guns, so we started firing after a little while. One boy was killed the same way Potts was and one wounded. The

dead boy was Landrem, and the other, Fields. After that we got orders to lower our range 200 yards. We knew they were getting closer, but that was as far as they did get, because we held them there while other troops were coming, and, boy, if you could only have seen those Frenchmen fighting hand to hand, it would have done you good. They all went into it with a smile and joking. They sent four tanks over, but they did not get far. Our shots were falling to the left of the road when the whole road went up in smoke. The French held them for a while, but we got orders to retreat after firing over 400 bombs, but the best of all was our Alabama Infantry. We passed them as they were running up. They yelled to us "Beat it, boys, you have done your share. Now we will give them Dutch hell!"

Every one was singing and the bayonets were shining. It was the best thing I ever saw, those Americans going into battle. They did their work well. They put the Dutch back in their own lines and took prisoners, but out of the crowd that went up, only a few came back.

Lieutenant Carson asked for five men to take wing nuts off the guns, so three other fellows and myself went out and took them off on another gun. One boy named Cushen had both legs and one arm blown off. He died in a few seconds, while Gerwig broke his leg. We beat it and left everything we owned back there. All I have now is the clothes on my back. You never saw so many dead in all your life. In one place there was three boys killed leaning on their rifles. All that was left of some was an arm or a leg. I saw one poor fellow lying on the side of the road with his head blown off and one leg missing. You should have seen the dead horses! Some without heads or legs. Honestly, it was awful. You would see a gun carriage dashing along and a shell hit and kill some of the horses, or driver. All they would do would be to unhitch the dead horses and drive on. Airplane battles were every where. We got back to where the kitchen was, but were driven away from there by shells, so we had to beat it, but after it all I am safe, thank God. We only lost two killed and two wounded. I guess I will go back tonight, if we get our bombs.

I will write you some time later. Love and best regards to you, I am,

Yours,

WILLIAM.

The following letter was received by E. E. Hamilton, assistant to Federal Manager A. W. Thompson, from Sergeant Charles A. Trageser, formerly an employe of the Baltimore and Ohio Railroad:

My Dear Mr. Hamilton—I have read in the overseas edition of the *Baltimore Sun* and have also been advised in a letter just received from Paul of your recent promotion to assistant to Federal Manager. I am pleased to hear of your promotion and hope you will find all kinds of success in your new work. I have been reading for some time of the various changes in the railroad administration. To my mind it entails considerable more work.

Of course you read of our eventful trip on the *Tuscania*. After the destruction of the ship we were taken to England for two months, one month of which I was on detached service in London. We finally arrived in France and after three or four weeks' training, we took up our present camp and began the work for which this battalion was recruited. We are now working night and day cutting trees into railroad ties and other lumber for use at the front. There are many uses to which lumber is put in the lines, but it is used chiefly for railroad building. Railroads are built and rebuilt in the same day, consequently a vast amount of ties is needed. During the month of July we cut nearly 3,000,000 feet of lumber into railroad ties.

We are all very much encouraged in our work to greater efforts by news from the front. It is the concensus of opinion that the tide is turning in our favor for good and it is only a question of how long it will take us now to clean up the boches. Everyone is agreed that we should have no patched-up peace, which inevitably will mean another war in a comparatively short time. You people there, more especially the railroad men, are solidly behind us and with this support we have no fear of the final outcome. Please remember me to all inquirers and allow me to renew my congratulations.

With very kind regards, I am,

CHARLES A. TRAGESER.

Sergeant, Headquarters 6th Battalion,
20th Engineers, M. P. O. 705, A. E. F.

The following letter, addressed to George Fitzgerald, clerk to the trainmaster at Wheeling is from Private J. R. Flynn, former secretary to the superintendent at Wheeling. Mr. Flynn was employed by the Baltimore and Ohio for four years and has been in France for about six months.

Dear Fitz:—Thought I'd drop you a few lines to let you know I'm still around and feeling fine. It's so blamed hot here the past few days I'm figuring on doing the Adam and Eve stunt, minus the fig leaf. I've been booming around con-

siderable, but have at last struck a place where I hope to be long enough to catch up with my mail, anyhow. Next week I start to school and will be there for about three weeks. If I make good I will get something pretty nice out of it, maybe—if not, there's no harm done; they won't fire me at all events.

Have been transferred twice since arriving in France and am now with the 59th Engineers. Who do you suppose walked into camp this morning, looking finer than silk? Old W. Beverly. He has been appointed trainmaster of this division. He certainly looks fine and says he enjoys the game. I met him at Camp Mills before we left the states, but didn't hope to run into him over here so soon. He is a first lieutenant and looks about ten years younger than he did when he was fighting 'em at Wheeling.

"Con" and I have been together every since we enlisted, but it looks now as if "Con" would be transferred to some other sector. Well, I'll hate to see him go, but you have to look for these things in the army. We've had some dandy times, looking 'em over in France, and I presume the next time we meet will be in Wheeling.

Beverly was telling us that Maze Rickey and Bill Deegan were trying to get into the service in some capacity, but he didn't know how they were making out. Personally, I don't see why you didn't land something long ago in the commission line. Is J. M. Mc. still on the job at Wheeling or is he in the service also? I suppose the boys are beginning to get scarce around the offices and it won't be long until you have no one left to swear at. That'll be pretty tough on you and Red Blood.

I haven't seen very much real war yet and it may be I never will. However, I have seen plenty of villages that have been shot up and no end of railroad cars which are in bad order owing to the marksmanship of the boche. Our boys in battle have done wonderfully well and I don't think it will be long before a Dutchman will be a curiosity. Just now prisoners are flowing through old France thick as flies. As a whole they are a pretty crummy lot and show signs of lots of hardships. We've seen several boys from Wheeling during our travels, but are quite a piece away from their station now. Last week we saw a big outfit from Camp Lee going through and saw several Wheelingites with them. Do you know where B. L. Helfer is located over here? I understand he left the states some time ago.

Regards to all the boys including Old Red Blood and tell him to answer my letter. I'll let you know how I make out at school.

Sincerely, J. R. F.

Company B, 59th Engineers,
A. E. F., P. O. 717.

P. S.—Do you ever hear any word from Mart Sauter? Say hello to Miller if he's still around; also the girls. I'm doing practically the same work I did at the Baltimore and Ohio.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPET

Charles P. Spedden is confined to the University Hospital, where he is undergoing an operation. We trust by the time this issue appears he will have been discharged from that place and be back on his old job.

Word has been received from George F. Schuster and W. D. White of their safe arrival in France.

Atlantic City was visited by four young ladies from this office during week of August 26. We think the Mayor of that town should acknowledge this favor, because no doubt it was quite an advertisement for the place and was the means of drawing others. They are pictured on this page enjoying the cool breezes on the beach at Atlantic City. Left to right they are Misses Margaret Walters, Alice Ott, Elsie Heiderich and Eleanor Kilkenny.

The latest addition to Uncle Sam's army from this office is Howard A. Ekas, who reported at Camp Meade August 27.

Auditor Passenger Receipts' Office

Correspondent, FREDERICK S. JOHNSON

Grouped upon page 33 of the MAGAZINE are photographs of the following, who are now serving in the Army and Navy:

Leo A. Dumphy, a private in the Fifth Regiment Infantry, Maryland National Guard, went with that unit to do duty on the Mexican

border and while there he was made a corporal. After the regiment's return he came back with us for a short time and again was called into the service by the declaration of war against Germany. While in training at Anniston, Ala., he was advanced to a sergeantcy, and went overseas in that capacity with the 115th Regiment.

William M. McGarry left us to join the Canadian Army Medical Corps as a private, but is now studying for a commission in the English Army at Risboro Barracks, Thorncliffe, England. He was at Halifax at the



ON VACATION AT ATLANTIC CITY

Left to right: MISS MARGARET WALTERS, MISS ALICE OTT, MISS ELSIE HEIDERICH and MISS ELEANOR KILKENNY



WALTER L. SEEMS

time of the great explosion, and was thought to have been lost, but came through without a scratch.

When war was declared Lemar W. Norris enlisted in Company K of the then "Dandy" Fifth Regiment and was sent to Anniston, Ala., with that unit. He was made a corporal and has gone overseas with the 115th Regiment.

Edwin M. Benhoff enlisted in the Quartermaster's Department and is now doing his bit overseas, having been in training at Jacksonville, Fla., for some time.

Charles W. New enlisted in Battery F, 58th Artillery, at Fort Howard and has been sent overseas to keep the Germans on the run. Keep banging at them, Charles, until democracy triumphs.

Edward J. Kuehn went overseas with the engineers from Camp Meade and we are sure he will make a good soldier and come back a hero.

Frank Lyons enlisted in the Navy and is now a first class private attending the Aeronautic School at Pensacola, Fla. During a visit to Baltimore, while on a brief furlough, Frank showed the good effects of his life in the open.

J. Frank McMahon is a first class gun pointer stationed aboard the U. S. S. Wabash, doing duty on the Atlantic. He will give a good account of himself should he meet the enemy.

The race has not ceased, first one, then another, until now there seems to be a sure winner. When the Blue and Gray Thrift and

War Savings Team was created it seemed slow in getting started, but now it has passed the two teams, one of which was thought to be a sure winner, namely, the Rainbow and Liberty Teams. The race, however, has not ended, as the other teams still have until December 31 to close up the gap and who can tell what the outcome will be. The Blue and Gray team hasn't won as yet.

The subscriptions to date are as follows: Blue and Gray, \$1,200.00; Rainbow, \$958.00; Liberty, \$936.00. Total, \$3,094.00.

Opposite is a cut of Walter L. Seems, secretary of the Blue and Gray Thrift and War Savings Team. The success of the team is largely due to his efforts, but the energetic work of his associates must not be discounted.

Two more of our boys, George H. Schmidt, and George Germershausen, have left us to go into training at Camp Meade before going overseas to help their comrades whip the would-be ruler of the world. These boys have gone forth carrying the spirit of '76 with them and we are sure they will do their very best to uphold it. Let us all say "au revoir" to them and wish them well.

New York Terminal and Staten Island Rapid Transit Railway

Correspondents

J. V. COSTELLO, Pier 6, St. George, S. I., N. Y.
MISS MARGARET GORDON, *Secretary to Superintendent*

T. A. KAVANAGH, *Freight Agent*, W. 26th St., New York, N. Y.

Divisional Safety Committee

PERMANENT MEMBERS

E. J. HAMNER.....	Chairman, Superintendent
B. F. KELLY.....	Vice-Chairman, Trainmaster
H. W. ORDEMAN.....	Division Engineer
W. A. DEEMS.....	Master Mechanic
E. A. ENGLISH.....	Supervisor Marine Service
W. B. BIGGS.....	Terminal Agent
J. F. MCGOWEN.....	Division Operator
A. J. CONLEY.....	Road Foreman of Engines
DR. DEVERE.....	Medical Examiner
J. A. SULLIVAN.....	Captain of Police
W. J. KENNEY.....	Claim Department
W. L. DRYDEN.....	Signal Supervisor
W. G. TRAISTER.....	Storekeeper
R. F. FARLOW.....	Supervisor of Carpenters
F. REBBAN.....	Division Agent
J. B. SHARP.....	Coal Agent
C. A. WILSON.....	Supervisor of Crossings
C. DONAFRIO.....	Chief Car Inspector
H. SMITH.....	General Car Foreman
MISS BISHOP.....	Forewoman Car Cleaners

ROTATING MEMBERS

A. ROMING.....	Day Yardmaster
J. MAHONEY.....	Night Yardmaster
J. E. DAVIS.....	Agent St. George Transfer
J. BAYER.....	Agent Pier No. 22
J. L. TAYLOR.....	Receiving Clerk
C. W. TOOMY.....	Pier Foreman
H. KOENIG.....	Yard Clerk
A. McDOWELL.....	Car Builder
P. GARIETY.....	Car Inspector
P. BROWN.....	Boilermaker
T. KEEGAN.....	Machinist
W. MERSEREAU.....	Carpenter

P. RYAN.....	Track Foreman
J. LESTRONGE.....	Signal Maintainer
J. B. SLEIGHT.....	Engineer
E. HEIDLER.....	Fireman
L. HAWECKER.....	Conductor
J. HENN.....	Trainman
MISS GOULD.....	Ticket Agent
MISS C. WALTMAN.....	Clerk
J. J. MURPHY.....	Tug Fireman
J. FLAHERTY.....	Towerman

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*
 W. J. SCOTT, *Shop Clerk*

Divisional Safety Committee

PERMANENT MEMBERS

R. B. WHITE.....	Superintendent
J. D. GALLARY.....	Terminal Trainmaster
C. E. OWEN.....	Trainmaster
T. BLOECHER.....	Division Engineer
J. P. HINES.....	Master Mechanic
J. E. SENTMAN.....	Road Foreman of Engines
H. K. HARTMAN.....	Division Operator
DR. C. W. PENCE.....	Medical Examiner
I. C. KUHN.....	Captain of Police
F. H. LAMB.....	Division Claim Agent
S. B. KELLER.....	Signal Supervisor
T. E. THOMAS.....	Master Carpenter
L. G. KOHLER.....	Division Storekeeper
MISS LILLIAN MEYERS.....	Representative Female Employes
E. F. KENNA.....	Secretary

ROTATING MEMBERS

H. C. WEIBLE.....	Yardmaster
E. T. SEIBERT.....	Agent
J. B. MILLER.....	Operator
J. R. MALONE.....	Track Supervisor
J. C. GLOYD.....	Signal Maintainer
J. F. ADAMS.....	Bridge Foreman
GEORGE BURROWS.....	Carpenter Foreman
S. A. POTTS.....	Bridge Carpenter
C. E. CALNAN.....	Passenger Engineer
H. P. EDENFIELD.....	Freight Engineer
A. THOMPSON.....	Passenger Fireman
C. L. SHEAFFER.....	Freight Fireman
J. H. ALLISON.....	Passenger Conductor
F. A. BLACKBURN.....	Freight Conductor
J. R. COULBORN.....	Train Baggageman
J. H. LEMBERMAN.....	Freight Brakeman
M. O. CLARK.....	Yardmaster
G. G. DEVLIN.....	Yard Brakeman
OTTO SHULTZ.....	Car Inspector
R. C. THRAMM.....	Machinist
MARTIN GARLAND.....	Car Builder

Freight House Committee

T. B. FRANKLIN.....	Chairman, Terminal Agent
A. E. RHOADS.....	Agent, Pier 22
W. J. HALLAHAN.....	Agent, Pier 62
L. A. ROGERS.....	Agent, Race Street
J. M. GRAVES.....	Assistant Agent, Pier 40
W. J. STEVENS.....	Assistant Agent, Pier 12
C. W. WILSON.....	Agent, East Side
A. J. SHUTT.....	Foreman, Pier 12

Shop Committee

PERMANENT MEMBERS

J. P. HINES.....	Chairman, Master Mechanic
C. B. SMITH.....	General Foreman
W. M. CLARDY.....	General Car Foreman
L. G. KOHLER.....	Storekeeper
WILLIAM TISDALE.....	Supervisor Machine and Hand Tools
MISS H. G. SENTMAN.....	Secretary

ROTATING MEMBERS

J. O. SUTTON.....	Machinist
J. W. KIDWILDER.....	Boilermaker
JOHN NEILL.....	Pipefitter
M. H. SNIVELY.....	Blacksmith
EDWARD RYAN.....	Electric Welder
R. F. MINNICK.....	Carpenter
U. G. MACHIN.....	Painter
THOMAS BARRON.....	Material Distributer
A. N. ROE.....	Car Builder

Several of the boys at East Side during their vacation visited Niagara Falls, amongst them being W. J. McMullen and E. Reddington, work checkers, Morris Heitzer, general clerk, and Harry Lofft, engine checker.

C. B. Smith has been appointed general foreman, vice J. R. McCauley, who has been transferred to Connellsville, Pa., to assume the duties at that point of assistant master mechanic.

"Johnny" Diamond has returned from his vacation and claims he is full of "pep," due to the fact that it has been the first vacation that he has really had for some years. All were glad to see "Johnny" back on the job again as foreman.

R. F. Phillips was furloughed August 27 for the army.

Samuel Hunt Newby, one of the genial clerks of the division accountant's office, is to be promoted to fill the vacancy caused by R. F. Phillips' being called to the army.

Miss A. R. Fox, chief clerk to M. of W. accountant, is arranging a very elaborate party for W. J. Myers, clerk in division accountant's office, who leaves for service in the army.

Two young ladies have been added to the division accountant's force. They are Miss B. J. Fettig and Miss Ruth Kamman.

For some time past it has been quite noticeable that our division accountant was unusually happy and finally the secret leaked out. We understand the date will be announced in the near future. Congratulations and best wishes, N. R. M.

Various unfortunate occurrences frequently terminate happily. "Red" Huntington, dispatcher, dropped his pocket book containing considerable currency in the hallway of the division office building. Miss Lillian Mary Osterman, clerk in the superintendent's office, found the purse and after much effort finally located the owner. Miss Osterman has been enjoying some very fine candy as the result of the incident.

The swimming pool in the City Park is still very attractive and quite a number of swimming parties have been enjoyed by the clerical forces in the division office building.

Miss Stella Laupus has just returned from a delightful trip to Bay View, Michigan.

Lawrence H. Willman, a clerk in superintendent's office since September 1, 1913, has enlisted in the navy, was furloughed August 20 and has arrived at Great Lakes, Ill.

E. L. Carrico writes that he and his family join in extending to Conductors Swazee and Robertson thanks for their kindness in handling

a paper for Mr. Carrico to get the money to buy an artificial leg. Mr. Carrico says he is grateful to those who gave so freely towards the fund, as it will be the means of his getting the best artificial leg that the market can offer.

Baltimore Division

Correspondents

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

J. A. CLARKSON, *Assistant Yardmaster, Locust Point*

E. K. SMITH, *Secretary Y. M. C. A., Brunswick, Md.*

P. P. PURGITT, *Shop Draftsman, Riverside Shops*

Divisional Safety Committee

P. C. ALLEN.....Chairman, Superintendent
W. E. NELSON.....Vice-Chairman, Assistant Superintendent

Y. M. C. A. DEPARTMENT

T. E. STACY.....Secretary, Riverside
E. K. SMITH.....Secretary, Brunswick
C. H. WINSLOW.....Secretary, Washington

RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Baltimore
DR. J. A. ROBB.....Medical Examiner, Washington
DR. J. F. WARD.....Medical Examiner, Winchester
R. B. BANKS.....Divisional Claim Agent, Baltimore
J. J. MCCARRON.....Captain of Police, Camden Station

TRANSPORTATION DEPARTMENT

S. A. JORDAN.....Assistant Superintendent, Brunswick, Md.
C. A. MEWSHAW.....Trainmaster, Camden Station
E. E. HURLOCK.....Division Operator, Camden Station
J. W. CAVY.....Road Foreman of Engines, Riverside
L. J. CROSSLEY.....Freight Agent, Camden Station
L. S. COLLIER.....Freight Conductor, Ellicott City
J. W. RONEY.....Yard Conductor, Mt. Clare Junction
E. B. OWENS.....Passenger Engineman, Riverside
H. G. HOERNIG.....Freight Fireman, Riverside
J. J. McCABE.....Trainmaster and Road Foreman, Harrisonburg
W. T. MOORE.....Freight Agent, Locust Point
D. M. FISHER.....Freight Agent, Washington
W. E. SHANNON.....Transfer Agent, Brunswick

MAINTENANCE OF WAY DEPARTMENT

G. S. CRITES.....Division Engineer, Camden Station
S. C. TANNER.....Master Carpenter, Camden Station
C. A. THOMPSON.....Signal Supervisor, Camden Station
J. FLANAGAN.....General Foreman, Locust Point

S. B. Bosley, whose photograph appears in a group on page 34, wrote to his father, W. R. Bosley, of his safe arrival "over there." Private Bosley was clerk to the road foreman of engines at Riverside at the time of his draft and was well liked by all the engineers and firemen on the Baltimore and Philadelphia Divisions. He is also a locomotive fireman, holding seniority rights. In his letter, Private Bosley says:

"Have arrived safely overseas and am well and feeling fine. Have seen quite a lot of this territory and it is a pretty country, although it is about the same as our place and will tell you all about it when I get home. Tell all the boys I am all right."

Below find extracts from the diary of the office boy, DO Office, Camden Station, discovered in his drawer by the other fellows:

"Tuesday.—New lockers arrive and the men try to erect them, but in every instance seemed to fail. One is erected at last and it is praised. 8.00 a. m.

"Jake Herbert scratched his wrist and nearly had a fit. 9.00 a. m.

"Jake and Goose. Daily argument.

"Treated with ice cream cone by Al Spurrier. 9.30 a. m.

"Wednesday.—Jake Herbert empties water cooler and has a fit because there is no more. Would not state what time he lost or what time he regained. 8.30 a. m.

"Tom Dent is now playing a few favorites. 2.45 p. m.

"Jake and Goose. Daily argument.

"After getting everybody ice tea, Pink Quinn wants tea. 5.50 p. m.

"Thursday.—Metropolitan branch train sheets gave out and J. J. S. has a fit because there were none to be had. 9.00 a. m.

"Porter at last brings us towels. 9.05 a. m.

"Pop Gaither is now strangling the whole office with a weed which he is trying to smoke. 10.00 a. m.

"Orioles lost game and are cussed by P. C. Asher. 12.00 m.

"Tom Dent nearly dies from loss of 25 or 30 cents. Had a hole in his pocket and nearly faints. 8.30 a. m.

"Men sweat because they have no ice water. 12.00 m.

"Jake and Goose. Daily argument.

"At 3.20 p. m. diary was discovered by D. Reese and H. LaMar. Curses!

"Al Spurrier has a strangle hold on the whole office with a Sub Rosa.

"Friday.—At 9.00 a. m. I received a new position."

Locust Point Yards

The yardmasters and clerks at Locust Point yards are now working a shift of eight hours a day, effective September 9. J. H. Meyers, general yardmaster, with Frederick Zinnell and Lewis Sipes, assistants, and L. V. Zimmerman, chief clerk, are on duty from 7 a. m. to 3 p. m., and are relieved by P. M. Yeastker, with William Lowman and A. I. Elloff, assistants, and William Smaek, chief clerk, who are relieved at 11 p. m. by A. H. Blackburn, with T. M. Burger and J. A. Clarkson, assistants, and Edward J. Farley, chief clerk.

Thomas Farnsworth, dispatching clerk, has returned to duty after spending his vacation in the South. We heard that Tom's vacation trip was turned into a honeymoon trip. Here's our best wishes, Tom.

John J. Link, formerly yard clerk, made a visit to the yards Saturday, September 7. We were glad to see John and bid him farewell, as he expected to sail for "over there" soon.

Miss Martha Fox, formerly of Curtis Bay yard office, has been transferred to Locust Point yard office as correspondence clerk.

Miss Minnie Ebbinghaus, of yardmaster's office, Locust Point, has been made no-bill clerk and serves notices to other yards in the terminal not to send any cars to Locust Point without bills. Look out, clerks, she will get after you with a big stick.

Miss Mollie E. Frey has been appointed record clerk at Locust Point yard in place of Miss Eva Bichman, who was transferred to terminal trainmaster's office at Camden Station.

Assistant Yardmaster J. A. Clarkson has returned to duty after spending his vacation in the west. One of the places of interest he visited was Moose Heart, Illinois.

Brakeman W. G. Hartig, of the Hopper Yard, would like to know where engineer J. R. Carroll learned to repair sewing machines.

Mt. Clare Shops

Correspondent

MISS M. L. GOETZINGER, *Acting Secretary to Superintendent, Mt. Clare, Baltimore*

Shop Safety Committee

- L. FINEGAN..... Chairman, Superintendent of Shops
- W. S. EYERLY..... Vice-Chairman, General Foreman
- M. L. GOETZINGER..... Secretary, Secretary to Supt. of Shops
- H. A. BEAUMONT..... General Car Foreman
- G. H. KAPINOS..... Assistant General Foreman
- R. T. E. BOWLER..... Supervisor of Shop Machinery and Tools
- DR. F. H. DIGGES..... Assistant Medical Examiner
- P. F. WAGNER..... Shop Hand, Erecting Shop
- H. T. STICKELL..... Boilermaker, Boiler Shop
- G. F. KLINE..... Foreman, No. 3 Machine Shop and Steel Car Plant
- E. B. BUNTING..... Machinist, No. 2 Machine Shop
- W. H. ROBINSON..... Pipefitter, Pipe and Tin Shop
- G. M. KISER..... Moulder, Foundries and Re-rolling Mill
- J. T. GILES..... Blacksmith, Blacksmith Shop
- G. SCHMALE..... Machine Operator, Bolt and Forge Shop
- W. P. MAY..... Machinist, Air Brake Shop
- C. KESSLER..... Patternmaker, Pattern Shop
- S. H. GAINOR..... Piecework Inspector, No. 1 Machine Shop
- T. U. DOVER..... Shop Hand, Tender and Tender Paint Shops
- H. ALKER..... Shop Hand, Axle Shop and Power Plant
- T. M. NICHOLS..... Car Repairman, Freight Car Track
- J. E. HULL..... Car Builder, Passenger Car Erecting Shop
- W. E. FOLKS..... Upholsterer, Passenger Car Plant, Finishing and Upholstering Shops
- A. SELMEIR..... Mill Machine Hand, Saw Mill and Cabinet Shops
- W. BANAHAN..... Foreman, Stores Department

J. E. Flynn, former notary and boiler shop clerk, has been called to the "colors." He was presented a handsome gold wrist watch by his boiler shop friends. Mr. Flynn is now in camp at Syracuse, N. Y.

Warren W. Stoner has been appointed boiler shop clerk to succeed Mr. Flynn and Walter Graves has assumed the duties of notary.

Miss Georgia Rosenwinkle, the first woman employe at Mount Clare shops, was married the latter part of August to F. J. Crockett, piecework inspector on the freight track at Mount Clare. Mrs. Crockett entered the service as a driving box packer, but was recently transferred to the electric welders. Mount Clare extends its congratulations.

Lieutenant Herman Holljes, a special apprentice and former inspector for the engineer of tests at Mount Clare, has returned from service overseas after having been gassed by the Germans. He has gone west for his health and has the best wishes of all of his associates for a speedy recovery.

Mount Clare is not behind in anything, in fact we are anticipating the Fourth Liberty Loan campaign and have already received quite a number of pledges for subscriptions. We intend to pass our mark in this as we did in previous campaigns.

The photograph in a group on page 34 is of Corporal William Gaffney, now "Over There" with Company K, 313th Infantry. He was a car repairman at Mount Clare shops and an active member of the baseball team.

George Hittle, who also is shown in the group, is second class yeoman on the U. S. S. Pueblo. He was a machine operator at the shops. His brother, Martin Hittle, was a clerk in the blacksmith shop and is also a yeoman.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary, Y. M. C. A.*

Divisional Safety Committee

- G. H. WINSLOW..... Chairman, Secretary, Y. M. C. A.
- DR. JAMES B. GRIER..... Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

- W. M. GRANT..... Boiler Foreman
- H. A. BRIGHT..... Gang Leader
- C. J. AYERS..... Gang Leader
- A. F. KREGLOW..... Storekeeper
- T. E. CROSON..... Yard Engine Dispatcher
- N. TIPPET..... Foreman, Car Shop
- H. A. BAREFIELD..... Assistant Foreman
- A. A. PACE..... Foreman, Station
- J. J. DESMOND..... Gang Leader
- G. VALENTINE..... Yard Engine Dispatcher
- B. HOWARD..... Assistant Foreman
- R. HEINDRICH..... Foreman, Station

TRANSPORTATION DEPARTMENT

- P. A. DELEPLANE..... Train Director
- L. T. KEANE..... Conductor
- E. M. FARMER..... Conductor

W. A. Pearman, formerly of Covington, Va., has accepted a position with the Terminal R. R. Y. M. C. A. as assistant secretary. He also was with the Clifton Forge Association and his experience there will make him a valuable addition to this department.

New buildings are being erected on the Union Station Plaza to accommodate war workers coming to Washington. While it temporarily changes the plans for beautifying the ground between the capitol and the station, it is only one of the privileges we have to sacrifice the things we like most to help in the great task of winning the war.

The "Get-Acquainted" evening recently held at the association rooms was a very pleasant affair. The object was for railroad employes

and their friends to get better acquainted and have an evening of enjoyment. J. B. Warrington, terminal manager, and W. J. Wilson, superintendent, were present and made interesting talks. During the program the patriotic spirit frequently manifested itself in applause when song or word brought out the sentiment of loyalty. The entertainers were all top liners and consisted of the following: Professor P. W. Dykema, song leader for War Camp Community Service; Miss Ruby Raymond, character songs; Miss Etta Schmid, accompanist; Mr. R. Woodland Gates, tenor solos; Sergeant H. H. Godfrey, Marine Corps, popular songs; Mitchell and Mitchell, versatile entertainers; Terminal R. R. Y. M. C. A. orchestra, G. W. Guest, director.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

There have been many changes in the force at this station since the last issue of the MAGAZINE, occasioned by the usual causes—resignations, sickness, calls to military service, etc. Uncle Sam has claimed the following during the past few weeks: Stewart F. Mehlfelt, from the office force, and Allie Curtis and Lonie Farmer, from the platform.

Mrs. Catherine Schrum, utility clerk; Mrs. Orlena Gattens, cashier's stenographer; Miss Rebecca Goldstein, chief clerk's stenographer, and one or two others have left to join the great forces of Uncle Sam in other departments.

Miss Martha M. Metzger, Miss Jane McDonnell, Miss Emma M. Shaffer, Miss Gladys Beall and Philip Laverine have come into the fold to replace the lost and missing ones mentioned above. We extend a hearty welcome to these newcomers and trust that circumstances will permit them to stay with us long enough to become acquainted.

Notwithstanding the rush and bustle of these strenuous times, some of our force have been able to avail themselves of the opportunity afforded them to take short vacations during the summer. S. E. Hardy, yard checker, spent his vacation at Bellows Falls, Vermont. Thomas P. De Vaughan, yard delivery clerk, and Karl D. Fox, car record clerk, report a delightful time spent in Philadelphia. Julian C. White, demurrage clerk, spent his vacation in his home town, Laurel, Md., part of the time in enjoying the country life, and part, we regret to say, in sickness. He has completely recovered and returned to his duties in good shape. Finley W. Harrison, yard delivery clerk, enjoyed his period of relaxation at Norfolk, Va., and the surrounding neighborhood, taking in all the sights in that historic part of the country.

Two veteran employes are at present ill. Delivery Clerk Cyrus R. Heller has been confined to his house for several weeks and Steve-dore Benjamin F. Disney recently met with an accident while working on the platform.

These are two of the oldest employes at this station, and although they have both reached a good age, yet we trust that there are many more years of usefulness for them and that we shall soon be able to greet them on their return to duty.

Chief Delivery Clerk Thomas E. Fry also has been on the sick list for some days. We extend a hearty wish to him for a speedy recovery, and hope to see him with us before many days have passed.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

W. C. MONTIGNANI, *Secretary, Y. M. C. A.*

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

Divisional Safety Committee

J. W. DENEEN	Chairman, Superintendent
E. P. WELSHONGE	Vice-Chairman, Ass't Sup't, East End
T. K. FAHERTY	Vice-Chairman, Ass't Sup't, West End
O. C. DEAN	Secretary
E. C. GROVES	Trainmaster, East End
M. A. CARNEY	Trainmaster, West End
W. T. HUGHES	Division Engineer
T. R. STEWART	Master Mechanic
L. J. WILMOTH	Road Foreman of Engines, East End
L. CRAMBLITT	Road Foreman of Engines, West End
A. B. WESTFALL	Road Foreman of Engines, West End
E. C. DRAWBAUGH	Division Operator
DR. J. A. DOERNER	Medical Examiner
H. D. SCHMIDT	Captain of Police
ROBERT CHILDERS	Division Claim Agent
J. G. LESTER	Signal Supervisor
F. L. LEYH	Division Storekeeper
F. A. TAYLOR	Master Carpenter
W. C. MONTIGNANI	Secretary, Railroad Y. M. C. A.
MRS. A. R. GOLDSTROHM	Representative Female Employes

Martinsburg Shops

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

M. L. Hansrote, engineer, and Miss Nancy Susan Chambers were married in Martinsburg, August 29, in the presence of a few relatives and friends. They will reside in this city.

W. L. Cuddy, a retired Baltimore and Ohio engineer, and Miss Mathilda Dudon, of Roanoke, Va., were married in that city. Mr. and Mrs. Cuddy will reside at 1002 Fourth Avenue, Roanoke.

A new feature has been added to the varied output of our shop, that of building up worn frogs by welding new material in the worn surfaces. An expert is teaching three operators and after they have become efficient they will be sent out over the system repairing frogs in the track. A special filler end is used and after the frog has been resurfaced it will give much additional service. The photograph on next page shows, in part, the operations of rebuilding the frogs. This process has been successfully tried out on other roads, where such frogs have given good results. The saving is large.



CREW REFACING FROGS AT MARTINSBURG SHOPS

Keyser

Correspondent, H. B. KIGHT, *Ticket Clerk*

One of the most enthusiastic patriotic meetings ever held in the local yards took place recently when the men of the car shops unfurled a large American flag over the building in which they work. A crowd of friends and relatives of the men of the shops gathered and enjoyed a two-hour program. The program was announced by Mr. Smalley, chairman. After the band had played, a quartet sang patriotic selections. Dr. Givler led in prayer. J. W. Andrews, master mechanic, was introduced, and after reading a letter from C. W. Egan, gave a practical talk about the flag. He referred to the seventy-five stars in the service flag and said that \$5,000 had been given to war work and \$80,000 had been invested in Liberty bonds by the boys. Rev. William A. Wilt made the speech of the evening on "What We Are Fighting For." R. S. Pownall, car foreman, was called to the platform and told how necessary were the men and the railroads to win this great war.

Captain William Smith, former Baltimore and Ohio man and now pensioner, who lives on his farm on New Creek Drive, has a very large war garden. He is credited with having

the largest tomatoes growing in his garden as one of them weighed two pounds and measured eighteen inches around.



POPULAR AT THE MARTINSBURG SHOPS
Left to right: B. F. IRVIN, tinner; R. RUSSLER, machinist, and GEORGE TEDRICK

R. S. Pownall has been appointed general car foreman at Keyser in place of R. A. Tull, resigned. We welcome Mr. Pownall and shall cooperate with him in helping to make a showing for Keyser shop. We are sorry to lose Mr. Tull. He won a place in the hearts of all who knew him by his fairness in dealing with men.

E. P. Welshonce, trainmaster, has been appointed assistant superintendent, Cumberland Division. M. O. Carney, formerly road foreman, has been appointed trainmaster in place of Mr. Welshonce.

Uncle Sam certainly is cleaning up S. B. Sporseller's gang. Mr. Sporseller runs the carpenter camp and every day or so a man leaves to join the army. R. B. Neland and C. L. Sager enlisted in the Naval Reserves. A. Z. Whistler enlisted and is training at the University of Virginia. H. M. Wiet has been called in the draft and leaves soon. "Sporsy" says he'll have to get some girl carpenters if this keeps up.

Frank P. Greenwood has accepted a position as night ticket agent at Keyser. We are glad to welcome "Greeny," for we know he can handle the job.

The Baltimore and Ohio has taken over the Western Maryland freight business and to keep it going has had an addition built to the freight house platform of about 100 feet. S. B. Sporseller and his gang were the contractors and builders. The railroad is also making some extensive improvements in Keyser yard. Laying new tracks just opposite the station and in the west end of the yard. The Western Maryland and the Baltimore and Ohio have been consolidated and the Western Maryland trains will be operated over the Baltimore and Ohio tracks. This will make the Baltimore and Ohio office the only one in town where tickets are sold.

D. Riley Shull, one of Keyser's leading merchants, has turned over his store to one of his clerks and accepted a position as freight house foreman. This is a fine example of personal sacrifice to aid in keeping supplies moving towards the men "Over There."

Miss Sara Ludwig, stenographer to road foreman and who was operated on for appendicitis, has recovered and is back at her post again.

Monongah Division

Correspondents

E. S. JENKINS, *File Clerk*, Grafton, W. Va.
 C. N. MAYB, *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

C. W. VAN HORN, Chairman, Superintendent, Grafton
 B. Z. HOLVERSTOTT, Assistant Superintendent, Grafton
 E. BARTLETT, Trainmaster, Fairmont
 JOHN NILAND, Trainmaster, Grafton
 W. C. DEEGAN, Trainmaster, Weston
 J. McCLUNG, Trainmaster, Grafton
 J. A. ANDERSON, Master Mechanic, Grafton
 C. E. DOTSON, Road Foreman, Grafton
 G. F. EBERLY, Division Engineer, Grafton
 H. L. MILLER, Car Foreman, Grafton
 J. O. MARTIN, Division Claim Agent, Clarksburg
 DR. C. A. SINSEL, Medical Examiner, Grafton
 DR. E. A. FLEETWOOD, Medical Examiner, Clarksburg
 P. B. PHINNEY, Agent, Grafton
 J. D. ANTHONY, Agent, Fairmont
 S. H. WELLS, Agent, Clarksburg
 M. J. TIGHE, Road Foreman of Engines, Fairmont
 P. M. MARSH, Road Foreman of Engines, Weston
 J. P. RYAN, Agent, Weston
 T. L. NUZUM, Storekeeper, Grafton
 J. O. WHOLEY, Engineer, Fairmont
 W. H. KELLY, Machinist, Grafton
 C. C. BURG, Brakeman, Grafton
 E. E. YERKEY, Conductor, Clarksburg
 J. W. THORNHILL, Leading Car Inspector, Fairmont
 L. V. ATHA, Conductor, Grafton
 E. L. PENDERGAST, Machinist, Fairmont
 E. J. HOOVER, Agent, Buckhannon
 W. E. CLAYTON, Assistant Chief Clerk to Superintendent

The whole Monongah Division regrets very much the loss of Wreckmaster Henry Mulligan, of Fairmont, who had served in that capacity for several years. He was badly burned by the explosion of gasoline which leaked out of a car in a derailment at Dola, on the Short Line Sub-Division, on August 24, and died the following night.

Michael Curry, one of the workmen of the wreck train, has been appointed wreckmaster.

A. P. Lavelle and R. D. Kelley, well-known train dispatchers of Grafton, have just returned from their vacation, having visited Chicago and various other cities. They must have been treated and fed well, as they look happy and hearty.

E. Bartlett, trainmaster, of Fairmont, is on his vacation, being relieved by F. H. Brumage, a charter member of the Baltimore and Ohio Veterans' Association here.

John Sweeney has been relieving M. J. Tighe, road foreman of engines, Mr. Tighe having been on his vacation and doing special duty on the Parkersburg Branch in connection with the numerous specials carrying soldiers to and from the camps. Everything is moving nicely because of the good attention Mr. Tighe has been giving them. He is assisted by Conductor Foy and Mr. Knight, engineer of that district.

Conductor Andrew Closson is making quite a reputation. On September 2 he went out of Fairmont with ninety-four loads and two empties. If that's not helping to keep freight moving and helping win the war, his friends would like to know what is.

The superintendent's office adds another star to its service flag, for Blair Smith Mugler,



JOLLY, HUSTLING FAMILY OF C. L. FORD

These young war workers, sons and daughters of the Chief Clerk to Superintendent at Grafton, are, left to right: SARAH ELIZABETH, VIRGINIA LOUISE, CHARLES EDWARD, DORSEY RANDLE and MARY WILSON FORD. The pet of the family is JOHN MARSHALL FORD, seated in the centre.

who is stationed at Camp Lee, Va., will be missed by his many friends.

A. P. Lavelle, train dispatcher, spent a well-earned vacation on the lakes.

It is with regret that the Monongah Division loses its former superintendent, Hugh Wilson, who resigned to enter military life. Mr. Wilson was very popular with all the employes and they all wish him well in his new career.

C. W. Van Horn, who was superintendent at Newark, succeeds Mr. Wilson at Grafton. Mr. Van Horn needs no introduction to the people of West Virginia, he having previously held the position of trainmaster at Clarksburg.

Edward Duffy is spending a week's vacation with his parents at Wilmington, Del.

Miss Katie Tucker, stenographer in division engineer's office, spent ten days' vacation visiting friends at Pittsburgh.

Wheeling Division

Correspondents

- C. F. MILLER, *Office of Superintendent, Wheeling, W. Va.*
 D. F. ALLREAD, *Agent, Folsom, W. Va.*
 JGHN C. LEE, *General Secretary, Y. M. C. A., Benwood Junction, W. Va.*

Divisional Safety Committee

PERMANENT MEMBERS

- | | |
|---------------------------|--------------------------------|
| E. V. SMITH..... | Chairman, Superintendent |
| J. W. BULL..... | Trainmaster |
| A. H. WOERNER..... | Division Engineer |
| J. A. ANDERSON..... | Master Mechanic |
| M. J. WALSH..... | Road Foreman of Engines |
| F. E. FUQUA..... | Division Operator |
| DR. J. E. HURLEY..... | Medical Examiner |
| G. W. JOHNSON..... | Captain of Police |
| M. C. SMITH..... | Division Claim Agent |
| D. PIERCE..... | Signal Supervisor |
| C. R. KINCAID..... | Division Storekeeper |
| H. M. POTTS..... | Master Carpenter |
| J. R. LEE..... | Secretary Railroad Y. M. C. A. |
| MRS. FRANCES B. AMOS..... | General Crossing Watchwoman |
| J. R. PADDEN..... | Secretary |

ROTATING MEMBERS

V. REYNOLDS.....	Yardmaster
E. M. POMEROY.....	Agent, Bellaire, Ohio
L. E. KINNEY.....	Telegraph Operator
W. C. WRIGHT.....	Track Supervisor
C. B. MASON.....	Signal Maintainer
S. W. CARPENTER.....	Bridge and Carpenter Foreman
R. W. SUTER.....	Bridge Carpenter
J. R. CHADDOCK.....	Engineer (Passenger)
J. FINNEGAN.....	Engineer (Freight)
J. I. HUSK.....	Fireman (Passenger)
C. F. POWELL.....	Fireman (Freight)
W. H. LOWE.....	Conductor (Passenger)
W. T. ECHOLS.....	Conductor (Freight)
F. A. BAKER.....	Brakeman (Passenger)
F. T. BOYLES.....	Brakeman (Freight)
R. HALL.....	Yard Brakeman
K. O. YOUNG.....	Car Repairman
SAMUEL PESST.....	Car Inspector
M. B. GARVEY.....	Shopman from Locomotive Dept.

J. A. Anderson, former master mechanic at Grafton, has been appointed master mechanic at Benwood, vice F. C. Schorndorfer, assigned to other duties.

The accompanying picture is that of the Baltimore and Ohio Knitting Club. During April, 1918, the crossing watchwomen of the Baltimore and Ohio at Wheeling, under the supervision of Frances B. Amos, forelady, organized a knitting club. The ladies have just completed their first piece of work, a quilt. The future work of the club will be knitting socks for our boys "Over There." The club meets semi-monthly. On July 13 the club was entertained at the home of the forelady at a watermelon feast, after which the crossing

watchmen were taken into the club to do their bit. Those in the photograph, top row, left to right, are J. H. Hamilton, W. J. Shivlin, F. Brock, William Lemley, section foreman; Frances B. Amos, forelady; Ocja Brewster, Emma Harris, Mary Adams, Muter Shader; second row, Madeleine Dremmen, Mary Earnest, Mrs. William Lemley, Katherine Gitchell, Margaret Padden, Sarah Adams; seated, in front, Helen Humdt, Wilma Schrupf, Irene Dawson, Elizabeth Bell. There are sixteen members who are not in the picture.

Miss Ocja Brewster, former crossing watchwoman, has accepted a position as parcel checker in the baggage room of the Wheeling passenger station.

E. L. Kuhu, clerk to the captain of police at Wheeling, has been furloughed for military service. "Ed," as he is known, has been chosen by Uncle Sam as one of his choice men. He left for Camp Lee with a large contingent of local boys on September 4. Our night baggagemaster, C. R. Bartlett, has also been taken by Uncle Sam.

The picture on page 63 is a likeness of George E. Franck, who is now stationed with the 13th Service Co., Casual Detention Camp Alfred Vail, Little Silver, N. J. For many years he was employed as terminal electrician at Wheeling. It is noted that he still wears his friendly smile.



BALTIMORE AND OHIO KNITTING CLUB AT WHEELING

The many friends of Guy Long, assistant division engineer, will be surprised to learn of his embarking on the sea of matrimony.

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
 MISS HELEN WRIGHT, *Office of Division Engineer*

Divisional Safety Committee

J. W. ROOT..... Superintendent
 F. G. MORAN..... Trainmaster
 J. G. KIRCHER..... Road Foreman of Engines
 O. J. KELLY..... Master Mechanic
 L. E. HAISLIP..... Division Engineer
 F. R. DAVIS..... Terminal Trainmaster
 Dr. J. P. LAWLOR..... Medical Examiner
 E. CHAPMAN..... Captain of Police
 F. A. CARPENTER..... Agent, Parkersburg
 S. E. EASTBURN..... Agent, Yardmaster, Huntington
 H. F. OWENS..... Secretary

ROTATING MEMBERS

P. M. ROE..... Engineer
 O. W. McCARTY..... Fireman
 H. NEAL..... Conductor
 M. F. CALDWELL..... Brakeman
 A. C. SMITH..... Car Department
 C. R. TAYLOR..... Locomotive Department
 J. E. ROSIER..... Stores Department

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent, Cleveland, Ohio*

Divisional Safety Committee

PERMANENT MEMBERS

H. B. GREEN..... Chairman, Superintendent
 G. B. GYMER..... Secretary
 A. R. CARRER..... Division Engineer
 J. J. POWERS..... Trainmaster
 W. J. HEAD..... Trainmaster
 J. C. HAHN..... Trainmaster
 J. FITZGERALD..... Trainmaster
 G. R. GALLOWAY..... Master Mechanic
 P. C. LOUX..... Road Foreman of Engines
 G. H. KAISER..... Road Foreman of Engines
 C. H. COTTON..... Traveling Fireman
 M. E. TUTTLE..... Division Operator
 Dr. A. A. CHURCH..... Medical Examiner
 R. A. PENNELL..... Captain of Police
 G. J. MAISCH..... Division Claim Agent
 E. G. SLATER..... Signal Supervisor
 W. H. DEAN..... Storekeeper
 L. H. DOUGLAS..... Master Carpenter
 A. J. BELL..... Terminal Agent
 A. H. GENSLEY..... Terminal Trainmaster
 T. McDERMOTT..... Terminal Trainmaster
 H. C. BATCHELDER..... Terminal Trainmaster
 T. L. CALCOTE..... Supervisor
 L. C. SWANSON..... Supervisor
 J. DRENNAN..... Supervisor
 J. I. MALONE..... Supervisor
 B. C. MEEK..... Relief Agent
 J. P. COOPER..... Relief Agent

ROTATING MEMBERS

F. E. WEEKS..... Train Dispatcher
 P. ESPOSITO..... Section Foreman
 T. RIDLEY..... Carpenter Foreman
 W. L. CUTTER..... Engineer
 E. C. HAVILAND..... Engineer
 T. MENKE..... Fireman
 W. E. BUTTS..... Conductor



PRIVATE GEORGE E. FRANCK

D. ROBINSON..... Brakeman
 N. WILBOIS..... Yard Conductor
 W. MESSMER..... Chief Car Inspector
 E. JONES..... Chief Car Inspector
 J. J. HURLEY..... Enginehouse Foreman
 V. LUCAS..... Steel Car Foreman
 J. J. McNEIL..... Machinist

Cleveland Terminal Committee

A. H. GENSLEY..... Chairman, Terminal Trainmaster
 E. M. STEPHENSON..... Secretary
 E. W. WITCRAFT..... Day Yardmaster
 J. A. HACK..... Night Yardmaster
 G. B. MOON..... Assistant Car Foreman
 C. D. SEELEY..... Assistant Agent
 J. LESKEY..... Yard Engineer
 H. B. WOOD..... Yard Fireman
 G. K. STEPHENSON..... Yard Conductor
 W. R. LAIRD..... Yard Brakeman
 A. GROBARICK..... Yard Clerk
 M. CITINO..... Section Foreman

Akron Terminal Committee

H. C. BATCHELDER..... Chairman, Terminal Trainmaster
 P. SOURS..... Secretary
 T. C. SMITH..... Day Yardmaster
 H. B. BURKHOLDER..... Night Yardmaster
 P. O'MILLION..... Car Foreman
 R. H. TROESCHER..... Agent
 J. RILEY..... Yard Conductor
 R. C. WAND..... Switchman
 J. W. KINNEY..... Engineer
 H. POTTER..... Fireman
 M. CARANO..... Section Foreman
 J. EDWARDS..... Car Clerk

Lorain Terminal Committee

T. McDERMOTT..... Chairman, Terminal Trainmaster
 C. M. SEYMOUR..... Secretary, Day Yardmaster
 C. M. HIRST..... Night Yardmaster
 E. E. FERGUSON..... Assistant Terminal Agent
 V. BAILEY..... Yard Engineer
 J. LISISKY..... Yard Fireman
 R. C. CURRY..... Terminal Supervisor
 J. E. DAVIES..... Yard Conductor
 E. KETCHUM..... Yard Brakeman
 G. M. WILLIAMS..... Yard Clerk

Lorain Shop Committee

G. R. GALLOWAY..... Chairman, Master Mechanic
 A. C. LEPKOWSKI..... Secretary
 J. A. SUBJEK..... General Foreman
 C. A. BURDGE..... General Foreman
 W. K. GONNERMAN..... General Foreman



"DANNY" KENNEDY

E. H. MECKSTROTH.....Car Foreman
 W. H. DEAN.....Storekeeper
 DR. W. P. TINSLEY.....Medical Examiner
 J. ROBINSON.....Assistant Master Carpenter

T. J. KEATING.....Machinist
 JOSEPH SMITH.....Boilermaker
 W. J. O'CALLAHAN.....Pipefitter
 J. HOLZHAUER.....Tender Repairman
 C. J. WILSON.....Blacksmith
 W. NOVAK.....Electrician
 W. A. TRAWINSKI.....Electric Welder
 J. KREISEN.....Material Distributer
 H. SMARSH.....Car Builder
 A. SWENDEG.....Machine Operator
 F. HORAK.....Painter
 J. F. FISHER.....Millwright

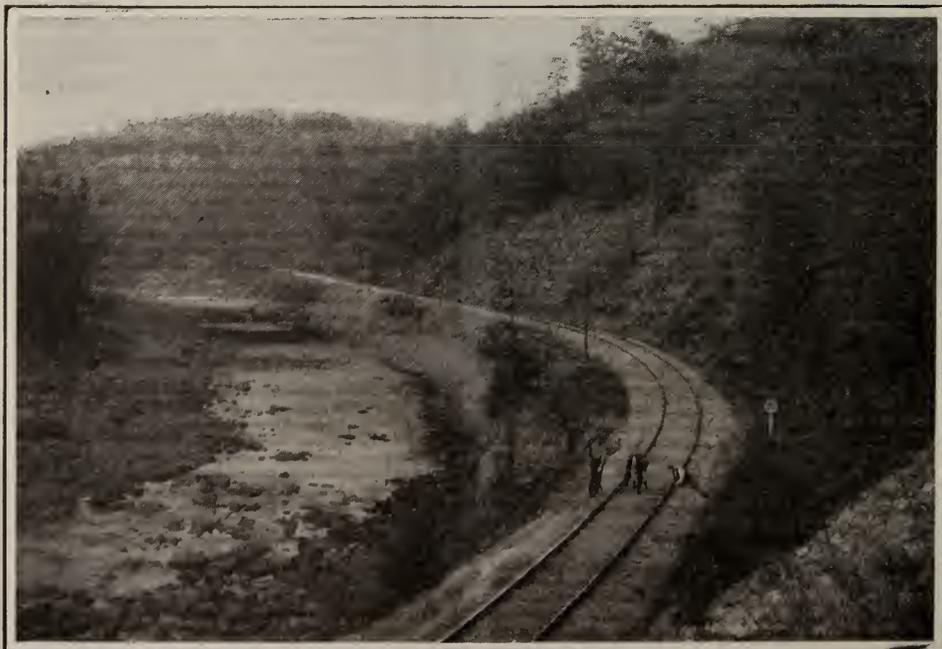
Opposite is the picture of "Danny" Kennedy, son of engineer H. T. Kennedy, taken in front of the Kennedy war garden at Aultman, Ohio. "Some kid and some corn."

Assistant Engineer W. M. Ray, of the construction department, and H. P. Craig, inspector, have been moved to Pittsburgh and have charge of the construction of the new shops there. Our best wishes accompany them.

C. Monticue, employed in the shops during his summer vacation, wrote the following poem, which he calls "On the Battle Field."

By the glow of the setting sunlight,
 O'er the battle field of war,
 Lay soldiers who fought and died for us,
 And are followed by many more.
 They fought like brave, patriotic men,
 For the country they loved best,
 Fighting till long after dark,
 While birds were safe in their nests.

Through clouds of smoke and bullets,
 And the groan of dying men,
 Comes cannon balls whistling through the air,
 Their death messages to send.



STANDARD TRACK ON CONNELLSVILLE DIVISION

Little by little our men gain ground;
They fight with might and main,
For the freedom they once had,
And are to have again.

Bravely they fought, bravely they died,
And bravely they held their own,
Against the enemy who fain would conquer,
Our country which is far known.
Glad shall we be when the war is over,
And all the patriotic men shall stand,
As they salute the dear old flag and say,
"God bless our native land."

Miss M. C. Czarnetzke, stenographer for the Police Department at Cleveland, left for a vacation in August and on her return we greeted her as Mrs. Rowe, the wife of the former captain of police here. Good luck is our wish.

George Phillips, tool room attendant at Cleveland shops, in continuous service for the past twenty years, for the first time, in that period traveled on his first pass to Deshler, Ohio, on vacation. Some record!

Miss Gertrude Metcalf, file clerk in superintendent's office, has returned from an automobile trip to New York City and intermediate points. She reports good roads and a fine time.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*,
Newark, Ohio

Divisional Safety Committee

PERMANENT MEMBERS

- C. H. TITUS..... Chairman, Superintendent
- T. J. DALY..... Trainmaster
- D. HUBBARD..... Division Engineer
- F. E. COOPER..... Superintendent of Shops
- W. D. JOHNSTON..... Master Mechanic
- R. A. VERNON..... Road Foreman of Engines
- G. F. WRIGHT..... C. T. D. and Division Operator
- DR. M. H. KOEHLER..... Medical Examiner
- F. R. CASTOR..... Captain of Police
- A. R. CLAYTOR..... Division Claim Agent
- E. W. DORSEY..... Signal Supervisor
- C. G. SUTTON..... Division Storekeeper
- E. C. ZINSMEISTER..... Master Carpenter
- MISS ROSE MCGINNIS..... Secretary to Storekeeper
- H. L. BALL..... Secretary, Chief Clerk to Trainmaster

ROTATING MEMBERS

- C. A. VARNER..... Yardmaster
- W. H. YEAGER..... Freight Agent
- H. L. SIMPSON..... Operator
- F. S. MAHURD..... Supervisor
- S. W. FITCH..... Signal Maintainer
- WILLIAM NORTHUP..... Bridge Foreman
- S. A. REGAN..... Carpenter Foreman
- H. MCGREEVY..... Engineer, Passenger
- E. J. GRIMES..... Engineer, Freight
- C. W. RICKETS..... Fireman, Passenger
- F. H. BOOHER..... Fireman, Freight
- E. T. HUKILL..... Conductor, Passenger
- W. A. TOMLINSON..... Conductor, Freight
- W. H. CHILCOAT..... Brakeman, Passenger
- L. C. VERNON..... Brakeman, Freight
- C. H. MCKINNEY..... Yard Brakeman
- N. ARNOLD..... Car Inspector
- C. G. MILLER..... Supervisor Shop Schedules
- NOLAN HARDMAN..... Shopman, Car Department



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W. L. CLUGSTON	General Foreman
J. P. QUINN	Car Foreman
C. G. SUTTON	Storekeeper
DR. M. H. KOEHLER	Medical Examiner
E. C. ZINSMEISTER	Master Carpenter
EVA BENNET	Secretary, Stenographer to Supt. of Shops
W. H. SMITH	Machinist
W. MURRELL	Boilermaker
S. WATTS	Pipefitter
C. HASLOP	Foundryman
W. PUGH	Tender Repairman
R. S. DAVIS	Blacksmith
G. F. TAGG	Electrician
S. MORRIS	Electrical Welder
C. G. MILLER	Material Distributer
D. A. HILL	Car Builder
J. S. BARRICK	Machine Operator
J. W. BEAL	Carpenter
W. W. GAMBLE	Painter
H. KAISER	Millwright

Zanesville Shop Committee

J. L. McCANN	Chairman, Supt. Reclamation Plant
MISS G. A. SHOEMAKER	Secretary, Stenographer to Supt.
D. W. FORAN	General Foreman
W. A. FLETCHER	Car Foreman
G. W. MINNEY	Storekeeper
C. W. LEVIE	Electric Crane Engineer
C. A. FLUKE	Machinist
C. A. BARKCUS	Boilermaker
C. E. COLOPY	Pipefitter
W. L. SEEMUTH	Blacksmith
J. HANNON	Car Builder
J. F. GREENBANK	Machine Operator
A. E. HUFFMAN	Carpenter
E. A. REIMANN	Painter

Columbus Freight Station Committee

D. L. HOST	Chairman, Trainmaster
E. D. BALDWIN	Freight Agent
MISS MARY CONNELL	Secretary, Stenographer to Frt. Agent
JOHN MILLS	Outbound Foreman
E. J. FUNKE	House Foreman
A. WASHBURN	Checker
CHARLES BRUSE	Trucker
FRED WHELAN	Cooper

Are we living? well, I guess,
If you see us you must confess.
The Cleveland Division is right on time
When it comes to furnishing a simple rhyme.

This Division is full of pep;
You can always tell by the steady step.
When it comes to work, our men are there,
Always ready to do their share.

You should see the stars and stripes
That we've unfurled to broad daylight;
And the service flag, red, white and blue,
With stars that number twenty-two.

By "AKHON JUNCTION."

Connellsville Division

Correspondents

P. E. WEIMER	Office of Superintendent, Connellsville, Pa.
S. M. DEHUFF	Manager of Telegraph Office, Connellsville, Pa.
C. E. REYNOLDS	Superintendent's Office, Connellsville, Pa.

Divisional Safety Committee

M. H. BROUGHTON	Chairman, Superintendent
C. M. STONE	Assistant Superintendent
A. E. McVICKER	Trainmaster
A. P. WILLIAMS	Division Engineer
G. N. CAGE	Road Foreman of Engines
DR. F. H. WEIDEMANN	Medical Examiner
G. M. TIPTON	Freight Agent
W. G. CARTER	Freight Agent
C. A. ALBRIGHT	Freight Agent
H. B. PIGMAN	Division Operator
F. T. ROBINSON	Engineer
A. G. WATSON	Fireman
J. E. LECKEMBY	Conductor
J. T. DENEEN	Brakeman
H. T. ROBINSON	Machinist
J. G. PERCY	Boilermaker
S. M. MAY	Road Foreman of Engines
J. S. GILMORE	Trainmaster
J. J. RYLAND	Secretary

Below is a photograph of Mr. and Mrs. W. M. Hutzell, section foreman and wife, of Border, Pa., section No. 47.

The many friends of W. O. Ringler, car oiler of Somerset, will be glad to know that he returned from the hospital several weeks ago and is getting along very nicely and we hope to see him back on the job soon. Previous mention was made in the MAGAZINE relative to Mr. Ringler meeting with an accident in Somerset yard on the morning of April 10, 1918.

It is with profound regret that we report the death of John A. Schmutz, a well known locomotive engineer, of Somerset, Pa., he being found dead in a field a short distance north of Somerset Borough, and near the state road, May 9, 1918. Death probably resulted from apoplexy. He had not been well since the first of the year, when he suffered a slight stroke of paralysis, and he had not worked on the railroad since that time. Returning to his home on Wednesday evening, May 8, from Pittsburgh, Mr. Schmutz ate a



MR. AND MRS. W. M. HUTZELL

hearty supper and after a brief conversation with his family he left the house. Mr. Schmutz first entered the service of the Baltimore and Ohio Railroad March 14, 1893, as a freight fireman, on the Monongah Division, was promoted to freight engineer on November 27, 1900, and transferred to the Connellsville Division November 6, 1901. He was born at Cumberland, Md., on July 1, 1875, and was the son of Captain George J. Schmutz, the veteran Baltimore and Ohio conductor. Before entering the service of the Baltimore and Ohio Railroad, Mr. Schmutz followed the bricklayer's trade. He was a member of Potomac Lodge of Masons, the Brotherhood of Locomotive Engineers and the Fraternal Eagles, at Somerset. He is survived by his wife and by three sons, George, a civil and mining engineer of Douglas, Arizona; Paul, assistant steward at the Goodyear restaurant, Akron, Ohio; and Frank, who lives at Somerset, where he is employed by the Consolidation Coal Co. The body was taken to Cumberland, Md., on Monday, May 13, for interment, the services there being in charge of the Masonic Order.

The photograph shown below on this page is that of Frank J. Demmer, second trick operator, Hooversville, Pa. Mr. Demmer was operator for the Postal Telegraph Company, Johnstown, Pa., before taking service with the Baltimore and Ohio.



FRANK J. DEMMER



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- French
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Please mention our magazine when writing advertisers



MISS BARBARA DAUGHERTY

The charming young woman seen in the photograph above is Miss Barbara Daugherty, clerk in freight office at Johnstown, Pa. She has a host of friends and they all sing her praises.

The photograph opposite is that of Frank W. Daugherty, agent, of Listie, Pa. Mr. Daugherty first entered the service January 1, 1885. He is a man of business ability, which assists him in the handling of his duties on the Baltimore and Ohio.

C. E. Reynolds has been promoted from chief clerk to the assistant superintendent, at Somerset, Pa., to a position in Superintendent Broughton's office at Connellsville, Pa.

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office*, Pittsburgh, Pa.

Divisional Safety Committee

- | | |
|-------------------|----------------------------|
| T. J. BRADY | Chairman, Superintendent |
| T. W. BARRETT | Vice-Chairman, Trainmaster |
| J. M. MUEHLBAUER | Secretary |
| H. H. MARSH | Division Engineer |
| M. C. THOMPSON | Road Foreman of Engines |
| G. W. C. DAY | Division Operator |
| R. B. STOUT | Superintendent of Shops |
| A. J. WEISE | General Car Foreman |
| F. BRYNE | Division Claim Agent |
| W. F. DENEKE | Terminal Agent, Pittsburgh |
| DR. A. J. BOBBYNS | Medical Examiner |
| G. S. DIETZ | Brakeman |

Glenwood Shops

Correspondent, CHARLES J. ROCH

Recently while Machinist G. A. Earl was on a Wheeling train coming to work, he missed his pocket book, containing about \$38, an automobile certificate and his pass. He returned to Pittsburgh on the same train the same evening and while mentioning the fact to a friend on the train, Louis Newhart, who runs a coal mine at Brewster, Ohio, spoke up and asked Mr. Earl what the pocket book contained. Upon giving him the facts, the pocket book was turned over to Mr. Earl by Mr. Newhart.

Machine Shop Foreman Ryan returned from his vacation with a bad cold. We understand he caught it while fishing on the banks of the Allegheny, but as yet we have not found out the amount of the catch.

Blacksmith Foreman Kane returned from his vacation with numerous blisters on his hands. He states this was due to "harvesting wheat," but this his fellow employes do not believe, as he is considered a "kidder." They are under the impression that "Joe" rowed Ryan to the banks of the Allegheny, and thus received the blisters.

John Kocerhan returned from his vacation on August 19 and the same afternoon there came a telephone call at the office which sounded as if there was a female on the other end of the line. He had told fellow workers that he went fishing.

Statistical Clerk Peter Wawrzynski has gone to Chicago on his vacation. Chicago will be some town when "Pete" returns. All are prepared to hear the "dope."



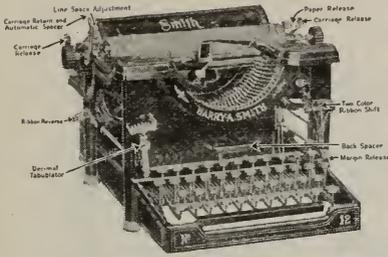
FRANK W. DAUGHERTY

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HARRY A. SMITH, 620-218 North Wells Street, CHICAGO, ILLINOIS



Below is a photograph of "Jerry" Topper, cook on the Glenwood wreck train. We understand that "Jerry" cannot be excelled on what he calls his "bread pudding," same being more palatable than that secured at a first class hotel.

New Castle Division Correspondents

- W. W. McGAUGHEY, Chief Clerk to Superintendent
- C. S. MAYNARD, Operator, Chardon, Ohio
- V. P. McLAUGHLIN, Operator, BD Tower, Akron Junction, Ohio

Divisional Safety Committee

- D. F. STEVENS, Chairman, Superintendent
- C. P. ANGELL, Vice-Chairman, Trainmaster
- D. W. CRONIN, Division Engineer
- A. H. HODGES, Master Mechanic
- JAMES AIKEN, Agent, Youngstown, O.
- DR. F. DORSEY, Medical Examiner
- C. G. OSBORNE, Claim Agent
- F. H. KNOX, Agent, New Castle, Pa.
- W. P. CAHILL, Division Operator
- W. DAMRON, Terminal Trainmaster
- A. T. HUMBERT, Master Carpenter
- J. J. FISHBURN, Secretary
- E. J. HUNT, Road Conductor, New Castle Junction
- G. C. ANDERSON, Road Fireman, New Castle Junction
- S. O. LEWIS, Road Engineer, New Castle Junction
- N. THATCHER, Machinist, New Castle Junction
- G. H. GLENN, Yard Engineer, Haselton, O.
- F. D. LANCASTER, Yard Conductor, Painesville, O.
- MISS E. R. BIGGERSTAFF, Clerk, New Castle Junction
- MISS PEARL D. CLARK, Chief Clerk to Agent, Youngstown, O.

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- Texaco Machine Oils
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- Texaco Greases
- Texaco Fuel Oil
- Texaco Asphalts
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COOK "JERRY" TOPPER

Please mention our magazine when writing advertisers

The photograph in a group on page 34 is a likeness of Elmer A. Reese, who has been employed in various capacities on the New Castle and Chicago Divisions since 1913, being furloughed May 8, 1917, while employed as brakeman, to enter military service. Mr. Reese is a brother of Operator H. W. Reese of Ravenna and is a member of the Marine Corps, with rank of corporal. Any of his friends desiring to write to him should address his mail to 80th Company, 6th Regiment, U. S. Marine Corps, American Expeditionary Forces, France.

G. W. Huffman, supervisor, Newton Falls, was called to Center, Iowa, August 7, on account of the death of an uncle. J. J. Jones, Cuyahoga Falls, officiated during his absence.

The following changes were made during August in the telegraph service: Newton Falls, first trick operator, V. P. McLaughlin; Ohio Junction, first trick operator, temporary, A. M. Masters; New Castle, second trick operator, temporary, M. F. Leahy. Vacancies existing: Ohio Junction, second trick operator; Lowellsville, second trick operator; BD Tower, first trick operator; Nova, second trick operator; Warren, N. P. A. clerk and operator.

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.
- JOHN TORDELLA.....Division Engineer, Garrett, Ind.
- G. P. PALMER.....Division Engineer, Chicago, Ill.
- 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. OSBORNE.....Captain of Police, Chicago, Ill.
- G. W. KRAUSE.....Captain of Police, Willard, Ohio
- J. D. JACK.....Claim Agent, Garrett, Ind.
- G. MENDENHALL.....Signal Supervisor, Napanee, Ind.
- G. E. COTTON.....Storekeeper, Garrett, Ind.
- D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
- J. F. MILBURN.....Secretary Y. M. C. A., Willard, Ohio
- MISS CLEON HAMM.....Tool Room Attendant, Garrett, Ind.

ROTATING MEMBERS

- J. B. HERSH.....General Yardmaster, Garrett, Ind.
- F. L. SCHLOTTER.....Relief Agent, Garrett, Ind.
- E. W. LESLIE.....Operator, Walkerton, Ind.
- R. E. RABMER.....Track Supervisor, Garrett, Ind.
- R. B. CARVER.....Signal Maintainer, Defiance, Ohio
- E. J. STUCK.....Bridge Foreman, Garrett, Ind.
- G. M. RAY.....Passenger Engineer, Garrett, Ind.
- A. A. ARMSTRONG.....Freight Engineer, Garrett, Ind.
- J. E. CHUPE.....Passenger Fireman, Garrett, Ind.
- J. B. SPENCER.....Freight Fireman, Garrett, Ind.
- J. A. MURRAY.....Passenger Conductor, Willard, Ohio
- H. W. MARSH.....Freight Conductor, Garrett, Ind.
- F. J. JONES.....Passenger Brakeman, Garrett, Ind.
- B. A. WILLIAMS.....Freight Brakeman, Garrett, Ind.
- J. F. DINKWATER.....Yard Brakeman, Willard, Ohio
- J. F. PENCE.....Car Inspector, Garrett, Ind.
- C. F. ANSEL.....Machinist, Willard, Ohio
- J. D. BRUBAKER.....Car Builder, South Chicago, Ill.

Willard Shop Committee

PERMANENT MEMBERS

- J. A. TSCHOIC.....Chairman, General Foreman
- C. H. GARING.....General Car Foreman
- J. T. DOWELL.....Storekeeper
- DR. C. W. HEDRICK.....Medical Examiner
- R. C. CRUMP.....Supervisor of Machine and Hand Tools
- FRED HITE.....Assistant Master Carpenter
- L. H. GAYLORD.....Electric Crane Engineer
- B. L. JOHNSON.....Secretary, Shop Clerk

ROTATING MEMBERS

- G. C. CROSS.....Machinist
- R. E. CARPENTER.....Boilermaker
- CHARLES COPE.....Pipefitter
- H. W. STEVENS.....Tender Repairman
- H. M. CROOKS.....Blacksmith
- C. B. JACOBS.....Electrician

- R. R. RICKETT.....Electric Welder
- E. P. SEXTON.....Material Distributer
- W. M. STOVER.....Car Builder
- C. T. GREEN.....Machine Operator (wood)
- A. C. HOLDEN.....Carpenter
- P. L. GRAHAM.....Painter

Garrett Shop Committe

PERMANENT MEMBERS

- W. F. MORAN.....Chairman, Master Mechanic
- E. J. MCSWEENEY.....General Foreman
- D. L. GIBSON.....General Car Foreman
- G. E. COTTON.....Storekeeper
- DR. W. A. FUNK.....Medical Examiner
- J. N. DAVIS.....Supervisor of Machine and Hand Tools
- MISS TERESA SHUNK.....Stenographer

ROTATING MEMBERS

- F. C. SAMMONS.....Machinist
- P. A. TACKETT.....Boilermaker
- H. H. ROAN.....Pipefitter
- S. LEWIS.....Foundryman
- E. DRAIME.....Tender Repairman
- FRED STAHL.....Blacksmith
- G. A. LEISINGER.....Electrician
- H. R. LOVE.....Electric Welder
- H. GROGG.....Car Builder
- CURT JOHNSON.....Machine Operator (wood)
- CARL HUNSEL.....Painter
- A. C. COBLER.....Carpenter
- H. HERSH.....Material Distributer

Willard Terminal Committee

PERMANENT MEMBERS

- S. C. RUMBAUGH.....Chairman, Terminal Trainmaster
- C. C. PITCHER.....Day Yardmaster
- B. H. LABOUNTY.....Night Yardmaster
- C. H. GARING.....General Car Foreman
- J. A. TSCHOIR.....General Foreman, Locomotive Dept.
- C. B. JACOBS.....Electrician
- J. F. MILBURN.....Secretary, Y. M. C. A.
- DR. C. W. HEDRICK.....Medical Examiner
- J. F. WALTERS.....Agent
- J. M. BARNVILLE.....Secretary

ROTATING MEMBERS

- J. E. BEINKE.....Yard Engineer
- HARRY EVANS.....Yard Fireman
- BEN FELLERS.....Yard Conductor
- L. C. WILLIAMS.....Yard Brakeman
- JOHN TOMPKINS.....Yard Clerk
- W. H. RUDASILL.....Shop Man, Car Department
- J. H. GARRETT.....Shop Man, Locomotive Department
- T. C. SPETH.....Car Repairman
- C. E. MCENDREE.....Track Foreman

South Chicago Terminal and Shop Committee

PERMANENT MEMBERS

- R. R. HUGGINS.....Chairman, Terminal Trainmaster
- W. T. WILHELM.....Day Yardmaster
- W. H. MCNELLS.....Night Yardmaster
- J. E. QUIGLEY.....General Foreman
- E. H. MATTINGLEY.....General Car Foreman
- R. A. KLOIST.....Foreman Car Department
- T. H. BERRY.....Electrician
- DR. E. J. HUGHES.....Medical Examiner
- R. KAZMAREK.....Storekeeper
- M. ALTHERR.....Agent
- C. R. PILGRIM.....Secretary

ROTATING MEMBERS

- F. A. EDWARDS.....Yard Engineer
- WALTER HOFFMAN.....Yard Fireman
- A. W. DOUGLASS.....Yard Conductor
- J. W. FINNIGAN.....Yard Brakeman
- R. O'BRIEN.....Yard Clerk
- O. SUTFIN.....Shopman, Car Department
- H. BERGSTROM.....Shopman, Locomotive Department
- W. F. DECKERT.....Car Repairman
- W. L. DOUGHERTY.....Track Foreman
- R. MURPHY.....Boilermaker
- W. J. COOMBS.....Pipefitter
- G. A. STRAUSE.....Tender Repairman
- G. A. MILLER.....Blacksmith
- J. R. RANDALL.....Car Builder
- I. ROSBYK.....Painter



SOUTH CHICAGO WRECKING CREW AND CRANE

Left to right: K. E. PENCE, Wreckmaster; R. A. KLEIST, Car Foreman; S. RATKE, S. SOWINSKI, A. OSTROWSKI, L. PIERSON, K. KANISH and C. J. BRUBAKER, Car Builders, and J. W. PIERSON, Cranesman, standing on crane.

Chicago Freight House Committee

PERMANENT MEMBERS

JOHN DRAPER.....Chairman, Freight Agent
 L. M. BROWN.....General Foreman
 C. N. BLISS.....Assistant Agent

ROTATING MEMBERS

FRANK SNYDER.....Assistant Foreman
 J. F. GALLAGHER.....Foreman Team Tracks
 W. F. TANNER.....Cashier
 E. HUBBELL.....Routing Clerk
 THOMAS QUINN.....Checker
 PATRICK MEEHAN.....Delivery Clerk

Willard Freight House Committee

PERMANENT MEMBERS

A. J. DRURY.....Chairman, Agent
 W. B. SMITH.....Foreman
 R. C. BROWN.....Clerk

ROTATING MEMBERS

J. L. POST.....Assistant Foreman
 A. F. NORRIS.....Clerk
 C. W. HIGGINS.....Checker
 L. C. NEWLAND.....Trucker
 E. L. CLOCK.....Tallyman
 E. R. BROWN.....Stevadore

South Chicago

Correspondent, MRS. BERTHA A. PHELPS
Wheelage Clerk

During Director General McAdoo's visit to Chicago a short time ago he, in company with other railroad officials, made a trip over the net work of tracks and elevation at South Chicago. Terminal Trainmaster Huggins piloted the party through the danger zone.

Agent Altherr had the pleasure of meeting his brother recently as the latter passed through the city en route from Idaho to Washington, D. C., preparatory to leaving for France in the aviation service.

A letter to Cashier A. E. Pollard from Y. M. C. A. Industrial Secretary, South Chicago, gives the names of twelve boys from the Baltimore and Ohio shops who took a week-end camping trip under the protection of the association. Eight of the boys, who are all of foreign parentage, signed up to attend night school this fall.

W. S. Skinner, engineer, furloughed on account of military service, who since the United States entered the war has been second gunner's mate on the U. S. S. Chester, is at the home of his mother in Windsor Park, having recently been discharged from an English hospital. Mr. Skinner suffered an attack of spinal meningitis when near Tangier, in the Mediterranean. He has recovered and expects soon to resume his duties at sea.

Supervisor William Hogan's headquarters have been transferred from South Chicago to Chicago.

Mrs. L. Perron has been appointed file clerk, vice Mrs. MacFarlane, who has taken a position as record clerk.

Conductor L. Robinson, who has been suffering from a bruised hand, the result of a fall, is able to be at his work again.

We acknowledge a very pleasing call from Mr. and Mrs. Buckley, of Baltimore, on their way back to that city from a vacation spent in Michigan. Mrs. Buckley was formerly Mrs. O. G. Wacker and her South Chicago friends were delighted to meet her once more.



BABY E. GRACZYK

Vacations are about over and most of our office force has returned with renewed energy to wrestle with the "win-the-war" problem from the railroad standpoint.

Yardmaster Wilhelm has returned from a trip to his former home in Cumberland, Md.

Conductor Elmer Hemingway spent his vacation in Iowa, and Yard Conductor F. Byers, with his mother, has returned from a business trip in the East.

Operator George Park, with Mrs. Park and daughter, spent his vacation at the lakes near Jones, Mich.

Miss A. Skilling, who has been employed in the car foreman's office here, has resigned to accept a position with Division Accountant Spencer at Garrett, Ind. We are very, very sorry to lose Miss Skilling, but extend a hearty welcome to her successor, Miss Erna Kleist.

Miss Ella Blohm has accepted a position in the car foreman's office.

General Car Foreman E. H. Mattingly, with Mrs. Mattingly, has returned from a trip through the East.

Labor Foreman George Lemon and Assistant Car Foreman W. F. Ross have returned from their vacations.

Misses Alma Grote and Clara Erickson, of Storekeeper Kazmarek's office, spent Labor Day with friends in Cleveland, Ohio.

Isadore Crystal, of the Stores Department, has returned from a trip to Colorado Springs, Colo.

Those called for military duty last month are Harry Carr and Van Panka, who are at Fort Wadsworth, N. C., and Frank Kroll, who is at Syracuse, N. Y.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

PERMANENT MEMBERS

- J. L. NICHOLS.....Chairman, Superintendent
- J. W. DACY.....Trainmaster
- G. P. PALMER.....Division Engineer
- R. L. FAITHORN.....Assistant Engineer
- ALEXANDER CRAW.....Division Claim Agent
- A. R. OSBORN.....Captain of Police
- C. L. HEGLEY.....Examiner and Recorder
- H. McDONALD.....Supervisor, Chicago Division
- WILLIAM HOGAN.....Supervisor, Calumet Division
- F. K. MOSES.....Master Mechanic
- F. S. DEVENY.....Road Foreman of Engines
- CHARLES ESPING.....Master Carpenter
- DR. E. J. HUGHES.....Medical Examiner
- C. O. SEIFERT.....Signal Supervisor
- E. J. BOYLE.....Assistant Agent, Forest Hill
- EDWARD MATTINGLY.....Joint General Car Foreman

ROTATING MEMBERS

- D. M. JULIAN.....Car Foreman, Chicago, Ill.
- RAY ELDER.....Car Foreman, East Chicago, Ind.
- H. F. JAMES.....Engine Foreman, Blue Island, Ill.
- T. FINNON.....Helper (Switchman), East Chicago, Ind.
- W. A. WELSH.....Engine Foreman, Robey St., Chicago, Ill.

- D. FLYNN.....Locomotive Engineer, East Chicago, Ind.
- J. GOULDING.....Locomotive Engineer, Blue Island, Ill.
- JOHN LATSHAW.....Locomotive Engineer, Robey St., Chicago, Ill.
- J. CRAWFORD.....Machinist, Robey St., Chicago, Ill.
- O. T. JONES.....Leading Machinist, East Chicago, Ind.
- A. GRAGEDO.....Welder, East Chicago, Ind.
- G. PAPPELO.....Boilermaker, Robey St., Chicago, Ill.

Shop Safety Committee

- MRS. NELLIE MCKEONE.....Forewoman
- FRANK PANKOW.....Pipefitter, Coach Yard
- JOHN CLYMAN.....Piecework Checker, Freight Car Yard
- ROBERT DOVE.....Boilermaker
- CHARLES GASTON.....Air Brake Inspector

The office of the master mechanic at Lincoln Street has been decorated with a handsome service flag, having sixty stars. The flag was made by Mrs. F. K. Moses, wife of the master mechanic.

Eugene Miller, formerly stenographer at Lincoln Street, but later in the engineering office at Grand Central Depot, has been called in the draft.

Frank Kadletz, painter in the roundhouse at Robey Street, has completed an attractive service board. It has been hung in the roundhouse, where it commands the attention of all who pass it. He has mounted on it the flags of five Allied nations.

Ohio Division

Correspondent, W. L. ALLISON, *Operator*, DO Office, Chillicothe, Ohio

Divisional Safety Committee

- E. W. HOFFMAN.....Chairman, Superintendent
- T. E. BANKS.....Trainmaster
- WILLIAM GRAF.....Road Foreman of Engines
- W. F. HAYES.....Master Mechanic
- SAMUEL PULLIAM.....Assistant Division Engineer
- DR. J. G. SELBY.....Medical Examiner
- L. A. PAUSCH.....Supervisor
- E. E. JOHNSON.....Agent, Athens, O.
- C. S. HART.....Conductor
- HOWARD YOUNG.....Brakeman
- C. E. FOGELMAN.....Engineer
- R. COLLINS.....Fireman
- S. LEATHERWOOD.....Yard Conductor
- F. SEEKATZ.....Machinist
- THOMAS TULL.....Piecework Inspector
- E. C. COLE.....Captain of Police

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

- A. A. IAMS.....Chairman, Superintendent
- J. B. PURKHISER.....Trainmaster
- H. S. SMITH.....Trainmaster
- C. E. HERTH.....Division Engineer
- J. M. SHAY.....Master Mechanic
- M. A. ROGERS.....Road Foreman of Engines
- M. A. MCCARTHY.....Division Operator
- DR. G. R. GAVER.....Medical Examiner
- R. J. BARKLEY.....Patrolman
- J. E. O'DOM.....Claim Agent
- B. H. PHINN.....Signal Supervisor
- W. H. HOWE.....Master Carpenter
- MISS B. V. FEAGAN.....Representative Female Employees
- E. G. MASHER.....Secretary

ROTATING MEMBERS

- C. ALEXANDER.....Yardmaster
- C. M. ERWIN.....Agent
- C. E. HOLLAND.....Operator

T. ROWLAND.....	Track Supervisor
C. E. SHEETS.....	Signal Maintainer
E. A. RILEY.....	Bridge Foreman
R. H. LENOVER.....	Carpenter Foreman
C. WRIGHT.....	Bridge Carpenter
A. PHILLIPS.....	Passenger Engineer
J. E. ALLEN.....	Freight Engineer
G. GOTTBURG.....	Passenger Fireman
F. WELLS.....	Freight Fireman
H. HARROD.....	Passenger Conductor
J. B. ELLIOTT.....	Freight Conductor
CHARLES FOX.....	Passenger Brakeman
H. PURKHISER.....	Freight Brakeman
L. B. THOMPSON.....	Yard Brakeman
SAMUEL HODAPP.....	Car Inspector
JOHN LEMMON.....	Shopman, Locomotive Department
A. J. KEENE.....	Car Foreman

Cincinnati Terminal

Correspondent, W. F. COCHRANE, *Chief Clerk to Supervisor of Terminals*

Divisional Safety Committee

J. H. MEYERS.....	Chairman, Superintendent of Terminal
R. B. FITZPATRICK.....	Trainmaster
W. T. DARLING.....	Road Foreman of Engines
L. A. CORDIE.....	Assistant Terminal Agent
DR. G. R. GAVER.....	Medical Examiner
J. M. BURKE.....	Car Foreman
H. P. HOGAN.....	General Foreman
G. A. BOWERS.....	Roundhouse Foreman
J. A. SCHIFFGEN.....	General Foreman

ROTATING MEMBERS

E. R. HOTTEL.....	Machinist
H. W. KIRBERT.....	Engineer
W. F. MANTELL.....	Yardmaster
R. H. SEARLS.....	Claim Clerk

Foreman John Burns, of Gest Street roundhouse, is enjoying a vacation. At present he is taking his daily swim at Atlantic City. As John always makes a "hit" with the ladies, there is no doubt that he is having the time of his young life.

Walter Fallon, of Gest Street, has enlisted in the Navy and is now located at the Great Lakes Naval Station, Chicago. We all extend our best wishes to him.

Machinist Stephen Case made a trip to Baltimore and Washington, and the boy certainly had the time of his life. He says he never thought that Baltimore and Washington were as big as they are. He thought they were the size of Ludlow, Ky., his home!

John Burns, Charles O'Connor, Thomas Moon, and Charles Batzner are getting ready for the next draft. They say they are ready to do their duty for Uncle Sam.

Boiler Inspector George Vetter carried off the first prize at Coney Island given for the largest family. He sure made a hit with his "army" of twelve.

Miss Helen Gallagher, daughter of T. J. Gallagher, engineer, is now visiting in Washington, D. C.

W. R. Branson, chief yard clerk at Stock Yards, has just returned from a very enjoyable vacation.

Frederick Oehlschlaeger, of the superintendent of terminals' office, returned last week from

his vacation spent on a farm at Osgood, Ind. From the color of Fred's complexion, the little "city" certainly must have agreed with him.

H. H. Hoffman, formerly employed in the superintendent of terminals' office, has been transferred to the office of the Federal Manager. While we all miss Hugh's sunny disposition and keen humor, we certainly are glad to hear of his promotion and hope he keeps up the good work.

Joseph Beel, congenial car distributor, has returned from his vacation, which was spent in Indianapolis and Kentucky. It is quite evident he enjoyed himself immensely.

There have been several transfers lately. J. L. Flanagan, formerly chief clerk at Elmwood, has gone to the office of superintendent of terminals; Frederick Ulrich, formerly of Brighton, to Elmwood, and F. Goehle to Mr. Ulrich's old position at Brighton.

A letter recently has been received from F. W. Kimball, a switchman, who has been furloughed for military service. He is in France and in the best of health. He will be glad to hear from his friends. His address is Company E, 21st Engineers, A. E. F.

The baby of John J. Gallagher, crew dispatcher at Eight Street, who is eleven months old, received a \$50 Liberty bond in the "Perfect Baby" contest at Carthage fair.

W. T. Darling, road foreman of engines, and family have moved from Seymour, Ind., to Norwood.

C. J. Cleary, former night trainmaster, has been appointed day trainmaster of Cincinnati Terminals.

Elmer Pabst, former relief yard clerk, has been appointed chief yard clerk at Stock Yards.

C. W. Roth, formerly employed as switchman here, enlisted as a marine and is now at Paris Island, S. C.

Miss Anna O'Brien, a waitress at the Baltimore and Ohio restaurant cars, Ivorydale, is on a two weeks' vacation.

C. M. Kelley, chief clerk to the storekeeper at Ivorydale, has left to join Uncle Sam's army.

Charles Arnold, who formerly was night roundhouse foreman at Ivorydale, has been transferred to day roundhouse foreman.

J. R. Zureick has just returned from his vacation at Norwalk, Ohio. When he left this thriving village he was escorted to the depot by the mayor and a brass band.

L. H. Coffin, third trick operator, has prepared a notice that is posted at WD Tower and which is attracting much notice. It is as follows:

"All of the regular men employed in this office are members of the ORDER OF RAILROAD TELEGRAPHERS.

"Each one of them has purchased a Liberty Bond and had contributed to the American Red Cross.

"We are all true Americans and were born in America where we have always loved and respected LIBERTY AND HEALTH.

"Liberty is not license and the liberty to enter and remain in this office MUST NOT be construed as an invitation to DEFACE ANY OF THE OFFICE FURNISHINGS.

"The health of your fellow men is equally as essential to the protection of the Nation as that of yourself. If you are heart and soul intent UPON WINNING THE EUROPEAN WAR AGAINST AUTOCRACY AND KAISERISM then you will not spit upon the floor, whereby disease might be communicated to those coming into contact with such FILTH.

"If you spit on the floor at home, don't spit on the floor here. Go home.

"Information concerning troops should be treated confidentially and not given to strangers, whose purpose and position you are not absolutely familiar with.

"Use your head. Don't use the Kaiser's."

Illinois Division

Correspondents

WALTER S. HOPKINS, *Chief Clerk to Division Accountant, Flora, Ill.*

OMER T. GOFF, *Secretary to Superintendent, Flora, Ill.*

Divisional Safety Committee

PERMANENT MEMBERS

- C. G. STEVENS.....Chairman, Superintendent
- O. T. GOFF.....Secretary, Secretary to Superintendent
- K. S. PRITCHETT.....Trainmaster
- JOHN HEWES, JR.....Division Engineer
- C. M. NEWMAN.....Superintendent of Shops
- W. F. HARRIS.....Master Mechanic
- C. H. CREAGER.....Road Foreman of Engines
- M. A. MCCARTHY.....Division Operator
- DR. H. H. MCINTIRE.....Medical Examiner
- W. J. WAINMAN.....Captain of Police
- J. R. BRADFORD.....Division Claim Agent
- C. S. WHITMORE.....Signal Supervisor
- W. M. HINKEY.....Division Storekeeper
- H. E. ORR.....Master Carpenter
- MISS P. H. GROSCUP.....Representing Female Employees

ROTATING MEMBERS

- J. C. LAWS.....Yardmaster
- C. S. MITCHELL.....Agent
- E. C. HOFFMAN.....Operator
- W. COOK.....Track Supervisor
- H. D. MCINTIRE.....Signal Maintainer
- F. WHITE.....Bridge Foreman
- U. E. SEVERNS.....Carpenter Foreman
- A. S. EVANS.....Bridge Carpenter
- W. R. TILTON.....Engineer, Passenger
- L. E. MCCOOL.....Engineer, Freight
- BOONE BINGHAM.....Fireman, Passenger
- C. R. MANN.....Fireman, Freight
- C. E. HENDRICKS.....Conductor, Passenger
- C. C. HALL.....Conductor, Freight
- J. R. COURTRIGHT.....Passenger Baggage-master
- WILLIAM CLAYTON.....Brakeman, Freight
- GEORGE LEEK.....Yard Brakeman
- WILLIAM BLACK.....Car Inspector
- J. W. DRAKE.....Shopman, Locomotive Department
- CHARLES KANEY.....Shopman, Car Department

East St. Louis Terminal and Shop Committee

PERMANENT MEMBERS

- J. W. ODUM.....Chairman, Trainmaster
- H. F. SMITH.....Secretary, R. F. of E. Clerk
- G. H. SINGER.....Agen

- G. A. HAMER.....General Yardmaster
- C. G. COUCH.....Night Yardmaster
- J. H. LOWRY.....General Foreman
- F. M. PEEPLES.....Car Foreman
- MORRIS KANE.....Electrician
- W. A. MILLER.....Secretary Y. M. C. A.
- DR. H. H. MCINTIRE.....Medical Examiner
- G. W. BOND.....Lieutenant Police

ROTATING MEMBERS

- C. J. NOLAN.....Yard Engineer
- C. W. PURDUE.....Yard Fireman
- G. W. HUNT.....Yard Conductor
- D. C. TALIAFERRO.....Yard Brakeman
- J. T. POWERS.....Chief Yard Clerk
- GEORGE O'MARA.....Shopman, Car Department
- GEORGE QUAYLE.....Shopman, Locomotive Department
- E. WOODS.....Car Inspector
- J. W. DAVIS.....Track Foreman

Flora Shop Committee

PERMANENT MEMBERS

- W. C. DEITZ.....Chairman, General Foreman
- E. E. MARSHALL.....Secretary, Clerk to General Foreman
- G. D. HIPNER.....Car Foreman
- F. F. KELLUMS.....Storekeeper

ROTATING MEMBERS

- J. W. DRAKE.....Machinist
- R. R. HERRIN.....Boilermaker
- B. H. HUFF.....Pipefitter
- C. H. WILFONG.....Tender Repairman
- CLINT DEWITT.....Blacksmith
- N. YEAGER.....Electrician
- H. L. LENTS.....Car Carpenter

Washington Shop Committee

PERMANENT MEMBERS

- C. M. NEWMAN.....Chairman, Superintendent of Shops
- W. F. HARRIS.....Vice-Chairman, Master Mechanic
- A. W. MILLER.....General Foreman
- G. W. BULZMAN.....General Roundhouse Foreman
- F. A. TEED.....General Car Foreman
- W. M. HINKEY.....Storekeeper
- W. E. ROSS.....Supervisor Machine and Hand Tools
- GEORGE W. YOUNG.....Assistant Master Carpenter
- L. A. SMILEY.....Secretary, Chief Clerk to Supt. of Shops

ROTATING MEMBERS

- R. F. WADE.....Machinist
- LESLIE ALBRIGHT.....Boilermaker
- HERMAN WELLINGER.....Pipefitter
- G. E. WALKER.....Foundryman
- O. O. PEEK.....Tender Repairman
- J. E. KETCHEM.....Blacksmith
- C. L. OSMON.....Electrician
- SAMUEL PATTERSON.....Electric Welder
- D. B. JACKSON.....Material Distributer
- JOHN T. MEYERS.....Car Builder
- J. C. SWIFT.....Machine Operator
- WILLIAM F. SAYNE.....Upholsterer
- FRED FITTS.....Painter
- H. J. PRICE.....Tool-room Machinist

R. C. Heuer, agent at Trenton, has just returned from his vacation. Roy probably feels more like working since his two weeks off, but we cannot say that he will do any more work, as he is a hustler always. Earl Hansbrough took up Mr. Heuer's work during his vacation.

C. H. Chickadantz returned to work September 1 after a two weeks' vacation, during which time he visited every city in the United States, except one, although we are not advised what city it was he missed. He comes back reporting having a grand time and tells us about different places of interest he visited. "Chick" is clerk to division engineer at Flora and we understand he got many good points

from different railroads and divisions he traveled over which he will be able to put to good use in his work here.

Joseph Lager, clerk at Aviston, recently took a trip to Camp Sherman, Chillicothe, Ohio, and reports having a grand time there.

We have reliable information that E. J. Robinson, agent at Huey, is instructing a class in knitting for the Red Cross during his spare moments. The young ladies at Huey have received quite a few pointers from him on knitting. Go to it "J," there are others who couldn't do it.

Guy Bradford, who for sometime has been roundhouse clerk at Flora, has resigned and he took a few days' vacation before going to the army. He is succeeded as clerk at the roundhouse by E. E. Marshall, formerly a clerk in division accountant's office at Flora. "Ed" just returned from his vacation in Cincinnati a week or two ago. We understand that he took a basket to Cincinnati with him, but have not authentic information on this point as it was just whispered around Washington that he did.

It was reported about August 1 that Operator V. J. Muncie, at Trenton, had purchased a new roadster and was tearing up the dust around that "neck of the woods." Our further information at that time was "Old Vick is not married, but one would think that he was, because there is only one girl in Trenton whom he lets ride with him." On August 28 he sprung another one on us and made his advent into the matrimonial world hand in hand with Miss Martha Chatillon, of Trenton. Miss Chatillon is not a stranger to all of the Baltimore and Ohio boys. Her brother, Julius T. Chatillon, is agent at Beckemeyer, Illinois.

Elmer E. Conour, who for sometime has been night ticket agent at Flora, has been transferred to Beckemeyer as telegraph operator. Mr. Conour is succeeded as night ticket agent at Flora by Miss Ruth Barringer, of Geff, Illinois. Miss Barringer had been working for sometime as clerk and extra agent at different stations on the division.

Miss Hazel Conner has returned from her vacation, which was spent in Cincinnati. Miss Conner is fuel statistical clerk in division accountant's office at Flora.

Operator E. C. Hoffman at Flora expects to spend his vacation in Los Angeles, California. He forgot to order a private car for the trip, though.

H. H. Bruner, file clerk in superintendent's office at Flora, recently returned from his vacation, which was spent in various cities. He returned to work reporting a good time, but says there was one disappointment.

Engineer "Fred" Schwab formerly was the owner of a horse that he kept at Washington,

Indiana, his home. For several months he fed it shavings, sawdust, etc., putting green goggles on the animal to make the feed appear to be grass. The horse was coupled to a buggy one Sunday morning and driven a few miles out the road where its owner intended to partake of a good old country "feed." The horse was fed real hay and corn, but it was too great a shock for him and he dropped dead. Schwab has a pair of green goggles for sale.

W. S. Hopkins, chief clerk to division accountant at Flora, has returned from his vacation, most of which was spent in Springfield, Illinois, and Washington, Indiana. He reports having an extra good time. He was relieved during his vacation by O. E. Sorgius.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*,
Dayton, Ohio

Divisional Safety Committee

R. B. MANN	.....	Chairman, Superintendent
J. W. KELLY, JR.	.....	Vice-Chairman, Assistant Superintendent
H. W. BRANT	.....	Trainmaster
E. J. CORRELL	.....	Division Engineer
I. E. CLAYTON	.....	Division Operator
M. DIBLING	.....	Machinist, Lima, O.
EDWARD KEEFE	.....	Road Engineer, Ivorydale, O.
T. J. McDERMOTT	.....	Road Conductor, Dayton, O.
GEORGE RYAN	.....	Yard Conductor, Toledo, O.
E. SMONGESKI	.....	Secretary to Superintendent
DR. F. H. HUTCHINSON	.....	Medical Examiner, Lima, O.
DR. R. C. POTTER	.....	Medical Examiner, East Dayton, O.

This division has just begun the ballasting of that part of the line between Dayton and Lima, Ohio, with gravel and in time will be in first class condition.

A double track system will be put into operation between Pennsylvania Company and Erie Railroad crossings at Lima, Ohio, within the next thirty days.

A communication has been received from Frank J. McManus, in France. Frank was formerly in Assistant Superintendent Copsps' office at Toledo.

Roy McIntosh, correspondence clerk in Assistant Superintendent Copsps' office, was called to the colors August 5. All hope for his safe return.

The following employes, who were furloughed some time ago, have reported themselves "Somewhere in France": F. D. Redman, C. W. Long, and M. M. Hemmert, operators.

George Wilhelm, car distributor in Superintendent Manns' office, has recently been transferred to Assistant Superintendent of Transportation Hooper's office at Cincinnati, Ohio, as assistant car distributor, and George Steckline has been promoted to the position formerly occupied by Mr. Wilhelm. Both are splendid young men and deserve the appointments.

Charleston Division

Correspondent, C. L. WEST, *Operator*,
Gassaway, W. Va.

Divisional Safety Committee

W. TRAPNELL.....	Chairman, Superintendent
J. C. KINTON.....	Assistant Superintendent
J. P. NICHOLAS.....	Trainmaster
T. H. GORDON.....	Division Engineer
I. N. KALBAUGH.....	Division Master Mechanic
P. D. MARSH.....	Road Foreman of Engines
H. C. MILLER.....	Storekeeper
M. RUSSELL.....	Master Carpenter
C. C. TAYLOR.....	Agent
A. H. HYER.....	Agent-Operator
JOHN E. CONLEY.....	Track Supervisor
G. R. MOORE.....	Ditcher Engineer
J. K. SIRK.....	Section Foreman
A. TIERNEY.....	Passenger Engineer
T. MORGAN.....	Freight Engineer
L. D. MORRIS.....	Passenger Conductor
H. B. McLAUGHLIN.....	Freight Conductor
JOHN BEE.....	Freight Brakeman
BERT OTTO.....	Yard Brakeman
A. LOUGH.....	Car Inspector
STARK HOWE.....	Blacksmith
R. N. TULLE.....	Car Foreman

The Coal and Coke Railroad, extending across the state from Charleston, W. Va., to Elkins, W. Va., a distance of 175 miles, which was taken over by the Federal Government for operation during the period of the war, has been made a part of the Baltimore and Ohio Eastern Lines and consolidated with that part of the Monongah Division extending from Weston to Richwood and Pickens and known as the West Virginia & Pittsburgh sub-division, thus forming a new division, to be known as the Charleston Division, with headquarters at Gassaway, W. Va. This division, of course, is a part of the West Virginia District, and under the general superintendency of J. M. Scott, of Wheeling, W. Va. It has a total mileage of approximately 325 miles of single track, on which trains are operated by time-table and train order, with two sets of dispatchers, one at Gassaway and operating the district from Charleston to Elkins; the other at Weston, operating the district from Weston to Richwood and Pickens, together with the G. & B. sub-division of the Monongah Division, extending from Grafton to Belington and Buckhannon. W. Trapnell, former superintendent of the Coal and Coke Railroad, is division superintendent. The divisional staff is as follows:

Superintendent, W. Trapnell; assistant superintendent, J. C. Kinton; division master mechanic, I. N. Kalbaugh; chief train dispatcher, C. H. Carpenter; division engineer, W. C. Pembroke; train dispatchers, J. B. Poling, W. D. Rollyson, C. L. West, J. T. Staples, J. F. Stafford, J. F. Fordyce; Charleston to Clay C. H., trainmaster, J. R. Banks; Orlando to Leiter and W. Va. & P. Sub-Division, trainmaster, W. C. Deegan; Clay C. H. to Orlando, trainmaster, J. D. Nicholas; Orlando to Leiter and W. Va. & P. Sub-Division, road foreman of engines, P. D. Marsh.

The names of some of the above taken over with the new territory will be quite familiar to many on the Monongah Division, they having been former employes on that division.

The general office force at Gassaway recently purchased a fine service flag in honor of the boys who have answered the call to the colors from the C. & C. Sub-Division. It contains twenty-three stars.

Homer Bragg, flagman with "Cap" Gunter on Nos. 181 and 182, is the happy father of a fine baby boy. Mother and baby are getting along nicely, we understand.

Examinations are being conducted on the new book of rules. Conductor Harry H. Huff, Engineer M. M. Shears and Trainmasters Nicholas and Banks are the examiners.

Through freight runs between Gassaway and Grafton, via the new cut-off from Adrian to Hampton, have been established and are proving quite successful thus far. The mileage is a little strong for the kind of freight handled and the congested condition of the road, due to heavy freight traffic. The distance is 105 miles and the lading fully ninety per cent. coal. The runs are being made on an average of about thirteen hours. Two Charleston and two Monongah Division crews have been assigned to these runs. A local freight run has also been established between Gassaway and Buckhannon.

J. M. McMorro, clerk to assistant superintendent, has been quite a frequent visitor during the summer months to the health-restoring county of Webster, in the vicinity of Cowen. As "Monty's" health appears to be fair, we have begun to wonder what the attraction can be. It isn't fishing; that is, fishing for fish, as we happen to know there is no stream of water running through Cowen. He could be "Dear" hunting. There are plenty of "Dears" in and around Cowen all seasons of the year.

Conductor D. T. Foy has been assigned to the newly established run between Elkins and Adrian and has bid farewell to the "Ditcher Outfit" and the good people of Gassaway and taken his departure for Elkins to assume the new run. Give "Cap" his old pipe and plenty of "Five Brothers" and he will take care of the north end without a murmur. No need to give him the usual instructions: "Do this without fail, advising."

We understand our friend R. A. Morgan, agent at Cowen, is contemplating a change, but have not learned the nature of it. Cowen is a pretty good place to be, Ray, and the job isn't half bad since you now have a nine-hour day and a helper. We would be sorry to see you leave us there.

As this is our first appearance in the MAGAZINE, we will not risk more at this time for fear the whole write-up may be consigned to the waste basket. But just one word more. Let's all get filled with the spirit of cooperation at the outset. Let the slogan for this division be, "Loyalty, Devotion, Patriotism," and let every one of us endeavor to live up to the slogan.

Nothing short of our best will suffice at this critical time in our nation's history. Don't lose sight of the fact that we employes of the railroads throughout the country are just as much in the war game as Our Boys in France, and our country is depending upon us just as much as upon the soldiers at the front to win the war.

We desire to have a nice write-up for the MAGAZINE each month, and to this end your division correspondent solicits the cooperation of all. Any item of interest will be greatly appreciated. Just jot it down and forward to Division Correspondent, EMPLOYEES MAGAZINE, Gassaway, W. Va., and we will see to it that our Editor gives us sufficient space for it.

Cumberland Valley Division

Divisional Safety Committee

PERMANENT MEMBERS

M. LOWMAN	Chairman, Superintendent
J. S. SMITH	Trammaster
E. C. OYLER	Division Engineer
F. W. HANKINS	Master Mechanic
M. J. MALONEY	Road Foreman of Engines
H. A. LOGUE	Signal Engineer
DR. J. M. GELWIX	Medical Examiner
E. L. NORMAN	Inspector of Police
W. G. DAVISON	Division Storekeeper
JOHN ROSSMAN	Master Carpenter
MISS ZOE KITTINGER	Representative Female Employes
W. S. MULLEN	Secretary

ROTATING MEMBERS

J. S. CARR	Yardmaster
H. W. HOLLINBERGER	Agent
SAMUEL F. MILLER	Operator
R. S. STEWART	Track Supervisor
WILLIAM SENSHEIMER	Signal Maintainer

WILLIAM YOST	Bridge Foreman
A. A. LEHMASTER	Carpenter Foreman
G. E. BREWER	Bridge Carpenter
S. H. SWEIGERT	Engineman, Passenger
E. D. NUCKELS	Engineman, Freight
M. G. CULHANE	Fireman, Passenger
S. E. BEITZEL	Fireman, Freight
J. G. SMITH	Conductor, Passenger
N. H. LEVY	Conductor, Freight
R. R. STEVICK	Brakeman, Passenger
C. M. HAWN	Brakeman, Freight
E. R. SNECKENBERGER	Yard Brakeman
JOHN MINNICH	Car Inspector
OSCAR MUNDORFF	Shopman, Locomotive Department
I. J. FORNEY	Shopman, Car Department

Shop Committee

PERMANENT MEMBERS

F. W. HANKINS	Chairman, Master Mechanic
C. W. NUSSER	Foreman, Machine Shops
J. C. NORRIS	Foreman, Car Shop
W. G. DAVISON	Storekeeper
DR. J. M. GELWIX	Surgeon
J. S. McFERREN	Gang Leader, Tool Room
J. J. SCHELLHASE	Wreckmaster and Foreman Yard Gang
HARRY GILLESPIE	Assistant Master Carpenter
B. M. WINGERT	Leading Engineer, Power Plant
D. S. LEMASTER	Secretary

ROTATING MEMBERS

W. L. CAMERON	Machinist
GEORGE B. SPROW	Boilermaker
RUSH BAKER	Pipefitter
C. ULRICH	Moulder
JOHN COOL	Tender Repairman
J. A. SHOEMAKER	Blacksmith
D. L. DOUB	Electrician
R. E. BRUNNER	Electric Welder
J. F. KRINER	Car Builder
G. M. BAKER	Machine Operator (wood)
C. K. GABLER	Carpenter
E. J. CHRONISTER	Upholsterer
C. B. SMILEY	Painter
I. J. FORNEY	Car Repairman

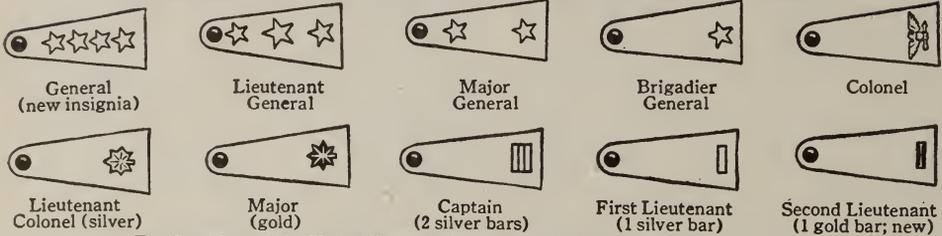
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General Manager

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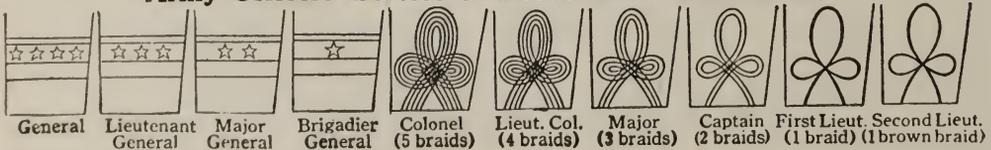
The President of the United States is Commander-in-Chief of the Army and Navy.

Devices (Bronze) of the Arms of the Service

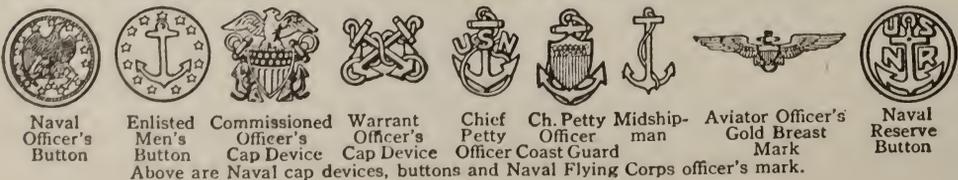
Worn on Army Officers' coats and shirt collars; also on Privates' Service Caps. See the duties of the Arms of the Service on back page. All insignia, etc., herein relate to Army-Navy Line service uniforms only. No medals or war service colored ribbon badges are shown herein.



Army Officers' Service Overcoat Sleeve Cuff Marks



Army-Navy Information; Uniform Details; Army Hat Cord Colors, Etc.



Above are Naval cap devices, buttons and Naval Flying Corps officer's mark.

Army Non-Commissioned Officers' Chevrons; Privates' Specialty Marks; Etc.



Regimental Sergeant-Major Regimental Supply-Sergeant Battalion Sergeant-Major Color Sergeant First Sergeant Band Leader Assistant Band Leader Sergeant Drum Major Sergeant Corporal



Sergeant Bugler Master Hospital Sgt. Med. D. Hospital Sergeant Med. D. Sergeant 1st Class Med. D. Sergeant Med. D. Corporal Med. D. Master Eng. Senior Grade Eng. C. Master Eng. Junior Grade Eng. C. Sergeant 1st Class Eng. C. Battalion Supply Sgt. Eng. C.



Master Signal Electrician Sergeant 1st Class S. C. Sergeant S. C. Corporal S. C. Ordnance Sergeant Sergeant 1st Class Ord. D. Corporal of Ordnance Q. M. Sergeant Sr. Grade Q. M. Sergeant Q. M. C. Sergeant Q. M. C.



Sergeant Q.M.C. Corporal Q.M.C. Chief Mechanic F. A. Engineer C.A.C. Asst. Engineer C.A.C. Fireman C.A.C. Master Gunner C.A.C. Master Electrician C.A.C. Elec. Sgt. 1st Class C.A.C. Elec. Sgt. 2nd Class C.A.C. Radio Sergeant C.A.C.



Coxswain C.A.C. Plotter C.A.C. Casemate Elect., Chief Planter, C.A.C. Observer 1st Class C.A.C. Observer 2nd Class C.A.C. Chief Loader C.A.C. Gun Commander C. A. C. Gun Pointer C.A.C. 1st Class Gunner C.A.C., F.A.



2nd Class Gunner C.A.C., F.A. 1st Class Gunner Mine Co. C.A.C. 2nd Class Gunner Mine Co. C.A.C. Target Excellence C.A.C. Farrier Med. D. Saddler Wagoner Horseshoer Military Police (arm band)



Mechanic Cook 1st Class Private Inf. U. S. Training Camp Res. Off. Training Camp Bugler Stable Sgt. Mess. Sgt. Batt. Supply Co. Sgt. Supply Co. Supply Sgt.

There are First Class Private service chevrons in Inf., Cav., F. A., C. A. C., S. C., Eng. C., Q. M. C., Ord. D., Med. D.



Military Aviator Junior Aviator Reserve Aviator Observer Enlisted Aviator Aviation Mechanic Enlisted U.S. Battleplane Wing Mark

The first three above are (left) breast officers' marks, Aviation Section, Signal Corps; second three, sleeve marks enlisted men. Aviation Section wears (Dec. 1917) regulation Signal Corps collar and cap devices.

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A simple little girl of sixteen played one day in a little lost village. The next year, in supreme command of all the troops of France, she led them in triumph to victory.

Great dukes bowed before this girl, who could not read. Sinful men, men who had cursed and drunk and murdered all their days, followed her meekly.

It is the most dramatic, the most amazing story in the whole story of human life. In the dim, far-off past, Joan of Arc went her shining way in France—and her story was never told as it should have been till it was told by an American—

MARK TWAIN

To us whose chuckles had turned to tears over the pathos of "Huckleberry Finn"—to us who felt the cutting edge of "Innocents Abroad"—the coming of "Joan of Arc" from the pen of Mark Twain was no surprise.

The story began as an anonymous romance in Harper's Magazine, but within a few months the secret was out. Who but Mark Twain could have written it? Who could have written this

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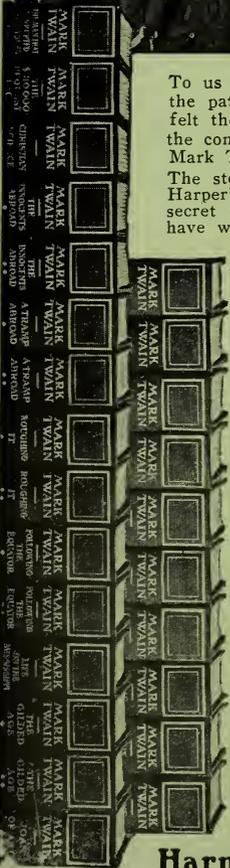
The Great American

Born poor—growing up in a shabby little town on the Mississippi—a pilot—a seeker for gold—a printer—Mark Twain was molded on the frontier of America.

The vastness of the West—the fearlessness of the pioneer—the clear philosophy of the country boy were his—and they stayed with him in all simplicity to the last day of those glorious later days—when German Emperor and English King—Chinese Mandarin and plain American, all alike, wept for him.

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Baltimore	Coca-Cola Building	Winnipeg	400 Hammond Bldg.
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		Vancouver	506 Mercantile Bldg.

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Baltimore & Ohio Employes Magazine



"TURKEY!"

NOVEMBER, 1918



KEEP THE HOME FIRES BURNING

¶ The smoke curling from the chimney of the house in the picture above shows what one of the borrowers from the Savings Feature of the Baltimore and Ohio Railroad has done to "Keep The Home Fires Burning."

¶ Eight thousand employes of the Baltimore and Ohio Railroad are now purchasing homes by the aid of the Savings Feature on the monthly payment plan. In a few years these homes will be fully paid for.

¶ Other thousands have already paid off their loans and now own their own homes.

¶ These men would make a small army. Why not also enlist in the army of borrowers and "Keep The Home Fires Burning," in your own home?

¶ Put part of your savings into a home, which will in a few years be fully paid for and belong to you, your wife and family.

Write to Department S, Baltimore and Ohio Relief Department, Baltimore, Md., and learn how you can invest your money in a home that will be fully paid for in a few years

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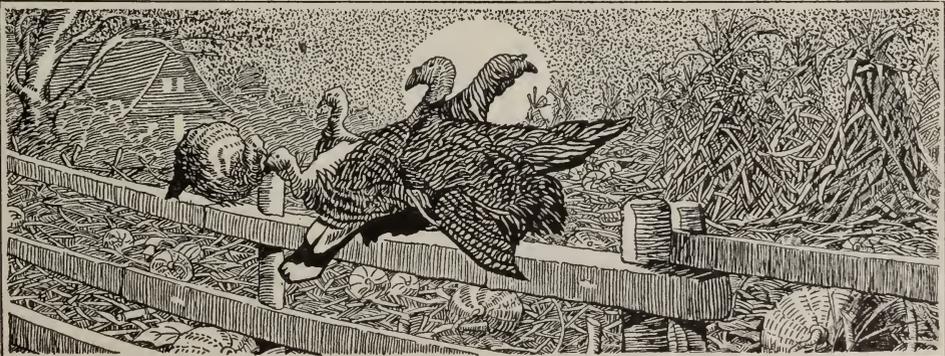
BALTIMORE, NOVEMBER, 1918

Number 7

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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.



H. D. STITT—15

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For the Boys Here and Over There

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(This page donated by the Baltimore and Ohio Employees Magazine)

Baltimore and Ohio An Agent of Mercy in Battle Against "Flu" Epidemic

WHEN several towns along the Baltimore and Ohio lines raised the signal of distress because of the epidemic of Spanish Influenza in October, the railroad officials needed no urging to go to the rescue of the suffering people, who were almost bewildered by the ravages of the disease which has swept through the country with alarming speed. As one big railroad centre after the other was visited by the epidemic the transportation system was seriously crippled, and when Federal Manager A. W. Thompson, of the Eastern Lines, learned of conditions he immediately set in motion all the resources at the railroad's disposal.

With the assistance of a corps of physicians, nurses and volunteer workers, the upper hand has been gained as this is being written. It was a long, hard, enervating battle, but those assigned by Mr. Thompson to eradicate the disease have brought cheer and sunshine where before there was depression and the darkest of clouds.

Alarming conditions on the Eastern Lines first were reported from Keyser, W. Va. On October 5, the Knights' Templar hall was acquired in that town and fitted up with beds, and this continued in operation until October 19, when the last three cases were transferred to Cumberland. On October 7 it was found necessary to rush to the aid of Cumberland. This great railroad centre was staggering under the blow of the influenza. The city hospitals were crowded.

J. T. Broderick, head of the Safety and Welfare Department, took charge of the situation at the divisional headquarters. He was given valuable assistance by E. V. Baugh, superintendent of Dining Car

Service, and H. L. Denton, General Superintendent of Police, both of whom used the forces of their respective departments in the fight against the pernicious pest. Parts of the Baltimore and Ohio Y. M. C. A. building were converted into a well equipped hospital. Within an almost incredible short time the equipment of beds, medicines, food and other necessities was brought from many points. A corps of doctors and nurses was provided by Dr. E. V. Milholland, Chief Medical Examiner, and night and day valiantly fought against the encroachments of the disease.

A call next was made for the Maryland State Hospital Train, fitted out by the railroads entering Baltimore and the Maryland Council of Defense. This train had just returned from Massachusetts, where it had done wonderful service. When the train arrived at Cumberland on October 11 the epidemic was strangling the railroad activities on the Cumberland Division. The mayor and physicians of the Western Maryland city had done their best to halt the spread of the disease, but it went on unchecked.

Dr. D. Z. Dunott, in charge of the hospital train, and Dr. E. M. Parlett, of the Welfare Department of the Baltimore and Ohio, soon after arriving on the scene made a medical survey of the situation with Dr. Milholland and the municipal authorities. The train was placed in the yards just south of the station and connections made with telephone and electric lines and a sewerage disposal plant. The nine cars of the train were prepared for immediate use. The first car as one approaches from the Cumberland station, was the nurses' sleeping car. Here the devoted women who joined the forces

spent the little time they had to themselves in resting. Many stood long hours of the day at bedsides and then at night when the crisis in some precious life was reached, the nurses would forego their rest to minister to the suffering.

The second car was fitted up as an office bureau of information and consultation ward. This car was the clearing house for the calls from all parts of the city and surrounding country. The third car contained the dynamo for generating electricity and the sterilizing apparatus. This car is used as the baggage train when the train is in motion. Here the two ambulances are also carried from place to place. The fifth car was the first ward for the sick. The next was divided off into an operating room, fitted out in the latest approved fashion, and a ward for post-operative cases. The next car was a hospital ward and the seventh was the diner. In the eighth were the sleeping compartments of the physicians and in the last the beds of the orderlies, cooks, porters and waiters. All these gave hearty cooperation in the battle against the epidemic.

The survey made by the doctors showed that to subdue expeditiously the pest that was rearing its venomous head, more help would be necessary. A corps of workers was needed to search the city and find those requiring attention in the early stages of the affliction. Mr. Broderick organized a Ladies' Auxiliary. This relief committee consisted of the wives, daughters and sisters of Baltimore and Ohio employes. The organization was established for nursing employes and their families afflicted with influenza, and saw to it that those in need were given medicines and nourishing foods. Acting as captains in this work were Mrs. L. A. Lashbaugh, 26 Polk Street; Mrs. H. S. Cole, 136 North Centre Street; Mrs. M. J. Welch, 109 Harrison Street; Mrs. E. J. Copeland, 180 Maryland Avenue; Mrs. J. M. Yarnall, 192 Maryland Avenue; Mrs. Daniel Ziler, 37 Baker Street, and Mrs. M. J. Hession, 12 Virginia Avenue.

When they discovered an employe or a member of his family ill or in need of medicines, food or clothing, the head-

quarters were notified and aid given with dispatch. Automobiles were handy to rush supplies where needed, or to bring the sick to one of the hospitals. In this work very valuable service was rendered by Howard Gray, son of Carl R. Gray, former president of the Western Maryland Railway and now director of the Division of Operations, United States Railroad Administration. He drove one of the ambulances.

Conditions in Cumberland and South Cumberland became such that others than employes of the railroad were given treatment. One of the earliest patients on the hospital train was a policeman of the municipality, who had the disease in a malignant form. In many ways the city was helped and it will ever regard the Baltimore and Ohio as an angel of mercy who ministered to her when she was sorely smitten.

In the midst of this strenuous campaign just described, the influenza took a firm grip on Brunswick, Martinsburg, Connellsville and Grafton. Those handling the work were undaunted and made preparations to give immediate relief to these towns. Large stores of beds, medicines and foods were gathered and rushed to emergency hospitals, some of which had been opened over night, as fast as express trains could carry them.

With the increase in demands for treatment, there occurred a shortage of physicians and nurses. Those who had worked night and day, with but a few hours rest out of each twenty-four, redoubled their efforts. Dr. Milholland made an urgent appeal to hospitals in many cities and to their lasting credit it can be said that they responded nobly and gave part of their nursing staffs. Third and fourth year men of the Johns Hopkins Medical School in Baltimore came forward and gave wonderful service.

Heads of railroad departments and others, already burdened with work, volunteered and served from early until late in the tasks assigned them. In such a huge organization as that established at Cumberland there are hundreds of problems arising each day that need solving and the volunteer workers were practically indispensable.

Employees on Eastern and Western Lines Take More than \$5,000,000 in Fourth Loan

	SUBSCRIBERS	AMOUNT SUBSCRIBED
Fourth Loan (Eastern and Western Lines) . . .	*59,849	*\$5,091,550
Third Loan	56,351	4,058,000
Second Loan	7,601	523,100
First Loan	5,703	459,750

* Returns incomplete at time of making summary on October 24.

ALL records were surpassed by employees of the Baltimore and Ohio in the Fourth Liberty loan. With a total subscription of \$5,091,550 actually recorded on the books of the committees of the eastern and western federal districts on October 24, when this was written, reports were received that belated entries would bring the total finally to nearly \$5,250,000.

It is a magnificent tribute to the loyalty of the employees of these lines and a death blow to the Kaiser and his ambitions. For the first time in the history of Liberty loan drives, several departments went "over the top" with 100 per cent. The figures already on hand indicate some remarkable results. Spanish influenza raised its venomous head when the campaign was at its height and affected the results in some instances, but the epidemic only caused a new spurt of effort and divisional committees are known to have worked day and night to get subscriptions.

When it is seen from the composite statement above that 59,849 employees took out bonds, it can be appreciated how solidly the ranks of railroad men are backing Uncle Sam in his effort to exterminate the world's baneful influence across the Rhine. Federal Manager, A. W. Thompson, of the Eastern Lines, and Federal Manager, C. W. Galloway, of the Western Lines, who were at the head of the two general loan committees, spared no effort to make the late drive a

success and the results show how well their plans were laid.

On every part of the lines they had the cooperation of the divisional committees. Enthusiasm at times rose to fever heat and as division after division rolled up subscriptions towards the desired goal of 100 per cent, the Kaiser's hold on the world weakened just so much. In some cases employees doubled their subscriptions in order to "give till it hurts" and officials inspired the men under them with words of patriotism.

Hats off to the 100 per cent. departments! There were several of them. The general offices in Baltimore went "over the top" without a break in the lines. So did the entire Wheeling Division and the Ohio River Division. Two other units under the jurisdiction of Federal Manager Thompson, the Wheeling Terminal Railroad and the Cumberland and Pennsylvania Railroad, likewise reported 100 per cent. in subscriptions. Every man and woman who took part in this drive should feel proud of the results.

Of the totals tabulated, the Eastern Lines contributed \$2,973,350 and divisional reports indicated that there were sufficient subscriptions yet to be recorded to bring the final total to \$3,000,000. The Western Lines reported \$2,118,200 recorded in the office of Federal Manager Galloway at Cincinnati, with several divisions incomplete. Besides the amount actually subscribed through the Baltimore and Ohio Liberty Loan Committee, F. A.

Deverell reported that the Western Lines should be credited with \$431,850 that the employees subscribed through banks direct.

The entire territory under the jurisdiction of Federal Manager Thompson approached closer to 100 per cent. than in any other campaign. In the third loan this territory contributed \$2,782,500, which came from 83.3 per cent. of the workers. For the fourth loan 91.6 per cent. of the 51,583 employes subscribed to \$3,880,850 of the bonds. This remarkable total was made up as follows: Baltimore and Ohio Lines East, \$2,973,350, representing 89.6 per cent. of the employes; Coal and Coke Railroad, \$124,700, representing 96.8 per cent.; Wheeling Terminal Railroad, \$12,250, representing 100 per cent. of the 119 employes; Western Maryland Railroad, \$499,650, meaning that 97.5 per cent. of the 7701 employes heeded the call; Cumberland Valley Railroad, \$205,150, representing 97.9 per cent.; Cumberland and Pennsylvania Railroad, \$65,750, representing a subscription from every one of the 822 workers. None of these went above 86 per cent. in the third loan.

The average subscription in the fourth loan in Mr. Thompson's jurisdiction was \$82.00 while in the third loan it was \$68.00. The average subscription for the Baltimore and Ohio Eastern Lines in the last loan was \$85.00, while in the third it was \$68.00.

Two causes seem responsible for the fine results on the Eastern and Western lines, the desire of the employes to manifest their patriotism in a most substantial way and the intensive drive made by the committees in charge of the work. On the Eastern lines the general committee consisted of Mr. Thompson, chairman, W. W. Wood, vice-chairman, and F. H. B. Bullock, general secretary. Mr. Bullock became ill during the campaign and his work was efficiently handled by L. C. Sauerhammer and W. F. Seabold. As chairman of the general office committee, J. S. Murray tackled the task with such enthusiasm that every one of the 3136 employes at the Baltimore and Ohio Building, Mt. Royal Station and in the Lexington Street Building, all in Baltimore, subscribed to the loan.

The results by divisions as reported at the time of going to press were as follows:

EASTERN LINES			WESTERN LINES		
	NUMBER SUBSCRIBERS	AMOUNT SUBSCRIBED		NUMBER SUBSCRIBERS	AMOUNT SUBSCRIBED
General Offices.....	3136	\$383,650	General Offices.....	538	\$105,450
Mt. Clare.....	2573	211,750	Cincinnati Terminals..	2356	166,250
Philadelphia.....	1762	111,150	Cleveland.....	2568	263,300
Baltimore.....	6016	360,000	New Castle.....	2611	219,150
Cumberland.....	3598	249,500	Newark.....	3152	273,650
Monongahela.....	3285	322,000	Chicago.....	3640	319,600
Wheeling.....	3696	311,300	Toledo.....	4330	306,400
Connellsville.....	2009	277,900	Ohio.....	2464	210,500
Pittsburgh.....	4045	387,850	Indiana.....	1088	96,200
Ohio River.....	2009	159,500	Illinois.....	1944	157,700
Miscellaneous.....	1806	198,750			
Total.....	35,158	\$2,973,350	Total.....	24,691	\$2,118,200

Pro-German Rumors About Bank Savings Pronounced Absurd by Secretary McAdoo

Secretary McAdoo made the following statement:

My attention has been called to an insidious propaganda that is being carried on, probably by secret agents of Germany, to sow the seeds of distrust in the minds of savings bank depositors by false rumors that the United States Government is contemplating the confiscation of the savings of the people. The absurdity of these statements is manifest. In order, however, to allay the fears of the few who might be alarmed by such reports, I repeat that these rumors are wholly baseless.

Preserving Precious Lives Easy by Safety Method, Says Claim Agent

THE efforts of the United States Railroad Administration to stimulate interest in Safety is bearing fruit, as is evidenced from a paper prepared by Alexander Craw, claim agent, and which was presented at the September meeting of the Chicago Terminal Safety Committee. Mr. Craw went deep into the psychology of Safety as urged for railroad employes and his conclusions should be read and studied by every one whose business takes him or her upon the railroad properties.

Having been assigned the topic, "How to Best Interest the Employe in the Safety Movement," Mr. Craw pointed out that a little thought would save many lives and warned of the "trespass evil" as one of the most prolific sources of injury and death. His paper was as follows:

"No doubt many of my fellow committeemen know that I have served my time as one of the members of the Chicago and Cook County Safety Commission and during my period with that respected body many have heard from me; have perhaps become tired of listening to my lessons on SAFETY as outlined by that great commission. However, as our own great railroad has assigned a topic to me, for the benefit of the new members on our staff I will try in simple language to inform them and the sub-committees the best way, from my experience, to get the SAFETY habit. I would suggest as follows:

To safe-guard and protect employes and the public from the dangers of railroads. To minimize the injuring or killing of persons on the tracks.

"It should be clearly understood that every employe of the railroad should consider himself or herself a committee

of one to think, study and talk on the question of SAFETY. More thought certainly would overcome some accidents. A very large proportion of our accidents, from a careful analysis, is found to be due to dropping material on foot or hand, straining back in lifting, slipping in getting on or off train and accidents of that general nature where no safety device can be applied and while they cannot be entirely avoided, they can be materially reduced by getting the employes to take more interest and using more care.

"Now that the winter will be upon us before we are aware of it, I urge and beg of you to avoid slipping in getting on or off cars or engines. Many new and young men are taking the places of our boys, called to the colors, and when you see them taking such chances their attention should be called to it before any accident occurs.

"Now, gentlemen, I come to the paramount cause of deaths on American railroads—trespassers courting death. Oh, that trespass evil! Yardmasters, enginemen, firemen, conductors, switchmen, section foremen and section laborers, yes, shop men, often look the other way when they see the old man, the old lady, the boys and girls picking up coal and potatoes on the ground on the team tracks, and say to themselves, 'the poor souls, let them have it, the company can stand it, and why should I drive them away.' And while your eyes are looking in another direction, some child is crawling under the cars for that large piece of coal or that rotten, specked potato. At the same time you are 'spotting' a 'drag' of cars, perhaps on a slight down-grade, and the cars go further than you reckoned they would; you hear a scream, you run to the place and behold an awful sight. It's then you say to yourself: 'My God,

why did I allow that child on the tracks, when I could have saved its life by compelling it to leave the premises.'

"But, no, you feel sad for the time being. You are called as a witness before a coroner's inquest. You tell the coroner and his jury, 'it's no use to tell them to keep off the dangerous tracks, they will be on the job the next day, and if you drive them off, we switchmen will be stoned by them every time they see us.' Then the coroner or one of his jurymen will ask this question: 'When did you first notice the little girl now lying dead in the other room, on the tracks prior to the accident?'

"If you tell the truth, you will answer like this: 'She and several other children were lined up on both sides of the cars as we shoved down. I did not tell them to get away, as I see them every day and nothing happened before. The company should have its policemen drive them off, or arrest them. I got something else to do than to warn children off the tracks.' Perhaps the coroner may ask this question:

Is it a Loophole?

" 'Is the railroad property fenced at place of accident?'

"You will cheer up, thinking you are exonerated for the loss of this child's life, because the company had no fences erected to prevent it from coming on the right-of-way and grab at the chance to reply by answering as follows: 'That's the whole story in a nut shell. Had the company erected fences to prevent these children and others from coming on the tracks, that little girl would have been alive today. Another thing, the company police should keep trespassers off the track, see.' Then the coroner's next question to you may be this:

" 'Admitting no fences or police around and you knowing it, don't you think it was your double duty, under the circumstances, to warn the children of the danger of crawling under cars. I believe you said you and your crew may be stoned by the children the next time they saw you for insisting they must get off the tracks. I do not know why your

company had no fences erected, that is its affair, nor why the company patrolmen were not on hand to prevent the children from coming on the tracks, that is also their affair, but I do know that you, as foreman of that crew, knowing the children were all lined up on both sides of the cars and the cars moving and, perhaps, the youngsters, child-like, were pushing and pulling each other and in immediate danger of being struck or knocked under while the cars were still in motion should have at least warned them of their danger. And knowing perfectly well they were on the tracks, it was your supreme duty to refuse to move the cars until you and your entire crew had driven the children to a place of safety. It seems to me I would take a chance of a stone or potato striking me the next day rather than feel I had neglected at least to warn the children of their danger, and to know my conscience was clear with the thought that I, at least, warned them. I will submit the evidence to the jury and await their verdict.'

"How must a foreman and his crew feel when the verdict by the jury is rendered something like this:

We, the coroner's jury, find the foreman and his crew of engine——, from the evidence produced, grossly negligent in insisting upon moving a drag of cars without first attempting to warn the children of their danger, causing the instant death of——— at——— and recommend the railroad take the said foreman and crew out of the service until they learn the rules of SAFETY.

"Gentlemen, do you for a moment think that ends the case? Far from it. The railroad is sued and has a bad case on its hands. It has absolutely no defense and the claim agent interviews the entire crew and he gets the same story as outlined to the coroner and his jury and all is left for him to tell the careless crew is this:

"Better cause a delay than cause an accident and you better take the chance of a few stones the next day to prevent a death.

(Continued on page 48)

Former Operators Find Many Interesting Things Along Chinese Railroads

ENGLAND'S proudest boast for many years was that the sun never set on her dominions, so widely scattered were they in the various corners of the earth. In the light of recent events it can be said that the sun never sets on Baltimore and Ohio men, for they are to be found now in all parts of the globe, the majority of them doing something to make the world a safe place in which to enjoy life. Only recently there came letters and interesting stories of the experiences of two Baltimore and Ohio operators, J. A. Smith and C. B. Smith, formerly of the Cumberland Division. They saw many strange things in China while they were traveling in the fighting uniform of Uncle Sam and in relating their experiences to E. C. Drawbaugh, division operator, Cumberland, they were most humorous.

Railroading in China hit their funny bones. From photographs they sent, it is evident that they climbed over and inspected every piece of equipment that came within their vision and their obser-

vations and comparisons are interesting to every railroad man. One of the most curious arrangements, according to "C. B.," is the danger signs at crossings. He sent photographs showing that such signs are placed where they will do the least good, and, according to a notation written on the back of the photograph reproduced herewith, "you have to cross a track either direction before you come to this sign. As it is placed between tracks, that is some 'Safety First' precaution, believe me. They do everything backwards."

It can be noted in the photograph that the sign post is set between two lines of track and if a trespasser gets over one safely, the sign is of no value to him, and serves only slightly in warning him of the second track which he is approaching. The Smith boys and a Sergeant Miller, of the American transport Merritt, are shown in another photograph mounted on the pilot of a typical Chinese engine at the shops at Chin Wang Tao. The Chinese, says Private Smith, in writing of this locomotive, "think this is something great, but you can see it is not as big as a snapper."

Private Smith inclosed in a letter to Mr. Drawbaugh a photograph of a scene at Chin Wang Tao station which shows that this town is a busy little place. The native costume is well depicted and it can be seen that there are many hustling Chinese along this railroad, which touches Tientsin and Peking. One of the letters from Private Smith describing his experiences in a Chinese city is as follows:

Dear Boss—Will write you a letter to let you know we are among the living and getting along fine and seeing countries and sights that we never did expect to see, and learning things we never dreamed about. We still have many things to learn and see.

I mailed you a card from Chin Wang Tao, China, the first part of March and have been



A CROSSING WARNING IN CHINA.
READ IT

wondering if you ever got it. I said to Jim, "if Mr. Drawbaugh should happen to get that card he will probably think I violated Rule G," but such is not the case. I will explain it to you and no doubt you will agree with me. I had five pesos changed into Chinese money when I got off the boat at Chin Wang Tao by a Chink money exchanger. It was my first trip to China. While looking the town over I bought ten postal cards and don't know yet how much I paid for them. When I asked the Chinaman the price he said, well, I don't know what the dickens he did say, and a lot of other dope I couldn't get and it was no use to brake him. So I pulled out what Chink money I had and held it out to him. He took out a couple

to occupy segregated seats. We had some time. We couldn't understand what they were saying or singing. The play sure did look foolish to us, but we had fun out of it anyway. The natives seemed to think it was great. We sure did laugh at the stunts they pulled off, for it was absolutely foolish looking to us. That's what made it comic to us. We clapped our hands every time the natives would just as if we knew all about what was going on. We are not going to Vladivostok, Russia, this trip.

I am glad I am not a married man on this job like some of them are, for they are all the time raving about getting home. You see that stuff don't worry Jim or me, for we know that we have no home around this part of the globe that we



SCENE AT RAILWAY STATION AT CHIN WANG TAO

of coins, bowed and tipped his cap. So I figured I was square with him. I left there looking for the post office; well I found it all right, but when I did I discovered I had passed it a dozen times or more.

Jim and I like the ship fine, except when the sea gets rough, and we sure have had some rough sailing the last couple trips; all we can do then is drink lemonade. It's fine business when the pond is smooth.

We went ashore in Japan. Several of us went to a show that night. When we got inside there was a sign on the wall in big letters and plain English which said "FOREIGNERS." We had

can go to; furthermore, we don't want any home in these countries. The United States is the only place in the world and the more of these countries I see the better I like the good old U. S., and a ride on the old Baltimore and Ohio would sure be a treat for both of us. We both send our best wishes and regards to all. Wishing you and the Baltimore and Ohio good luck and success.

Yours truly,

CHARLES B. SMITH.

Radio Operator, U. S. A. T. Merritt,
Manila, P. I.

I will smash the German line in France if you will smash
that damnable Hun propoganda at home—*Pershing*

How Blow Torches Are Used to Reclaim Many Articles at Small Cost

By Arthur T. Kuehner

BLOW torches for use in cutting and welding have been in operation for a number of years. The principle of a mixture of gases is used in fusing metals or in breaking down their internal structures by oxidation. There are a number of patented devices on the market, all of which have more or less merit. The principal ones in general use are (1) oxy acetylene, (2) oxweld and (3) carbo-hydrogen.

The principle of the blow torch is similar in all types, dependent upon the work to be done and the kind and mixture of gases to be used. The gases are obtained from manufacturers in cylindrical steel tanks, which are used as reservoirs and storage. Two tanks in general are required, each containing one of the gases. A supply in the proper proportion of each of the gases is fed through hose to a mixing chamber, from which the gas is then delivered to the end of the torch. The mixture is here ignited and the play of the flame on the particular object causes the welding or cutting as desired.

Oxy acetylene cutting and welding with the blow torch is accomplished by using acetylene gas in conjunction with oxygen, the latter as an agent for the combustion of the carbon present in the acetylene. Through the proper commingling of these two constituents, a heat necessary to perform the cutting or welding operation is obtained. The oxygen and acetylene gases are taken from steel tanks, the latter, however, can be generated at a central plant. These gases are placed in the containers under pressure, the oxygen at 1800 pounds per square inch and the acetylene at twenty-five pounds per square inch. It is, therefore, necessary in both cases to use a pressure regulator.

The regulator is operated on the dia-

phragm principle. There is an adjusting screw to regulate the opening, which determines the pressure desired. The pressure regulator on the oxygen tank is equipped with two gauges, one to indicate the pressure in the tank, and the other the working pressure. As the acetylene gas varies with the temperature, a gauge on this tank is not necessary, the pressure being regulated by the operator at the blow torch. A six-ply, one-quarter inch hose is used in conducting the oxygen from the tank to the torch, while a three-ply three-eighth inch hose is used for the acetylene.

The blow torch used for welding is of a different design than the one for cutting. The gases are mixed in the head, or injector, and from this point emitted from an opening in the end. The cutting torch is similar, but there is a separate passage through which the high pressure oxygen is delivered to the flame. Low pressure oxygen and acetylene are mixed in the head of injector, but, unlike the welding torch, the mixture is delivered through several holes in the end.

The tip or end of this torch is fitted with two sets of holes, the center being used for delivery of high oxygen and the several holes on the outer radius for the mixture. Different size tips are furnished for the cutting and welding torches, their use being governed by the thickness of metal and the degree of heat desired.

By the ignition of the desired mixture at the end of the blow torch, an intense heat, of approximately 2800 degrees, is developed, which, when applied to the metal, oxidizes same. When a welding torch is being used, the flame serves to fuse the filler rod with the internal structure of the original design. The same principle is used in the cutting torch, with the exception that a high

pressure oxygen applied causes a complete oxidation of the metal.

When low pressure acetylene gas is generated at the central plant, it can only be used with the oxweld blow torch. The construction of this torch is similar to the oxy acetylene torch. There are, however, several advantages to be derived from the use of the oxweld blow torch. As low pressure oxygen is used, there is little leakage and a safer opera-

extent, been eliminated by the use of carbo-hydrogen gas.

The blow torch equipment on the Baltimore and Ohio in general use consists chiefly of the oxy acetylene, oxweld and the carbo-hydrogen processes. There are now in use on the Eastern Lines 144 cutting torches, 51 welding torches and 262 pressure regulators.

The introduction of oxy acetylene gas for cutting and welding purposes on



THE OXY ACETYLENE EQUIPMENT NOW IN USE

No. 1—Acetylene Gas Container. No. 2—Oxygen Container. No. 3—Pressure Regulator and Gauges. No. 4—Blow Pipe and Torch.

tion due to the fact that there is less danger of explosion. The low pressure gas is generated at a pressure of six to twelve ounces per square inch, while the high pressure gas has a pressure of nine to 111 pounds. The explosive point of each gas is twenty-nine and one-half pounds per square inch.

At some points carbo-hydrogen gas is used in the place of acetylene gas for cutting. The apparatus used with the gas previously described can be used with the carbo-hydrogen gas. Very good results have been obtained by the use of this gas at a less cost. Some internal blow pipe troubles have been experienced with acetylene gas, which have, to some

the Baltimore and Ohio has been a great time saver, as well as an economy. Previous to its introduction, many worn, broken or cracked cast iron and brass castings were scrapped. However, in some cases it was possible to reclaim by patching. These parts are now being reclaimed by welding, making a casting practically as serviceable as a new one. By the use of the blow torch in cutting operations, the airmotor, drill, air gun and hand tools are largely eliminated. These required a great amount of time and the removal of many parts which, under present conditions, are not necessary. The following will give an idea of what can be done with the cutting torch:

Defective parts in fireboxes, barrels of boilers and flue sheets, old flexible stay-bolt heads from crown bolts, button head radials, scattered staybolts, superheater flues and arch tubes, trimming new sheets to be applied, frames to be welded, bevells on all broken or cracked steel or wrought iron parts prior to welding, clearance on pilots, ash pans, cab baffle plates and waist sheets, holes for miscellaneous purposes, scrap to facilitate handling, cutting up old boilers, cisterns and steel cars.

By use of the welding torch, the following reclamation work can be done: Cracked seams in fireboxes, building up worn staybolt holes, cracks in injector and other pipes, any iron or brass casting broken or cracked, such as cylinders, steam pipes, exhaust pots, smoke stacks, throttle boxes, stand pipes, throttle valves, bell brackets, deck castings, rocker boxes, air pump cylinders, bolt lugs, fulcrum castings, brackets, worn valve motion parts, crosshead holes, crosshead shoes, stoker parts, injectors, lubricators, etc.

During the past two months an attempt has been made to apply the principle of the blow torch to refacing frogs. The life of a number of frogs is necessarily reduced on account of wearing of the metal in the throat. The oxy acetylene welding torch has been used in welding strips of metal in the throat and point so as to reface the frog. This work is as yet only in the experimental stage and sufficient time has not elapsed to warrant definite conclusions on the



CUTTING DOWN OLD STEEL CARS

economies to be effected. One of the first frogs to be so faced was removed after fourteen days' service. The experiment will be continued.

Although there is no accurate data available upon which to base any definite figures in dollars and cents for both operations where blow torch processes are in use, it is an accepted fact that large savings have resulted. The work is done in a great deal less time, under better conditions and at less cost. The application of these processes to defective or cracked parts of locomotives practically permits the continuous use of the locomotive after having been placed in service.

The following will illustrate the costs of various items and savings effected thereby:

	OLD PROCESS	RECLAIMED BY BLOW TORCH	SAVING
Engine throttle stand			
pipe.....	\$ 6.95	\$ 3.15	\$ 3.80
Locomotive smoke stack.	9.30	5.15	4.10
Removing worn crank			
pins.....	12.00	2.00	10.00
Piecing locomotive flues.	3.25	.75	2.50
Broken locomotive cylinders.....	267.20	109.10	158.10

Cost in the last named instance includes only actual cost of welding as compared to a new cylinder. Additional savings are often effected where it is not necessary to remove cylinder from the engine for welding. From the above, it is apparent that large savings in the aggregate are being realized by the extensive use of these processes.



CUTTING OUT ROD CRANK PIN

Here's What Those Outside Baltimore and Ohio Think of This Magazine

A SHORT time ago there came a request from the Government that print paper be conserved as much as possible and a demand from the War Industries Board that the distribution of free copies of any publication be restricted. In an effort to comply with this request and the order, the Editor sent a letter to every person on the mailing list of the EMPLOYES MAGAZINE to learn whether the magazine was a necessity and whether the dropping of the name would cause any inconvenience.

The answers were surprising. Managers of some of the biggest industries in the country declared that the Baltimore and Ohio EMPLOYES MAGAZINE was indispensable and begged that it be continued to be addressed to them. Others told of its literary value and one enthusiast declared that "it is one of the best railroad magazines we receive." Baltimore and Ohio employes should feel elated that their doings and sayings are of such great interest to others. It should stimulate them to greater efforts in making the EMPLOYES MAGAZINE far superior to any other publication of its kind in this country. The EMPLOYES MAGAZINE is wholly a cooperative publication, and the more interested the employes are in its production, the greater will be its value as a medium of exchange of ideas and as a disseminator of propaganda that will result in better, safer railroading.

Here are some of the expressions of appreciation that came in reply to the letter asking if names should be stricken off the mailing list:

A. Taylor Smith, associate counsel, Cumberland, Md.: "It would be a very distinct loss to me to be deprived of your EMPLOYES MAGAZINE."

Robert Scott, superintendent insurance and safety, Atlantic Coast Line Railroad Company, Wilmington, N. C.: "I would greatly regret to have to forego the benefit and pleasure which I have heretofore been deriving from your EMPLOYES MAGAZINE."

J. G. Ogle, counsel, Somerset, Pa.: "I very much appreciate the EMPLOYES MAGAZINE; it gives us information that otherwise we would not have. When I am through with it I pass it on to another employe who calls for it regularly; it is his chief literary treat."

W. A. Hopkins, Marietta Torpedo Company, Clarksburg: "I would consider the month as lost, were I not to receive the much prized publication."

H. E. Jones, United States Railroad Administration, Washington, D. C.: "I believe I have every copy of the EMPLOYES MAGAZINE that has been issued, and I found same very interesting and instructive."

J. S. Calvert, superintendent, Western Union Telegraph Company, Philadelphia, Pa.: "The EMPLOYES MAGAZINE is an extremely interesting and enjoyable one and edited most excellently, and is a credit to you and to the employes of your Company."

"Should Demand a Copy"

J. P. Rogerman, Baltimore and Ohio Southwestern Railroad, St. Louis, Mo.: "To my mind every employe of the Company should be sufficiently interested in the EMPLOYES MAGAZINE to demand a copy of it monthly."

L. W. Van Metre, United States Shipping Board Emergency Fleet Corporation, New York, N. Y.: "The EMPLOYES MAGAZINE has been sent to me for some time and I have found it extremely useful in connection with my teaching

work, both at the University of Pennsylvania and at the Columbia University."

D. C. Buell, director, The Railway Educational Bureau, Omaha, Neb.: "We enjoy your EMPLOYEES MAGAZINE and consider it one of the best railroad magazines we receive."

O. C. Pierson, director, State Board of Health, St. Paul, Minn.: "We keep a special file of it, and find it of considerable interest to us in our work."

Mrs. Fred J. Spreenberg, Chicago, Ill.: "My interest in same is just as keen as ever and I very much enjoy and look forward to receiving it each month."

Edward L. Ways, the Sandusky Register, Sandusky, Ohio: "We very often clip from the EMPLOYEES MAGAZINE little stories, etc., for the Register. We find that these extracts make interesting reading for the public generally. I would dislike very much to have to lose the EMPLOYEES MAGAZINE."

Warrick R. Edwards, Baltimore, Md.: "I would miss the EMPLOYEES MAGAZINE very greatly and hope you can see your way clear to keeping me on the list."

G. B. Minshull, superintendent of transportation, Lehigh Valley Railroad, Bethlehem, Pa.: "Your EMPLOYEES MAGAZINE is highly appreciated and of substantial value."

Peter K. Soffel, real estate, claim and tax agent, the Wheeling and Lake Erie Railway Company, Canton, Ohio: "I have found the EMPLOYEES MAGAZINE of great value along my line of work. Our road has not the mileage of yours and the reading of this magazine has been the means of affording a number of useful hints and instructions, their use having been applied by me in numerous cases along our line."

Editor, the *Times-Herald*, Lorain, Ohio: "We find the EMPLOYEES MAGAZINE as useful and as valuable as any magazine we receive."

Robert J. Young, manager, Department of Safety and Relief, Illinois Steel Company, Chicago, Ill.: "We feel that your EMPLOYEES MAGAZINE is one of the best magazines we receive."

N. W. Callender, general secretary, Pennsylvania Railroad, Department of

the Young Men's Christian Association, Pittsburgh, Pa.: "We are very fond of the Baltimore and Ohio EMPLOYEES MAGAZINE and will be glad to have you continue sending to us."

J. J. Flaherty, Harpers Ferry, W. Va.: "It is one of my fondest hopes that you can see your way clear to send me a monthly copy of the EMPLOYEES MAGAZINE."

Of Great Use to Him

J. I. Woods, the Baltimore Car and Foundry Company, Baltimore, Md.: "I wish to say that the EMPLOYEES MAGAZINE has been of great use to me."

Edgar White, the Macon *Republican*, Macon, Missouri: "For a while back I have received your excellent EMPLOYEES MAGAZINE and after perusing it have sent it to an engineer friend, who enjoyed it as well as myself."

S. M. Rogers, vice-president, Elgin, Joliet and Eastern Railway, Chicago, Ill.: "We find the Baltimore and Ohio Railroad EMPLOYEES MAGAZINE of much interest."

R. A. Richards, Chicago and North Western Railway Company.: "It is the best railroad magazine I see."

John S. Newman, Baltimore and Ohio Railroad, Frederick, Md.: "I regard the EMPLOYEES MAGAZINE as an interesting and instructive publication."

E. R. Larson, supervisor of apprentices, the Delaware, Lackawanna and Western Railroad Company, Scranton, Pa.: "Let me say that we have been receiving the EMPLOYEES MAGAZINE regularly for the past three or four years and enjoyed every copy."

R. L. Kern, traffic manager, United States Radiator Corporation, Detroit, Mich.: "We operate a large factory on the Pittsburgh Division of your road, and the EMPLOYEES MAGAZINE has been of a great deal of interest to us."

George Bradshaw, safety engineer, Grand Trunk Railway System, Toronto, Canada: "I take much interest in your publication."

M. F. Hayes, Milwaukee Railway System *Employes Magazine*, Chicago, Ill.: "EMPLOYEES MAGAZINE of the Baltimore and Ohio we have been receiving each

month and find it very valuable and interesting."

A. M. Hoblitzell, Pennsylvania Railroad, Baltimore, Md.: "I read it through each month and get a lot of valuable information from it."

Frank Herrick, managing editor, Youngstown *Telegraph*, Youngstown, Ohio: "The railroad reporter says it is a clever little magazine and he has got some pretty good stuff from it."

Charles L. Day, the Davis Coal and Coke Company, Cumberland, Md.: "We

consider that your **EMPLOYEES MAGAZINE** has been of value to us, and we would be sorry to have you discontinue mailing it to us."

W. T. Delaplaine, editor, *The News*, Frederick, Md.: "The copies are full of interest and I get much pleasure in reading the issue monthly."

R. L. Castor, *The Daily Globe*, Shelby, Ohio: "We have found many articles worthy of reproduction in our daily paper."

(Continued on page 41)

How War Questions Are Answered

Owing to the enormous increase of government war work, the governmental departments at Washington are being flooded with letters of inquiry on every conceivable subject concerning the war, and it has been found a physical impossibility for the clerks, though they number an army in themselves now, to give many of these letters proper attention and reply. There is published daily at Washington, under authority of and by direction of the President, a government newspaper—*The Official U. S. Bulletin*. This newspaper prints every day all the more important rulings, decisions, regulations, proclamations, orders, etc., as they are promulgated, by the several departments and the many special committees and agencies now in operation at the National Capital.

This official journal is posted daily in every postoffice in the United States, more than 56,000 in number, and may also be found on file at all libraries, boards and chambers of commerce, the offices of mayors, governors and other officials. By consulting these files most questions will be found readily answered; there will be little necessity for letter writing; the unnecessary congestion of the mails will be appreciably relieved; the railroads will be called upon to move fewer correspondence sacks, and the mass of business that is piling up in the government departments will be eased considerably. Hundreds of clerks, now answering correspondence, will be enabled to give their time to essentially important work, and a fundamentally patriotic service will have been performed by the public.

A Letter Which Tells the Story

CUMBERLAND, MD., August 5, 1918.

Superintendent Relief Department,
Baltimore and Ohio Railroad,
Baltimore, Md.

Dear Sir:—As I am the beneficiary of my son, John A. Moore, who died on July 7, and whose certificate number was 421683, I would like to ask you if I may not open an account in the Savings Feature of your department. Also I would like to thank you for your prompt settlement of my claim, also the promptness with which my son received his relief checks during his long illness and the kind and courteous treatment of your doctor. Hoping to hear from you at your convenience, I am,

Most respectfully,

MRS. BRIDGET MOORE,
29 Woodside Avenue,
Cumberland, Md.

Old Box Car at Keyser Serving in Nation's Third Great War

NO service medals are in evidence upon the battered and scratched surface of an old box car that stands off the tracks near Keyser, W. Va., but it has served the nation in three wars and were it able to speak, it surely would boast that it is doing as much for the country at present as any Civil War hero.

Upon the floor of this partly dismantled car many a weary soldier lay

served, as it is serving now in the great World War, as a storehouse for materials used in keeping the track in repair. Shouting troops have passed it in their newer and more commodious cars and have paid little or no attention to this veteran of the rails, but when the men were bound to the concentration camps for the Spanish conflict and as they are passing now to the contonments and on their way to Berlin, the old car at Keyser



BOX CAR OF CIVIL WAR DAYS STILL IN SERVICE

his head in the days of the struggle between the North and South. Its trucks, now scrapped and made over into some more necessary material, often groaned beneath the burden of ammunition. It has sheltered troops on the way to the front at Gettysburg and many pounds of explosive have been carried to the Union troops within its proud interior.

In the days of the Spanish-American War it again reared its proud head and

looks down upon them and glories in the fact that it holds Safety within its wobbly sides.

It was a difficult matter to learn the history of this ancient bit of equipment, but J. W. Ravenscraft, inspector foreman at Keyser, was able to delve into history and find out some interesting facts about it. He recalls that the car was of the Class M type, designed and built by Thomas Perkins, then filling the office

of master of machinery of the Baltimore and Ohio, which office is now known as superintendent of motive power. The car was constructed with iron sides and top and wooden under-frames. In the Civil War days it served admirably for the transportation of explosives, loose lime, sand, etc. The trucks also were constructed of wood and the side and transom of the same material. The wheels were of cast iron, not solid, as they are today, but with spokes, and measured twenty-eight inches across. The journals were two and a half by five inches. On each end of the car there was a brake, which could be operated from either end. Each truck was equipped with one brake beam. This arrangement was known as the Cain brake.

The car was able to carry a load of about 16,000 pounds, considered in the sixties a very large car. Air and steam as means of aiding in the control of trains were given little consideration in those days and there was none of the apparatus provided. It is said that the noise caused by this old "ironsides" bumping over the rails was not conducive to sound slumber of the troops making the journey, but in war times a soldier can sleep at the base of a cannon in action and be happy that he is alive.

Workmen who have occasion to pass the old car daily have the greatest respect for its historical association and will regret when it deteriorates to such an extent that it will have to be destroyed.

Train Crew Fight Blaze in Employee's Home

Defying suffocation, members of a crew on the Baltimore Division, Main Line, entered the home of a fellow employe on the morning of September 16 last and not only extinguished what threatened to develop into a destructive fire, but saved all the worldly possessions of this employe, R. N. King, of the Printing Department, Mount Clare.

A. L. Waltz, engineer; C. Breitenback, conductor; H. Weber, R. M. Pratt and H. A. Baer, brakemen, who composed the crew of Pick-Up Engine No. 1868, were grouped about the locomotive at Grays Station, Howard County, Md., while the engine was taking water, when one of them saw smoke curling from the windows of Mr. King's home. He ran to a neighboring house and inquired as to where the family was that occupied the burning building. He was told that there was no one home at the time. He called to the others of the crew and they broke down a rear door and entered the house. So dense was the smoke, that they were forced to place wet handkerchiefs over their faces. Finding the blaze was a difficult task, for heavy

smoke filled every room. After about ten minutes of groping about, the train crew discovered the fire in a closet on the first floor filled with clothing, which was smoldering.

The members of the crew attacked the blaze and extinguished it, some carrying water from the kitchen, while others pulled out the blazing clothing. Operator Klunk, at Grays Tower, was notified, and he, in turn, notified Mr. King, who was at work in the printing plant. He hurried home and declared afterwards that it was his opinion that had the blaze been allowed to smolder a while longer, it would have burned its way through the stairway and that the whole house would have been doomed. He was warm in his praise of the impromptu firemen and declared that their presence of mind saved him irreparable losses. Mr. King is purchasing his home through the Baltimore and Ohio Savings Department and the destruction of the property would have meant a loss to this railroad feature, not to mention the personal inconvenience to Mr. King and his wife.

Look Before You Limp—Safety First

Coal Must be Saved, That Steel May be Made, That the War May be Quickly Won

By E. E. Ramey

THE following brief statement of facts, adapted from an article prepared by the United States Fuel Administration and published in the *Literary Digest* of August 31 is worthy of the earnest thought of every railroad man.

This war is a war of steel and today the production of both steel and munitions is limited by our ability quickly to expand coal-production. It requires from four to five tons of coal to produce a ton of finished steel. The war's demand for steel is increasing much faster than man-power and transportation facilities for coal-production can be increased. Therefore, coal already mined and transported must be saved.

As showing the enormous demand for steel in this war, it is stated that in seventy-eight minutes of the Flanders offensive last spring the Germans used 650,000 shells, which equaled the total number used by them throughout the whole Franco-Prussian War, and that during the battle of Verdun the French fired from their cannon 60,000,000 shells, containing 1,800,000 tons of steel, and the production of which consumed nearly 9,000,000 tons of coal. A three-inch, or a seventy-five centimeter shell takes twenty pounds of steel, or eighty pounds of coal to produce.

Our government requirements for steel covering the last six months of this year will reach 21,000,000 tons, while the present prospects for production during the same period is only 16,000,000 tons. The steel mills are not running to their full capacity and they can not reach their full capacity until they can get more coke. More coke, in turn, depends upon more coal.

In spite of intensive effort on the part of War Industries Board to increase steel production, the United States is pro-

ducing less steel in 1918 than it did in 1916, before we entered the war. It well may astonish the uninformed that the greatest steel-producing nation in the world, at a time of its greatest steel need, is falling down in its output of steel. There is only one answer—shortage of coal. Not shortage in the sense of diminished production, for the production of coal in this country has today reached a rate never before dreamed possible. It is a shortage created by the infinite necessities of the gigantic war preparation. A thousand articles of supply must be manufactured at record speed. Thousands of new factories have been built and thousands of old factories have doubled and quadrupled their output. Coal for these, for explosive plants, for cantonments, for shipyards and for ships must be provided and that without an instant's delay. The railroads, the largest coal users of all, are taxed to capacity to move troops and supplies and must have 40,000,000 to 50,000,000 tons more coal than before. When all these imperative demands made by the war upon the coal supply have been added together, the total is astonishing. The steel mills must compete for their supplies of coal with thousands of other manufacturers of necessary supplies.

Coal mining is very largely a matter of coal transportation. The most difficult task involved in an increase must fall upon the railroads. The most wonderful work these railroads are doing is brought into bold relief when we remember that in 1914, when the Great War started, the output of bituminous coal in the United States was 420,000,000,000 tons greater. Apparently, this country today can furnish the steel required if only it can get the necessary coal. The work of the Fuel Administration during

many months has been directed toward increasing coal production. These efforts have borne much fruit while the railroads are outdoing themselves expediting the movement of coal cars from the mine to the consumer and back again.

But war's demands mount so rapidly that even with full speed ahead production can not make the pace. A fuel deficit can be averted only by the most intensive conservation. Conservation,

economy, savings, sacrifice, must fill the gap between the possible increase of production and the greater increase of demand. *If every user of coal will join the army of fuel conservationists, realizing that the need for steel to carry on this war is practically unlimited and that every ton saved means an additional 500 pounds of steel, our increased production, plus conservation, can furnish the coal, and hence the steel needed for the war.*

Brakeman Rescues Girl From Drowning

ONE of the most heroic acts in which a Baltimore and Ohio employe has figured occurred late in July, when Brakeman Colen Nichols jumped into the Monongahela River, rescued from drowning one of two sisters who were calling for assistance and tried to rescue the second. While Brakeman Nichols used almost super-human strength to save both the young women, two other sisters stood on the bank and witnessed the tragedy and he had further

difficulty in keeping them from fainting away.

Mr. Nichols was working on the Versailles drag of the Pittsburgh Division and the train was in charge of Conductor J. Calvin, who verified the report of the rescue and the information from which this item was written. As the train passed a point just west of Dennison yard, the brakeman heard screams from the river. The girls in the water were shouting for assistance and their sisters on the bank added their voices.

Without discarding any of his clothing, Mr. Nichols left his train and plunged into the river. As he reached the girls he had difficulty in trying to seize both of them, but he got a good hold on Miss Mabel Williams and swam to shore with her. He placed her upon the bank and without stopping to recuperate his strength, he plunged again into the water and swam to the spot where Miss Mae Williams last was seen. She had sunk for the last time and the current had carried her body away.

Several hours later the body was washed ashore. The relatives of the young women were loud in their praise of the heroic action of Mr. Nichols and his fellow workmen declared that it was one of the most thrilling rescues they had heard of in years.

The Baltimore and Ohio teaches the value of human life through its Safety work. Mr. Nichols has learned the lesson.



COLEN NICHOLS

N. E. Alexander Completes Fifty Years' Service With the Railroad

HALE and hearty and still on duty every day, N. E. Alexander believes the seventy-three years that he has lived. Recently he completed the fiftieth anniversary of his employment with the Baltimore and Ohio and his work as assistant lumber yard foreman at Mt. Clare Shops, Baltimore, merited such praise of his superiors that he was heartily congratulated, given a special vacation and received a letter of commendation from A. W. Thompson, Federal Manager of the Eastern Lines.

Mr. Alexander, in a reminiscent mood about the time of his anniversary, recalled the olden days of the railroad when he and his companions worked under the greatest difficulties, yet they kept the cars moving and the lessons learned then now stand him in good stead, for he is one of the sturdiest backers of the nation in its present battle against autocracy. A veteran of the Civil War, Mr. Alexander is ever urging those about him to give until it hurts in backing up the Government in its most trying days.

It was on March 18, 1845, that Mr. Alexander first saw the light of day at Charlestown, Cecil County, Md. When eight years old he was sent to a farm. When the Civil War started three brothers of Mr. Alexander enlisted with the Union Army and a fourth was confined to Libby Prison. Mr. Alexander enlisted in Company B, Fourth Maryland Volunteer Infantry, on June 15, 1862. He then was seventeen years old. For three years he shouldered a musket, was mustered out and began to learn the trade of carpentry. His next job was in the lumber yard of George Helfrich and Sons, a Baltimore firm. He continued with this concern until he entered the employ of the railroad.

Mr. Alexander recalled that Samuel T. Henry then was foreman at Mt. Clare and he was assigned as a lumber inspector. The latter was the victim of an

accident. In 1873 Mr. Alexander was placed in charge of the receiving yard at Carey Street bridge. Two years later the lumber yard was moved to Locust Point. Nearly all the lumber came from the South in those days and was brought to the port of Baltimore in sailing vessels. Soon the lumber business increased to such an extent that 100 men were engaged daily in unloading the vessels, which carried about 400,000 feet each. In the great piles of lumber at Locust Point in those days were the finest grades of yellow and white pine, oak, hemlock and others. Mr. Alexander had full charge of the unloading, assorting and piling of the vast store of lumber. He said that for his arduous duties he received \$1.75 a day.

Locust Point was not then the thriving section of Baltimore that it is now. There were no huge elevators there; there were a few houses and an old mill which now has disappeared. He recalled that frequently the railroad's supply of



N. E. ALEXANDER

lumber would run short. The foreman would collect eight or ten men, attach old Engine No. 55 to a train of gondolas and the outfit would set out for the mountains of West Virginia and after a week or ten days would return with a huge load of logs. The saw mill at Mt. Clare would turn out the boards.

Expressing his gratefulness for the many letters and words of appreciation that had been given him on his anni-

versary, Mr. Alexander said that he hoped he would merit the kindly feelings the officials have towards him by even greater attention to duty these days when every ounce of man-power is needed to keep the wheels of war turning. He has bought generously of Liberty bonds and is doing other things to aid his nation. He has no idea of giving up work yet and looks forward to many more years of endeavor.

Pensioner Gives Up Ease to Help in War Work

An example of real sacrifice to help win the war can be found at Keyser, W. Va., where Francis L. Kimmell, who until a few weeks ago was a pensioner, has again donned his working clothes and is serving the Baltimore and Ohio as a car checker. Federal Manager A. W. Thompson has written Mr. Kimmell a letter in which he states that he "cannot refrain from expressing my admiration of your courage and determination to live up to the splendid significance of real patriotism."

In offering his services again to the Baltimore and Ohio, Mr. Kimmell stated in a letter to the Federal manager that he had considered it for some time and finally had decided to do so

because "I feel that I have a part to play in the winning of the war and believe I can fill this position as good as a young man." After explaining that he is in good health at present, Mr. Kimmell states that "I owe my services to the Baltimore and Ohio Railroad as long as I am able to fill the position."

Mr. Kimmell's offer of service breathes patriotism and a desire to make sacrifices of his time and ease. He states that he informed the superintendent of the pension department to strike his name off that list and this means that he will forego for the time being the rest and freedom from cares that he had earned by long and faithful service.

Courtesy

The principle that underlies *Courteous Treatment of Others* is simply that of *Doing Unto Others* as you would have they should *Do Unto You*.

The railway business is one that is technical and complex and there are many things incident to it that, while they are perfectly familiar to you, with your years of experience, are perhaps more or less of a puzzle to some of our patrons. Many and varied are the inquiries made of you during the course of a day's work, but endeavor to answer them carefully, courteously and cheerfully.

Put yourself in the questioner's place. You are the only immediate source of information at his disposal and while he may ask for enlightenment on subjects that appear trivial and of no importance to you, they may be vital to him. Do not allow any personal feeling toward a prospective patron to enter into the business,

but bear in mind that you are not acting for yourself individually but as the representative of the *United States Government*.

But to abstain from discourtesy is not enough. Good manners spring *naturally* from a kindly heart. A good railroad man is proud of his business and his desire to assist and benefit is a genuine positive quality.

These are days of stress and anxiety to all of us and it is especially necessary at this time to do, every man, *more* than his share in helping to smooth the way for his neighbor and the "Stranger within the gates."

The best receipt for success in any line of endeavor, but more particularly for the man in the railroad world, is courtesy, kindness, tact and diplomacy judiciously applied. *PLEASE THINK IT OVER.*—From *Soo Line Employes Magazine*.

Some Pertinent Health Suggestions

By Dr. E. M. Parlett

Chief of Welfare Bureau

THIS is the day of intensified mental and physical effort, the day of heavy responsibility for many of us. To meet the demands made upon us, to keep mentally and physically fit, one must give careful thought to his habits of sleeping, eating, recreation, exercise, study, etc.; in brief, of living, that he may enjoy health to the fullest.

Health includes not life only, but the *enjoyment* of life, the pleasure one derives from one's surroundings, from one's work and play, from one's food and drink. No pleasure comes from over-indulgence and gross habits. One must have a sense of moderation and propriety of action.

Decency, which may be termed a certain degree of refinement, is the lieutenant of Health. Moderation is Health's "Safety-First." The progress of humanity is toward better food, better surroundings, better habits, better air and improved personal hygiene and sanitation. People are living better, working better and acting better as the decades advance. Such things fundamentally are essential to racial development and progress.

Unclean food, impure drink, squalid environment, gross habits, neglect of personal hygiene are not only against sensible ideas, but offensive. Decency, cleanliness and wholesomeness characterize our present day demands and permit us to enjoy life, not to merely *exist*. The instinct for cleanliness and health are vivid modern characteristics.

Many of us abuse our digestive organs by over-indulgence, especially those of us who insufficiently exercise. The evil effects of over-eating create varied ailments, some quite serious in their nature.

Fresh air, clean habits, pleasurable exercises, moderation in eating and drink-

ing and ample sleep and personal cleanliness will keep any man fit, no matter how severe his duties and responsibilities. A cheerful temperament comes with such habits and cheerfulness means health, and health spells success.

Here are a few suggestions:

Arise early, giving yourself ample time to dress and relish your breakfast. Eat slowly and thoroughly masticate (chew) your food. Bolting food (swallowing without sufficiently chewing) is disastrous to health and creates indigestion and intestinal disturbances. Among the choice foods are vegetables, buttermilk, fruit, nuts, milk and potatoes. (Nuts should be thoroughly masticated and bananas should be thoroughly ripe. Over-indulgence in sweets is to be avoided.)

Foods to be avoided are sweetbreads, liver, putrefactive cheeses, kidneys and high game.

Avoid over-eating of meats; avoid highly seasoned or spiced foods. Eat sparingly of soups and heavy foods. As we approach middle life, the consumption of meat should be decreased and that of fruit and vegetables increased.

If you use coffee or tobacco, practice moderation. Avoid drinking water from sources that are known to be contaminated and beware of springs or wells close to cess pools, stock pens or stables, especially in limestone soil.

Daily baths are conducive to health. The morning cold plunge, with body friction afterward with a rough towel to tone up the skin circulation, is recommended for those of strong constitution; for the delicate, tepid water can be substituted.

The avoidance of heavy under clothing is to be encouraged. Those engaged exclusively in outdoor work in winter

obviously require heavier underwear than is necessary for those employed indoors. For the latter (those who live in the temperate zone), light or medium weight underwear, supplemented by the overcoat when going out into the winter air, is proper. Colds often result from too freely perspiring indoors by those who wear heavy clothing and chilling quickly on going out into the winter atmosphere.

We can live without everything else longer than fresh air; therefore ventilate your work and sleeping abodes and let in the sunlight (a destroyer of germs) whenever possible. Never sleep in a room with all the windows closed. It were far better to keep all the windows open even in the coldest weather, using sufficient bed clothing to keep the body warm. Sleep in a loose night robe for skin ventilation; do not sleep in clothing that has been worn during the day.

The temperature of living rooms should never be over seventy degrees; sleeping apartments, fifty degrees. Good house plumbing with avoidance of dampness is an absolute essential to health and comfort.

Communicable diseases are caused by germs that spread from one person to another. Therefore, avoid crowds, overcrowded theatres, etc. Sneezing and coughing spread diseases from the sick

to the well by what is termed the "droplet" or "spray" method of infection. It is imperative, therefore (and in some communities it is the law), that persons make use of the handkerchief held before the nose and mouth when sneezing or coughing.

Avoid constipation. There should be daily movement of bowels. Constipation is dangerous because of the absorption into the circulation of definite poisonous products causing headaches and lowered resistance and vitality, frequently resulting in minor, and, occasionally, quite serious ailments. Drink freely of tepid water, when the stomach is empty, especially before breakfast, a glass or two with the meals is permissible, providing the water is not used merely as a vehicle to wash down food which has not been thoroughly masticated; eat bulky food, fruits, fresh vegetables and whole grain cereals (oils and fats should be eaten in moderation). Bread made from wheat flour is constipating, likewise rice boiled with milk.

Abdominal massage, paraffin oil, deep breathing and abdominal and other methods of exercise are useful in overcoming constipation. Good teeth and vigorous jaw muscles are first aids to healthy digestive function.

Waste

By Henry A. McAnarney



WHY drive a nail with two blows of the hammer when one will suffice? That second blow is waste—waste that quickly wears down. It is useless expenditure of vital energy. Every worker in the land is a storehouse of energy. He must safeguard it, protect it, nurture it; not for the sake of doing the task of two workers poorly, but to do well the work of one. The worker who labors diligently every working day, conscientiously performing his duty without injury to himself, without endangering his health, without dissipating his vitality, is a bulwark of the nation.

His very steadfastness is a moral force

in his community; his stamina a constant rebuke to the idler and the shirker.

Idleness is waste.

Shirking is waste, multiplied tenfold. These are times when the idler or the shirker is not wanted; these are days when every worker must carry his full share of responsibility, when each blow of the hammer must be made to count, when everyone must conserve his strength, bank his energy.

He must hold his reserve force in readiness to enter the line.

That may be the essential element needed to win the war.

Former Engineer Gets Croix de Guerre for Bravery on French Battlefields

For exceptional bravery, Lieutenant Jesse Gover, formerly of the Baltimore and Ohio Railroad Engineering Department, has been awarded the Croix de Guerre by the French. Lieutenant Gover, who before he was commissioned served with the Staten Island Rapid Transit Railway for six years, was one of the most popular men in his department and he was widely known in Baltimore, where he was employed with the engineering forces for five years before he was assigned to the New York line.

It was in the engagement around Soissons in July that Lieutenant Gover earned his medal for bravery and his announcement of this signal honor was contained in a letter he sent to his aunts, who live in Baltimore. His letter containing the news, written September 1, reads as follows:

"I took part in the offensive of July 15 near Soissons. Our division started the ball rolling. Got a Croix de Guerre out of it, with an army citation which entitles me to wear a palm leaf on the ribbon. If I get bumped this time I'll try to arrange to have it sent home. Am back at a so-called 'rest' camp here, where I've worked harder than I ever have before in my life; but we all expect to go in again soon. I was slated to go home today, where they promote us to captains and give us the job of training new regiments, but this morning an order suspending the original order came—must be going to pull something big and so need all their experienced officers. Here's hoping. If I pull through all right, will write.

"JESSE."

Lieutenant Gover when he took up his work on the Staten Island line joined the New York National Guard cavalry. He served on the Mexican border and when war was declared by the United States against Germany he went to Plattsburg training camp and in August, 1917, he was commissioned a lieutenant. Within a few weeks he was sent to France. After a lapse of several months, one of his aunts in

Baltimore received a most interesting letter from him dated June 21, 1918. It reads as follows:

A DUG-OUT—SOMEWHERE IN FRANCE,
June 21, 1918.

Dear Aunt Miriam—I believe in my last letter I bewailed the role which our outfit had been given in the scheme of things as one sadly lacking in excitement. This criticism can hardly be made now with justice—in fact, most of us have had enough excitement to last us for several months.

About the day after I wrote you last an order came to me in the charming little town where I was quartered with a saw mill detachment, directing me to join the regiment at once, so I said good-bye to madame, the petite stationer, and to Marguerite, who brought me delicious snails and red wine, and a delicious cheese at the little cafe on the corner, frequented by French officers, and who would coax me for cigarettes, which she gave to her lover—a young sous-lieutenant. The next day we were loaded on motor trucks and sent west from the Toul section.

We hiked seventeen miles one day, with full packs, and with nothing but water in our



LIEUTENANT JESSE GOVER

stomachs. We halted late that afternoon in a meadow, and a truck-load of rations at last appeared on the scene. Every man was given bacon and bread and coffee and told to cook his own mess. I had just prepared a nice, savory meal of broiled bacon and coffee when the orders came to move. Most of us left our food untasted and set out again. We deployed into combat groups and moved across country, until we came to a dump of tools and engineering material. Here the men took tools and we were told that we were near the firing line and would be attached, in small detachments, to infantry companies.

It was about two o'clock in the morning when I finally found the company to which I was attached. I had lost ten men from pure exhaustion—they all got back eventually. We dropped in our tracks and slept on the ground. The next morning we cooked the reserve rations that every soldier carries in his pack and that are only supposed to be used in an emergency, and I sent out a foraging detail that looted the neighboring farmhouses, the inhabitants of which were all refugees, and they came back with cooking utensils, a calf, a pig, potatoes and poultry.

It developed that we were not on the firing line, but attached to the support, the firing line being held by the French, some fifteen hundred feet distant. The very next morning the boche attacked and thoroughly shelled the whole area, including supports and reserves. I formed my platoons to act as infantry and put myself under the orders of the infantry captain. The French and our marines, however, broke down the attack and nothing happened to us, except that I was struck a glancing blow by a piece of shrapnel, which tore my coat and made a slight skin wound. The rest of the week we spent working at night on trenches, barbed wire entanglements and machine gun emplacements. It was my very first attempt at field fortification, and I found it quite interesting.

Toward the end of the week it was reported that the French would evacuate the first line and that the Americans, attacking along the whole sector, would push the first line some five or ten kilometers ahead. Engineer detachments were ordered to assemble at a rendezvous, and our battalion set out one dark night on a cross-country march for our left. As we neared the old firing line we found ourselves heavily shelled, and the whole outfit was formed in single file, with large intervals between the men, to reduce casualties.

Soon we set out again. The shelling was still intense, and we were moving in the direction of the flash of the German guns. We were beginning to have casualties, and the men were nervous and inclined to funk a little. The sergeants lacked confidence in me, for which I could hardly blame them, as I didn't know where I was going myself. I was on the point of turning back when I heard the rattle of a cart behind us and waited for it to come up. The cart was in charge of a sergeant and escort, who were mounted. They said that there was a town about two miles ahead; that the marines

had just taken it, and that they were taking rations there, and there were some engineers there too. I pushed ahead. Dawn was starting to break, and the boches were playing hell with gas and high explosive shells and shrapnel.

We reached the town at last and I got the men in houses and cellars as soon as possible and had the sergeants check them up. As nearly as we could ascertain, we had four killed, eight wounded and some four or five unaccounted for out of about sixty men. The major sent back word for me to report to the commander of "A" company, which I did. The marines had dumped a pile of bread and "tin-willy" on the street, so I was able to get something for the men to eat. I spent the afternoon smoking cigarettes with a marine officer.

About 4 o'clock, the major dropped in and told me to join the company. He said they were located in the vicinity when my runner had found him; that they were on the first hill to the right, and for me to take up a position on their left, but be careful, because there were also some boches on the first hill to the right.

At dusk I pulled out. I detailed my senior sergeant as an advance guard, and gave him three rifles; he was to fix his march on that of the main body. There was some delay in getting the men all in the ravine, and, through a misunderstanding, the sergeant went off with half the platoon, without waiting for the other half. I took the remainder of the men and pushed up the ravine. By that time it was pitch dark, and the gully was full of boulders, so that the going was very difficult. We made a correct turn to the left and reached the place where my runner had seen the major. There



was not a soul within sight or hearing, and it was as dark as the shadows of hell. It occurred to me that, if the woods were occupied by both the boches and Americans, one couldn't wander very far without running into an outpost of some sort, so I told the men to wait there, and drawing my automatic with a flourish, climbed out of the ditch. I thought I heard voices a little farther on, and I followed them, as quietly as possible, and as accurately as my one deaf ear would permit.

They turned out to be Americans, so I crashed toward them boldly. I heard a crisp "Halt," and felt an automatic rammed into my belly, and then, in the purest Bowery accent I ever heard, "What in de 'ell do you want, yah big stiff?" They were sweet words. After that everything was lovely. I got in touch with headquarters, found one of the company runners, and got him to guide us to the company's position. Just at that moment the boche let loose and attacked. The company was on the left, on the reverse side of the hill,

and the boche, luckily for me, attacked our right; but pandemonium was let loose—star shells, rockets, flares were shot off, so that the place was light as day, and the machine guns and rifles worked overtime. They shot the boche up thoroughly that night, and the very next day the marines attacked again, with us as support. They are wonderful soldiers, those marines—the best, I believe, in the world. For pure "guts" they can't be beaten. I have seen them die with a jest and an oath, as casually as they might smoke a cigarette, and I have yet to see a boche who would wait to try out his steel with one.

The boches have it on us in their knowledge of the game, in their scientific organization; but, man to man, I don't believe they could stand up against the marines. Our regiment, by the way, was cited in brigade orders. I wish that my showing had been more creditable.

With love,

JESSE.

C. L. Thomas Dies in Cincinnati



COMPLICATION of diseases brought to an end on October 14 the career of C. L. Thomas, fifty-four years old, traffic manager of the Baltimore and Ohio Railroad, Western Lines, at Christ Hospital, Cincinnati.

Mr. Thomas had been in poor health more than two months, but he remained at his desk until compelled to go to the hospital. He had lived at the Hotel Gibson since last May.

Besides his duties as traffic manager of the road, Mr. Thomas was chairman of the Cincinnati District Freight Traffic Committee, operated under supervision of the United States Railroad Administration. Widely known and respected by the railroad fraternity, the death of Mr. Thomas was a great shock in Cincinnati and all over the country. A genial, kindly man, but a strict disciplinarian, he was beloved by his subordinates. He formerly was identified with the Erie Railway, and went to Cincinnati as traffic

manager of the Cincinnati, Hamilton and Dayton under former Governor Judson Harmon, when he was appointed receiver of that line.

Mr. Thomas is survived by a son, Charles L. Thomas, Jr., an ensign in the United States Navy, and a daughter, Mrs. A. Gilmore Ouerbacker, Louisville, Ky. Mrs. Ouerbacker was ill from influenza, and unable to attend the funeral.

Mr. Thomas was born May 3, 1864, at Jersey City, N. J. He entered the railway service as bookkeeper and assistant paymaster of the Construction Department of the Chicago and Atlantic Railway in 1881. In 1887 he was local agent for the same road at Decatur, Ill. He was promoted steadily until, in 1911, he became general traffic manager of the Cincinnati, Hamilton and Dayton Railroad. Since June, 1918, Mr. Thomas had held the position of traffic manager of the Baltimore and Ohio Railroad, Western Lines.

Thrift Stamps Are Safety First
Against Huns and Hunger

Spanish "Flu" is a Life-Saver
Compared With Carelessness



Home Dressmaker's Corner

Courtesy "Pictorial Review"



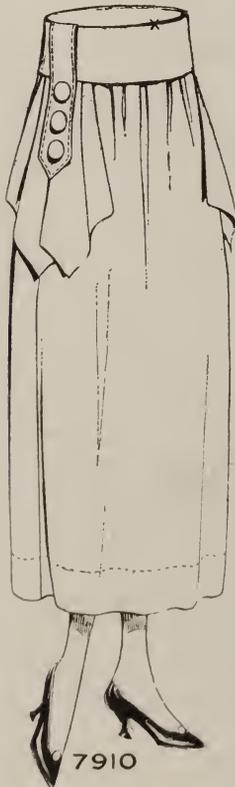
A Two-Piece Gathered Skirt to Supply the Early Autumn Needs of Well-Dressed Women

THE new skirts are necessarily simple, since the models for practical wear are built upon straight lines. The home dressmaker will welcome this two-piece model because it develops quickly and does not require much material. For medium size $3\frac{3}{4}$ yards of 36-inch material will be suffi-

of the absence of many seams. First fold the material evenly in half. Along the lengthwise fold place the back and front gores of the skirt. To the right of the front gore, continuing along the lengthwise fold, place the belt sections, "C" and "D." The plaited section of the pocket "G" has the large "O" perforations resting on a lengthwise thread, which arrangement also rules in the cutting of the pockets and strap.

Now, to make the skirt, take the gores and join them as notched, leaving the side seam free above the lower large "O" perforation in front gore. Finish the edges above the perforation for a placket and gather upper edge of skirt between "T" perforations.

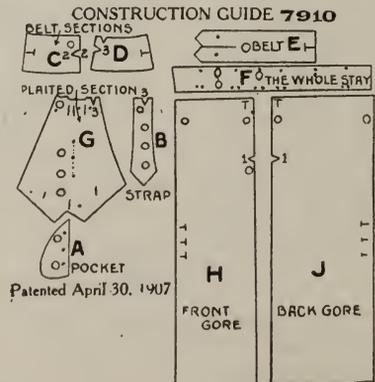
Next, take up the darts, bringing small "o" perforations at lower edge together, and stitch, graduating the stitching into nothing at the single small "o" perforations. Adjust to position underneath the skirt with two large "O" perforations in the stay at centerfront and double small "oo" perforations at centerback. Bring single large "O" perforations in stay to right side seam of skirt and close stay at left side

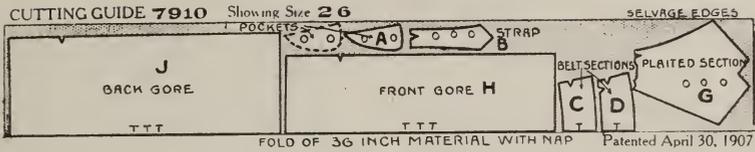


7910

cient. If broadcloth or the wider fabrics be used, $2\frac{3}{4}$ yards 54 inches wide will be sufficient.

The cutting is a very simple matter because





seam. Stitch upper edges of skirt and stay together.

Then, take the belt and join the two sections on right side as notched, finishing the left side edges for closing. Form plaits in plaited section, creasing on slot perforations, bringing folded edges to corresponding small "o" perforations and press. Adjust one pocket section on the plaited section matching small "o" perforations. Stitch $\frac{1}{8}$ inch each side of the line of perforations and then slash along the perforations. Draw the pocket through the slash

to the inside and press. Adjust another pocket section to position underneath with corresponding edges even. Arrange plaited section underneath belt and stitch upper edges together, matching notches and large "O" perforations. Sew strap to upper edge of belt, with notches and large "O" perforations even. Use buttons to complete the decorative scheme.

Pictorial Review SKIRT No. 7910. Sixes, 24 to 34 inches waist. Price 20 cents.

Pictorial Review patterns on sale by local agents.



The Needleworker's Corner

A Border, with Insertion, for Bed Linens and a Buffet or Dresser Scarf in Floral Design

By Kathryn Mutterer

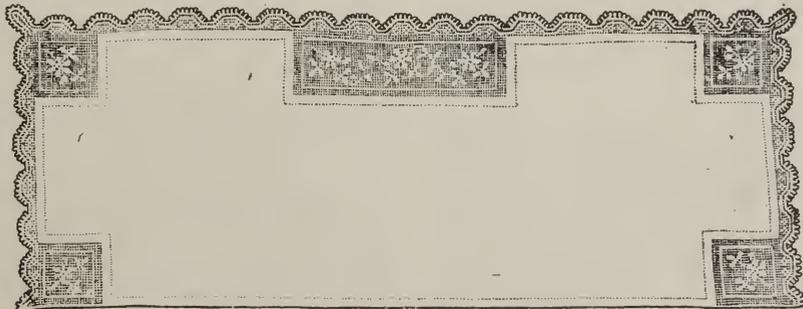
Courtesy of "Pictorial Review."

WITH the growing interest in filet crochet there comes almost weekly new designs to interest the needleworker. The new motifs suitable for household linens are especially varied and attractive this season. Many women who have before found it impossible to work from printed directions find that they can copy the filet crochet patterns by simply looking at the illustrations, so that artists

are making it a point to simplify their designs as much as possible.

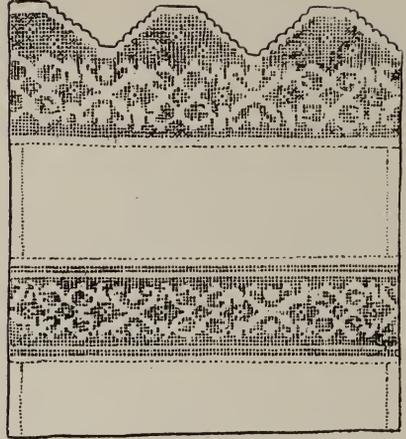
The ground work or foundation of all filet patterns is the same, be they wide or narrow, fine or coarse, and by simply counting the number of squares or spaces it is an easy matter to follow any pattern with the aid of a reasonably clear illustration.

An unusually attractive scarf is pictured here,



which may be used for a dresser or buffet. To make the filet motifs and border requires two balls of white crochet cotton No. 70. After much experimenting it seems to be the consensus of opinion that cotton thread produces a smoother and altogether more satisfactory piece of work than does linen thread, and being far less likely to kink or knot, one's patience is not so often tried. There are four square motifs for each corner of the scarf, with an oblong one for the center. The border is exceedingly simple as it simply incorporates a part of the flower in the design.

The insertion and border illustrated for the decoration of bed linen, may also be used for towels, runners, scarfs and pillow cases. The design is a conventionalized one, yet exceedingly simple to follow. Since the beauty of filet crochet depends not only upon the attractiveness of the design, but upon the accuracy and neatness of the work, it is quite important that the proper materials and tools be selected. Always see that the thread used corresponds in weight to the material on which the trimming is to be applied. Then, if the right crochet needle is selected and a design that lends itself



to the materials used, there is no reason why your bit of crochet should not be your favorite pick-up work.

Pictorial Review FILET INSERTION AND BORDER IN CONVENTIONAL DESIGN. Working pattern and directions, 10 cents. No. 80. BUFFET SCARF. Working pattern and directions, 10 cents.

Pictorial Review patterns on sale by local agents.

Compose Frocks Assume Greater Prominence Than Ever in Latest Modes

By Maude Hall

THE styles are more than ever the expression of intensified specialization and individualization. Feminine types have not increased in number, but greater emphasis is being placed upon hitherto neglected types. With the emancipation of their sex in other walks of life, many once demure and diffident women are developing personalities which demand special consideration as regards clothes and the little accessories which bespeak individuality. Hence we have the opportunists in dress—women who are neither extremists nor conservatives, but who combine the ultra chic of the former with the enduring practicability of the latter and adapt the two to existing conditions.

As a result of their propaganda, we have the compose frock, which features new combinations, yet wisely confines itself to the needs of women who must make over old dresses into new ones, if a reputation for being well-dressed is to be sustained on an income reduced by war.

Wool jersey and serge are the most democratic of all the stylish fabrics, consorting with almost any material yet invariably command-

ing a high status in the world of dress. Alpaca is an old-fashioned favorite destined to enjoy great vogue. In one of the advance models it is combined with check flannel, the foundation dress being of the flannel. The blouse of alpaca, which closes at the front, has a peplum and the round neck is finished with a turn-over collar of satin. The lone, one-piece sleeves are self-cuffed and suspenders of black velvet are laced through the applied front at the waistline.

Velvets, plain and brocade, are prominent in the dressier styles. A model in raisin color is the origination of a well-known New York dressmaker. The front of the waist extends below the waistline in yoke effect and is sewed to the top of a draped tunic. At the back the panel is caught in with the tunic in slightly draped effect. Finishing the neck is a turn-over collar of white cloth handsomely embroidered in silk soutache braid. Deep cuffs trim the sleeves, corresponding with the collar. These immense collars mounting alluringly about the neck are among the most delectable of the new accessories of dress.

One of the best arguments in favor of crisp autumn days is a novelty velvet which may be worn until late without a wrap, with the addition of furs. It is in one-piece effect, the back having a hanging panel, which is regarded these days as the finishing touch to such designs. The panel is equally as smart worn outside as inside the girdle, which is of plain black velvet, edged with deep silk fringe. The sleeves are in Mandarin effect, a style which is setting a new record for individuality, for the flaring lower edge affords such splendid opportunity for distinctive finishing touches. Nothing is smarter than a band of black velvet for the Mandarin sleeve, but one sees many wonderful models in which braiding, beading and embroidery figure conspicuously.

Tricolettes are fashionable for dressy wear, especially when combined with satin. A de-

sign in taupe features a blouse with one of the new high, deep collars, mounted over an under-dress with accordion plaited skirt and plain satin waist. The sleeves are lined with satin to correspond with the taupe blouse. A black sash holds in the fullness at the waist and is tied loosely at the front with ends hanging almost to the edge of the skirt.

For afternoon wear there are clinging wisps of crepe georgette and satin in delicious shades of rose, blue, iris and pale yellow. Particularly alluring is a model which has the flounces of the skirt of georgette and satin, alternating. The fishu revers broaden into a wide, high collar over the shoulders and at the back, a hem of black grosgrain silk finishing the edge. Silk ribbon is used for the wide girdle, tied in immense bows at the back and also to edge the flounces on the skirt.

What is Business Efficiency?

Some efficiency engineers, like most other experts, are lopsided.

They overlook the vital thing—the human element—and class men with machines.

They fail to differentiate between the animate and the inanimate—between throbbing steel and pulsing life.

In one respect men and machines are alike. You can drive both to a certain point; then something breaks.

But there is no limit to that which may be drawn from men by the proper understanding and treatment of human nature.

Science and system are admirable for machines. But for men, the practice of the Golden Rule is far more certain to develop 100 per cent. efficiency for which we are all striving.

The man who works WITH YOU—who LIKES YOU—who RESPECTS YOU—who wants to please you, will follow your efficiency plans because he WANTS to—not because he MUST.

Real business efficiency resolves itself into a question of humanity—not science; of confidence—not system; of appeal to the heart—not to the head.

The Overnight Bag

For the business woman or, in fact, any woman who travels, there is no gift more acceptable or better appreciated than the "over-

night bag." It is designed particularly for use on business trips entailing an overnight stay and for week-end visits. This handsome, convenient and compact traveling accessory for women is just large enough to hold a nightgown, shirtwaist and a few other small articles. Fifteen toilet necessities made of ivory pyralin are fitted inside the cover. The case is made of high grade fabrikoid, a pyroxylin coated leather substitute of great durability. This material is quite as beautiful as leather; is water, dirt, grease and stain-proof and can be kept immaculate with soap and water. The case is lined with either fabrikoid or cloth of a harmonizing color.





Statement of Pension Feature

Statement of employes who have been honorably retired during the month of September, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Hannigan, Denis	Car Oiler	M. P.	Illinois	27
Pearce, William E.	Blacksmith	M. P.	Baltimore	48
Sewell, Frederick H.	Clerk	Acct.	Baltimore	48
Sinnott, John	Machinist Helper	M. P.	Baltimore	32

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

During the calendar year of 1917, over \$312,000 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, have amounted to \$3,482,080,15.

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
Berthy, William	Engineman	C. T.	Main Stem	Aug. 30, 1918..	32
Powers, Samuel	Carpenter	M. of W.	Baltimore	Aug. 22, 1918..	46
Weise, Silas C.	Engineman	C. T.	Cumberland	Sept. 11, 1918..	28
Monnett, John	Pumper	M. of W.	Main Line	Sept. 10, 1918..	42
Chaney, Richard	Laborer	M. P.	Baltimore	Aug. 25, 1918..	39
Miller, George C.	Car Builder	M. P.	Baltimore	Sept. 29, 1918..	38

Baltimore and Ohio Employes Have Been Furloughed For Military Service:

	During July, 1918	Total to Date
Enlisted	81	1,851
Drafted	489	3,627
Total	570	5,478



CHANGES AND PROMOTIONS

Eastern Lines

Transportation Department

The Car Record Offices of the Western Maryland Railroad, Coal and Coke Railroad and Wheeling Terminal Railroad will be consolidated with the office of Superintendent of Car Service, Baltimore and Ohio Railroad, Baltimore, Md.

Junction cards, mileage or per diem reports, demurrage and correspondence relating thereto for the railroads mentioned, should be addressed to G. F. Malone, superintendent of car service, Baltimore, Md.

All reports of Western Maryland, Coal and Coke and Wheeling Terminal Railroad cars relightweighed and stencilled on foreign roads should also be forwarded to the superintendent of car service.

As the accounts for each road will be handled individually, separate mileage, per diem and demurrage reports should be made.

Connellsville Division

W. E. Boyland has been appointed trainmaster, Connellsville Division, with headquarters at Rockwood, Pa.

M. J. Kerrigan has been appointed trainmaster, Connellsville Division, with headquarters at Connellsville, Pa.

Charleston Division

William C. Barnes, chief clerk to division accountant, Newark Division, has been appointed division accountant, Charleston Division, with headquarters at Gassaway, W. Va.

John Clerke has been appointed captain of police, Charleston Division, with headquarters at Gassaway, W. Va.

Pittsburgh Division

C. R. Burns has been appointed road foreman of engines, Pittsburgh Division, with headquarters at Glenwood, Pa., vice M. C. Thompson, promoted.

J. F. Miller has been appointed trainmaster, Northern District, Pittsburgh Division, with headquarters at Butler, Pa., vice T. W. Barrett, promoted.

M. L. McElhanev has been appointed trainmaster at River District, vice J. J. Smith, transferred.

W. J. Carroll has been appointed trainmaster of the W. & P. District, with headquarters at Glenwood, vice M. L. McElhanev, transferred.

J. E. McAvoy has been appointed road foreman of engines, with headquarters at Foxburg, Pa., vice D. B. Fawcett, transferred.

John A. Fisher and Harry Allen, both popular Glenwood yard conductors, have been appointed assistant trainmasters, with headquarters at Glenwood, Pa.

M. C. Thompson, road foreman of engines at Glenwood, Pa., has been promoted to the position of superintendent locomotives' operation.

T. W. Barrett, trainmaster of the Northern District, has accepted a position in the new accident bureau. Mr. Barrett will make his headquarters at Pittsburgh, Pa.

Western Lines Maintenance of Way

A. H. Freygang has been appointed assistant to engineer maintenance of way, vice H. R. Gibson, promoted.

Traffic Department

Appointments have been announced by C. L. Thomas, traffic manager, as follows:

O. A. Constans, assistant traffic manager, freight, Chicago, Ill.

B. N. Austin, assistant traffic manager, passenger, Chicago, Ill.

S. T. McLaughlin, assistant to traffic manager, Cincinnati, Ohio.

George W. Squiggins, general passenger agent, Cincinnati, Ohio.

O. S. Lewis, general freight agent, Cincinnati, Ohio.

Edward Hart, Jr., assistant general freight agent, St. Louis, Mo.

C. H. Ashar, coal freight agent, Cincinnati, Ohio.

H. W. Gaither was appointed agent at Blocher, Ind., vice E. W. Gaither, transferred, on September 30.

Farewell Dinner In Honor of H. R. Hanlin

On Friday evening, September 6, a very enjoyable farewell banquet was given at St. George, Staten Island, to H. R. Hanlin, superintendent of the New York Terminal Lines, who was transferred to the Connellsville Division. Mr. Hanlin was born in Washington County, Pa., on March 27, 1877. In July, 1893, after his graduation from Curry University, Pittsburgh, he entered the Baltimore and Ohio service as a clerk. In June, 1903, he became assistant trainmaster of the Pittsburgh Division, and later was promoted to trainmaster of the Connellsville Division.

He left the Baltimore and Ohio in 1908 to become general superintendent in charge of operation of the Tonopah & Goldfield Railroad in Nevada, and later entered the service of the

Southern Pacific Railroad. He re-entered Baltimore and Ohio service in March, 1914, as supervisor of transportation, and on June 1, 1914, became general manager of the Dayton & Union Railroad. On February 1, 1916, he was transferred to New York as superintendent of the New York Terminal Lines. During and after the dinner the banqueters were entertained by Messrs. Elder and Mahoney with songs and jokes. Numerous toasts were responded to and a short talk was given by Mr. Hanlin. All regretted to see Mr. Hanlin leave, and he has the good wishes of all employes of the New York Terminal Lines for continued success in his new field. About seventy-five officers and employes attended the farewell banquet.

Germany's American "Ally"

Germany has a powerful "ally" working within the boundaries of the United States. Its operations are very effective. It enters munition plants and causes explosions. It cripples hundreds of factories which are laboring to produce wartime necessities. It waits until the grain in the field is ripe for harvest, and then destroys it over thousands of acres, or else it bides its time until the harvested crops have been stored in elevators and obliterates them by the hundreds of thousands of bushels. It operates in every city and town and in the country districts.

It is unceasing in its activities, working by night as well as by day, and for every hour of the twenty-four. It enters countless homes, bringing devastation and sorrow; and last, but not least, it causes heavy loss of life.

This foe is not an "alien enemy," but comes of good American stock. It is encouraged by millions of people who believe themselves to be patriotic. Without their help, it would soon be overcome; for the name of this great enemy is *Preventable Fire*, and its principal cause is *American carelessness*.

A MESSAGE OF SAFETY

To the Women Employes of the Railroads in War Time



- ¶ Patriotic women have taken the places of thousands of men called to the colors.
- ¶ Thousands of American women have flocked to the color standard of war work in munition factory, bank, office, mill, etc.
- ¶ Many women are engaged in industries involving danger from accidents.
- ¶ They have assumed the responsibilities of men, one of the chief of which, especially in war time, is the duty of "Safety."

Women workers as a rule are more careful than men, but unfamiliarity with new work is a fruitful cause of accident.

Don't jump to the conclusion that you are familiar with the new job before you are. Don't attempt to be too clever. Don't tell your employer that "you know all about it" before you actually do. Ask questions. Learn your job first. Knowledge of your job is your protection against accident.

After you know your job, don't grow careless or take chances. If you do, you will have your lesson in torn fingers, maimed arms, legs, etc. Machines seem to have an almost devilish fondness for getting the careless into trouble.

Cooperate with your fellow employes to insure safety. If you see a fellow worker working in a dangerous position, or handling dangerous machinery carelessly or indiffer-

ently, caution her. If she is the right sort, she will heed your warning. We are all working to win this war, and only can we accomplish victory quickly by the fullest cooperation and united effort from every worker.

Bear "Safety" in mind always, as you work, and regulate your work accordingly. You will do more and better work in the end if you make "Safety" your rule, no matter what your work is.

The women workers of America have the enviable opportunity of proving to the men that "Safety" pays in creating more and better work and in making sound and able workers.

The Work of the Women in this War Will Forge
the United States Tremendously Toward Victory

This Campaign is being Conducted in the interest of Humanity by the Safety and
Welfare Department of the Baltimore and Ohio Railroad

United States Railroad Administration

Orders and Circulars

Chance For Inventors

The United States Railroad Administration, division of operation, issues the following:

WASHINGTON, September 1, 1918.

CIRCULAR No. 18

RULES GOVERNING THE INVESTIGATION AND TESTING OF APPLIANCES OR DEVICES OFFERED FOR USE ON LOCOMOTIVES, CARS, ROADWAY, OR TRACK.

The following rules will govern the submission of devices or inventions to the United States Railroad Administration for investigation:

Any person desiring to submit any apparatus or device to the United States Railroad Administration at Washington for the purpose of having it passed upon and investigated should forward complete specifications and detailed drawings, showing fully and clearly the construction, application, and method of operation of said apparatus or device. The drawings should be made of convenient size for handling and filing, and drawings not larger than 8 by 10½ inches are preferred. Larger drawings or prints must be multiples of this size.

The specifications and plan should be accompanied by a statement showing the following:

1. Name of appliance or device.
2. Name and address of proprietor.
3. Number and date of United States patent or patents.
4. Purpose of the appliance or device.
5. Brief statement of how the purpose is carried out.
6. General description.
7. Statement of relation to other appliances or devices.
8. Name of railroad or railroads on which used or tried and length of time in use.
9. Name of town, district, or railroad division where used or tried.
10. Name of railroad officers of whom inquiry may be made.

All plans, specifications, drawings and other descriptions which are furnished for exami-

nation, become a part of the United States Railroad Administration's records and may be retained in its files.

When examination has been completed the papers furnished for such examinations will not be returned; for that reason original patents, tracings, or other papers of that nature, which may be of particular value to inventors or proprietors, should not be furnished; instead, copies of patents, blue prints, or other descriptive papers of which duplicates can be obtained by the proprietor, should be sent. The United States Railroad Administration can furnish no protection of the inventor's or proprietor's rights in any device submitted; therefore, plans should not be submitted until the rights of the inventor or proprietor are fully protected by patent or otherwise.

It is not necessary to submit models of devices. If for any reason it is desired to do so, however, models may be furnished, provided the proprietor pays all transportation charges. After examination models will be returned, if the proprietor so requests, but this will also be done at the proprietor's risk and expense; otherwise models may be destroyed. In every case, however, whether or not models are supplied, complete detailed plans and specifications must be furnished; no report will be based on examination of a model alone.

When complete plans of any appliance or device have been furnished they will be placed under examination; after this examination has been completed the person submitting the device will be informed of the results thereof and the conclusions reached.

Arrangements for tests will not be made until an examination of plans discloses the necessity or desirability of conducting a test under service conditions. In case a test is to be made the apparatus must be furnished, installed, and operated without expense to the Government.

Correspondence regarding matters of this nature which relate to locomotives or cars should be addressed to United States Railroad

Administration, Mr. Frank McManamy, assistant director, division of operation, Washington, D. C., and correspondence relating to appliances in connection with roadway and track should be addressed to United States Railroad Administration, Mr. C. A. Morse, assistant director, division of operation, engineering and maintenance, Washington, D. C.

C. R. GRAY,
Director, Division of Operation.

Named Secret Service Chief

The United States Railroad Administration, division of law, issues the following:

WASHINGTON, September 7, 1918.

CIRCULAR NO. 2

Effective September 18, 1918, William J. Flynn, former chief of the secret service division of the Treasury Department, is appointed chief of the secret service of the United States Railroad Administration in section of claims and property protection, with offices in the Southern Railway Building, Washington, D. C.

JOHN BARTON PAYNE,
General Counsel.

Approved:

W. G. McADOO,
Director General.

Destroying Records' Rules

The United States Railroad Administration, Division of Public Service and Accounting, issues the following:

WASHINGTON, D. C., September 3, 1918.

P. S. & A. CIRCULAR NO. 28

1. The regulations to govern the destruction of records of steam roads, prescribed by the Interstate Commerce Commission, provide for the appointment by the board of directors of each railroad of one, or, where necessities require, two officers to have supervision of the destruction of accounts, records and memoranda.

2. Corporate officers, who, under the Interstate Commerce Commission rules, exercise authority with respect to records relating to operations prior to January 1, 1918, shall be called upon for proper authorization before such records are destroyed.

3. The responsibility under the order for destroying records relating to operations subsequent to December 31, 1917, devolves upon the Federal Manager or the General Manager of each railroad, and one or more officers should be

designated by them to assume general supervision of the destruction of records, etc.

4. The Interstate Commerce Commission should be notified through the Federal or General Manager of the appointments and names of the appointees. The officers who are appointed should be governed by the instructions of the Commission with respect to their duties.

C. A. PROUTY,
Director.

Return of Canadian Cars

The United States Railroad Administration issues the following:

WASHINGTON, August 30, 1918.

BULLETIN CS-45

To Railroads:

Your attention is directed to Car Service Bulletin No. 33, issued July 16, 1918, covering the return of Canadian Government Railway cars in series 248000 to 248999 to the owning road.

These cars are required by that company in order to convert them into heater cars to protect perishable freight this winter.

The results obtained from Bulletin No. 33 are not satisfactory, and all roads are directed to take immediate action and forward cars in this series to the Canadian Government Railway either loaded or empty; also to maintain record check of these cars for period of sixty days to locate and forward such as may be received.

W. C. KENDALL,
Manager Car Service Section.

Wages Free of Garnishee

The United States Railroad Administration issues the following:

WASHINGTON, September 5, 1918.

GENERAL ORDER NO. 43

Whereas proceedings in garnishment, attachment, or like process by which it is sought to subject or attach money or property under Federal control or derived from the operation of carriers under Federal control under the act of Congress of March 21, 1918, are inconsistent with said act, and with the economical and efficient administration of Federal control thereunder; and

Whereas such proceedings are frequently commenced, particularly for the garnishment, or attachment of amounts payable, or claimed to be payable, as wages or salaries of employees,

which practice is prejudicial to the interests of the Railroad Administration in the operation of the lines and systems of transportation under Federal control, and is not necessary for the protection of the rights or the just interests of employes or others; and

Whereas if any rules or regulations become necessary to require employes to provide for their just debts, the same will be issued hereafter;

It is therefore ordered, that no moneys or other property under Federal control or derived from the operation of carriers while under Federal control shall be subject to garnishment, attachment, or like process in the hands of such carriers, or any of them, or in the hands of any employe or officer of the United States Railroad Administration.

W. G. McADOO,

Director General of Railroads.

Railroad Appointment

U. S. RAILROAD ADMINISTRATION

DIVISION OF OPERATION

WASHINGTON, September 1, 1918.

CIRCULAR No. 17

Effective this date, Charles A. Morse is appointed assistant director, division of operation, in charge of engineering and maintenance.

C. R. GRAY,

Director, Division of Operation.

Ruling on Passes

The United States Railroad Administration issues the following:

CIRCULAR No. 19 (Effective January 1, 1919)

ANNUAL AND TIME PASSES

1. The issuance of annual and time passes will be confined to the offices of the Director General, directors of operation, the several Federal managers, the general manager on lines where there is no Federal manager, and the Federal manager Pullman car lines.

2. Annual and time passes issued over the facsimile signature of the Federal managers (or general managers on lines where there is no Federal manager) and countersigned by the person indicated thereon will be limited to—

(a) For, or on account of, their own officers and employes who do not require annual or time transportation on lines beyond their jurisdiction.

(b) For, or on account of such officers and employes of the corporation as may be specifically authorized by the Director General.

(c) To officers and employes of the American Railway Express Co., whose duties are confined solely to lines under their jurisdiction.

3. Annual and time sleeping or parlor car passes will be issued by the Federal manager Pullman car lines to officers and employes under his jurisdiction.

4. All annual and time passes not included in paragraphs 2 and 3 will be issued only by the Director General or director of operation.

5. Annual passes bearing the personal signature of the Director General will be good on all lines under Federal control, on all trains, and for seats in railroad-operated parlor or chair cars.

6. Annual and time passes bearing the facsimile signature of the Director General will be issued by the director of operation, and will be good on all lines under Federal control or within the territory or over the lines specified thereon, and will bear express limitation as to certain trains upon which the pass will not be honored. Such passes will bear the countersignature of C. R. Gray, director; W. T. Tyler, senior assistant director; or J. H. Keefe, assistant director.

7. Annual and time sleeping or parlor car passes, other than for officers and employes of the Pullman car lines, and annual and time steamship passes, bearing the facsimile signature of the Director General, will be issued by the director of operation with the same countersignature as provided in preceding paragraph.

8. Federal managers, and general managers on lines where there is no Federal manager, will forward to the director of operation, on or before November 1, a list of annual or time passes (including sleeping car or steamship passes) required for officers or employes over lines other than those under their control, indicating the lines or territory over which the passes are desired.

TRIP PASSES

9. Trip passes will be issued over the facsimile signature of the Director General or of the Federal managers (or of general managers on lines where there is no Federal manager) and the Federal manager of Pullman car lines, and will be countersigned by the person indicated thereon. Trip passes issued by the Federal and general managers and Federal manager Pullman car lines will be limited to the lines under their respective jurisdiction.

10. Trip passes bearing the facsimile signature of the Director General, with countersignature of person indicated thereon, will be issued by the director of operation, regional and district directors. Such trip passes will be honored for transportation over the lines indicated thereon.

11. Federal managers, and general managers on lines where there is no Federal manager, and the Federal manager of Pullman car lines desiring trip passes for, or on account of, their officers or employes over other lines under

Federal control, will make request for same to the Federal or general manager of such railroad in the same manner that exchange trip passes have heretofore been handled.

GENERAL

12. Passes will not be issued which include

the privilege of free meals in dining cars, at restaurants, or on steamships.

13. The current regulations of the Interstate Commerce Commission covering the issuance and record of passes must be observed.

C. R. GRAY,

Director, Division of Operation.

Encomiums From Many Parts of World

(Continued from page 18)

J. G. Cross, agent, Washington Southern Railway Company, Potomac Yard, Va.: "The EMPLOYEES MAGAZINE is read with great interest and passed to our various employes during the month for their perusal."

Always Appreciated It

T. H. Carrow, supervisor of safety, Pennsylvania Railroad, Philadelphia, Pa.: "I have always enjoyed and appreciated the Baltimore and Ohio EMPLOYEES MAGAZINE."

J. W. Cobey, traffic manager, the National Cash Register Company, Dayton, Ohio: "We have been receiving the EMPLOYEES MAGAZINE for some time, and the men in this department find many items of interest therein and a great deal of pleasure in reading it."

P. H. Conniff, assistant superintendent of motive power and machinery, Florida East Coast Railway Company, St. Augustine, Florida: "The EMPLOYEES MAGAZINE has been of considerable value to me."

C. L. Close, manager, United States Steel Corporation, New York: "We would indeed be very much disappointed if we were not to receive your monthly EMPLOYEES MAGAZINE."

James R. Caton, attorney, Alexandria, Va.: "I have received regularly your EMPLOYEES MAGAZINE and take great pleasure in reading it."

J. W. Burrows, Terminal Railroad Association of St. Louis, Mo.: "I beg to say that I value your EMPLOYEES MAGAZINE very highly, and have been passing it around to such employes as I could and all enjoy it, and would regret losing same."

W. W. Boyce, House of Commons, Ottawa, Canada: "I derive much pleasure from reading it."

John F. Moore, *Railroad Association Magazine*, New York, N. Y.: "I am always interested in reading the EMPLOYEES MAGAZINE."

T. E. Rouser, editor, the Kansas City Railway Company, Kansas City, Mo.: "The EMPLOYEES MAGAZINE is always a welcome visitor in my office. It always contains good matter and good ideas."

D. A. Donovan, the B. F. Goodrich Rubber Company, Akron, Ohio: "Your EMPLOYEES MAGAZINE is mighty good in every way and we certainly do not want to be left off the mailing list."

C. H. Blakemore, chairman Safety Commission, Norfolk and Western Railway, Roanoke, Virginia: "I have found the Baltimore and Ohio EMPLOYEES MAGAZINE extremely interesting."

John Y. Callahan, general passenger agent, the New York, Chicago & St. Louis Railroad Company, Cleveland, Ohio: "It has given us much pleasure to read it, in addition to furnishing us the opportunity for reproducing articles in our *Service News*."

A. M. Cleland, general passenger agent, Northern Pacific Railway, St. Paul, Minn.: "I have enjoyed very much the copies of the EMPLOYEES MAGAZINE that have come to me."

S. F. Fraser, general secretary, Douglas, Arizona: "The railroad men down in this far-off country like to look it over."

George D. Hunter, general passenger agent, the Texas and Pacific Railway, Dallas, Texas: "Many articles published therein have been helpful to us."

Isaiah Hale, commissioner of safety, the Atchison, Topeka and Sante Fe Railway System, Topeka, Kansas: "In the past I have read your EMPLOYEES MAGAZINE with a great deal of pleasure and profit."

He Reads Every Copy

H. A. Stankewitz, the Wheeling and Lake Erie Railway Company, Brewster: "I have received your publication monthly and have read each and every copy with a great deal of interest."

J. R. Welch, superintendent, Minneapolis and Iowa Division, St. James, Minn.: "Have found a number of things in the conduct of the Baltimore and Ohio Safety First Movement that have aided me considerably in conducting matter on my own division."

A. M. Junguam, associate editor, *Popular Science Monthly*, New York, N. Y.: "We have frequently found material of value in it."

I. U. Kershner, editor, the Mutual Beneficial Association, Philadelphia, Pa.: "We have read with much pleasure the Baltimore and Ohio EMPLOYEES MAGAZINE."

J. C. Gothwaite, claim bureau examiner, American Railway Express Company, Chicago, Ill.: "I enjoy it immensely."

H. P. Daugherty, assistant grand chief, Brotherhood of Locomotive Engineers, Cleveland, Ohio: "Will state that I have been receiving the EMPLOYEES MAGAZINE and appreciate it very much."

Edward R. Stewart, safety first demonstrator the Pennsylvania Railroad Company, Pittsburgh, Pa.: "Much pleasure and information is derived therefrom."

Irvin L. Piel, advertising manager, Northern Pacific Railway, St. Paul, Minn.: "The EMPLOYEES MAGAZINE is read with a great deal of interest each month."

E. F. McDade, acting editor, Canadian Government Railways *Employees Magazine*, Moncton, N. B.: "I have pleasure in stating that this office has always enjoyed reading the Baltimore and Ohio EMPLOYEES MAGAZINE."

Harry Oldham, manager, the Sidney *Daily Journal*, Sidney, Ohio: "Have enjoyed your EMPLOYEES MAGAZINE and found it of value."

J. S. Medairy, superintendent, American Railway Express Company, Baltimore, Md.: "It is very interesting and instructive."

C. K. Lassiter, American Locomotive Company, New York, N. Y.: "We are very much interested in the copies of your EMPLOYEES MAGAZINE, which reach us regularly."

W. L. Cooney, National Union Coal Mining Company, Baltimore, Md.: "I have been reading the EMPLOYEES MAGAZINE and have always found it bright and entertaining."

George W. Bahlke, superintendent, Metropolitan Life Insurance Company, Baltimore, Md.: "I certainly find it a very helpful and inspiring publication."

G. S. Hamill, Law Department, Oakland, Md.: "I have always taken a great deal of interest and enjoyment in the reading of the EMPLOYEES MAGAZINE and I am sure that it has been of value to me."

D. H. Amsbary, district manager, Dearborn Chemical Company, Pittsburgh, Pa.: "We wish to say we have always appreciated the EMPLOYEES MAGAZINE very much."

G. B. Harley, special agent, Pennsylvania Railroad, Philadelphia, Pa.: "The information contained in your publication is always of interest and often valuable to us."

Edward S. King, chairman, freight traffic committee, North Atlantic Ports, Baltimore, Md.: "I find the EMPLOYEES MAGAZINE of great interest and would be disappointed if same did not reach me promptly."

Does Not Want to Miss It

Luke Grant, editor the North Shore *Bulletin*, Chicago, Illinois: "Your EMPLOYEES MAGAZINE is one which I do not wish to miss if I can help it."

E. N. Jenckes, Jr., the Springfield *Republican*, Springfield, Mass.: "I frequently find in it some matter that is useful to me in making comment on railroad transportation."

J. B. Allen, Sears, Roebuck and Company, Chicago, Ill.: "We found them interesting and valuable."

R. J. Campbell, Company counsel, Kane, Pennsylvania: "I have been receiving the EMPLOYEES MAGAZINE and have always prized it."

H. E. Cartwright, auditor, of disbursements, American Railway Express Company, New York, N. Y.: "We have found your EMPLOYEES MAGAZINE very interesting and valuable. After it has been read in my office it is passed to the Employees' Library."

J. C. Harraman, claim agent, American Railway Express Company, San Francisco, Cal.: "I have received your publication for several years and enjoy the reading of it very much. When I am through with it I turn it over to Mr. James Dobbie, a crossing watchman for the Southern Pacific Company at Burlingame, who in the early days was in the employ of the Baltimore and Ohio as a locomotive engineer. Therefore this EMPLOYEES MAGAZINE serves a double purpose."

Martin Ullman, managing director, Gotham Studios, Inc., New York, N. Y.: "We are greatly interested in this publication."

John Hart, *London-Opinion*, London, England: "I read the Baltimore and Ohio EMPLOYEES MAGAZINE with a great deal of pleasure."

D. J. Donovan, chairman, publicity committee, the Traffic Club, Chicago, Ill.: "We always find something of interest in its columns."

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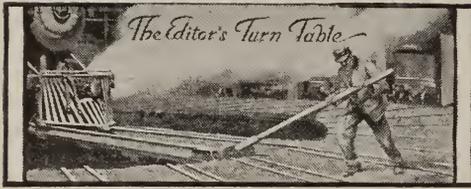
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Baltimore and Ohio Employees Magazine

WILLIAM F. BRADEN, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

Hitting Home

THE Kaiser is reaching out his blood-stained fist and hitting the Baltimore and Ohio Railroad. Each month the pages of the EMPLOYEES MAGAZINE tell of one or two more former employes who have been the victims of Hun bullets. These men left offices, shops and locomotives to don the uniform of the nation.

Their desk seat, their work bench or their seat in the engine cab or caboose had been held open for their return. The railroad furloughed them with the hope that they would some day again take up the duties that they dropped to shoulder a rifle.

But the Potsdam gang wants to cripple industry in this country and they smile fiendishly every time they "get" a railroad man over there. The correspondent of the New York Terminal records the death in France of two very valuable men formerly engaged in the offices in the metropolis.

Twice again has the Kaiser and his gang struck us.

Shall we accept it without a murmur; without hitting back at the curse of the world?

Let's up and at 'em. Let us all hand back wallop for wallop. We can do it by saving coal, which make shells, by buying War Saving Stamps, by subscribing to Liberty Bonds when the Government calls, by keeping every engine and every car in the best repair,

and by working every minute of the time we are on duty.

An Urgent Appeal

ONE hundred and seventy million dollars is a lot of money. But it means less than a dollar a week for each of our boys in the Army and Navy, and certainly no man in America will say that a dollar a week is too much for cheer and entertainment—at least not if one of the fighters is *his* boy. The seven great agencies which provide this cheer and entertainment—the Young Men's Christian Association, the Young Women's Christian Association, the National Catholic War Council (Knights of Columbus), the Jewish Welfare Board, the War Community Service, the American Library Association and the Salvation Army—must have the money to carry on their work. The campaign to raise the fund of \$170,000,000 opens November 11 and ends November 18.

More than 15,000 uniformed workers for these seven agencies must be provided for. About 3,600 separate buildings in the United States and abroad must be maintained. Eight hundred and forty-two libraries and 1,547 branches must be kept open for the distribution of the 3,600,000 books and 5,000,000 periodicals that are given to the soldiers and sailors for their amusement. Each month about 125,000,000 sheets of letter paper must be provided that the soldiers can write home. About \$500,000 a month is tied up in postage stamps. Millions of packages of chewing gum, nearly a billion packages of cigarettes, thousands upon thousands of chocolate blocks and other candy are a few of the good things provided for men in service by these seven agencies of mercy.

Besides these things, the agencies look after the athletic enjoyment of the men and also provide motion picture shows and theatrical entertainments.

In short, wherever you find a soldier or sailor you find also evidence of the loving care of the folks back home, expressed through the medium of one of these seven affiliated and cooperative organizations. They go with the boys

“every step of the way.” But money is needed to pave the way to Berlin with good cheer.

Their Job and Ours

MORE cogent than ever are the recent words of Director General of Railroads William G. McAdoo:

America's safety, America's ideals, America's rights, are at stake. We can win and save the world from despotism and bondage only if we pull together.

We cannot pull apart without ditching the train.

Now, more than ever before in the history of railroading in this country, is it necessary to “pull together.” Great obstacles have faced those who keep the wheels of transportation on the steel rails turning. The first military draft took many of the best men. Those who were left attacked the problems that arose with almost superhuman energy and determination.

Only recently came the epidemic of influenza. Here was another trial for the railroad men of the country. Many who were expending every ounce of energy they possessed to fill the gaps caused by the military call were stricken. Some still are on the sick list as this is written. The ranks have been depleted.

Mr. McAdoo's words are more applicable now than when they were first uttered. The boys “Over There” have their hands stretched forth in supplication that we send them what they need to insure “America's safety, America's ideals, America's rights.” Let us all, in the name of Liberty, do what we can to fill up the gaps in our ranks “Over Here.” When a soldier drops out “Over There” another steps into his place and the battle for safety of the world goes on. Are these heroes of No Man's Land not worthy of imitating?

Angels of Mercy

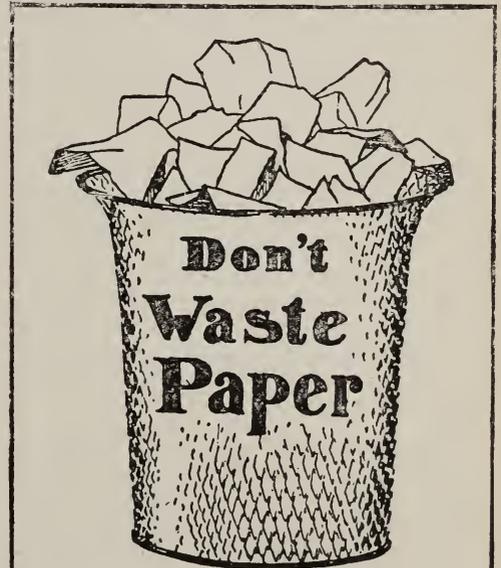
NO D. S. O. medals will glitter from their bosoms; their praises will not be sung by the world at large, yet the Recording Angel cannot fail to spread out in golden words the deeds of those brave physicians, nurses

and just plain volunteers who are battling against the epidemic of Spanish influenza on the Baltimore and Ohio Railroad.

At Cumberland, for instance, where the hospital train is doing a Herculean task in eradicating the epidemic, men and women have endangered their health by going amongst those stricken and giving them the helpful hand. Many a life has been snatched from the Grim Reaper and the last moments of others have been made as comfortable as possible.

Without thought of personal risk, these workers have faced dangers nearly as great as the men who are fighting for the nation on the battlefields of France. Four have been stricken down. They are battling gallantly for life, so that they may again take up the sword against death and conquer.

It is an inspiring sight to see the energy, loyalty, fearlessness of those who are preserving precious lives that the transportation system of the country might be kept intact.



A pound of paper saved saves three pounds of coal. Save waste paper but don't waste paper.

War Industries Board



Safety First Roll of Honor

Newark Division

On August 1 Engineer M. E. Arnold and Fireman John Hayden, while handling passenger train on Eastern Ohio Branch, discovered bridge 301 on fire and observed this in sufficient time to enable them to stop the train, which probably avoided a serious accident. They have been commended.

On October 4 Track Foreman Issac Lewis observed mark on rail in the vicinity of New Haven after freight train No. 80 had passed, the mark indicating broken flange on some car in that train. Mr. Lewis notified the operator at New Haven, who called the operator at Plymouth, who stopped the train. A car was found with twelve inches of flange missing and it was set out of train. Foreman Lewis has been commended.

On the night of October 4 while walking along tracks in the north end of Newark, Operator B. F. Robinette observed a piece of flange twelve inches in length lying beside rail. He notified operator at the next office, with the result that a train that had recently passed was stopped and an examination developed that flange had been broken from car wheel in the train. The car was set out. Operator Robinette has been commended.

On the night of September 13 the fireman of train No. 35 injured his hand and was unable to fire his engine. Passenger Brakeman J. W. Plumb volunteered to relieve the fireman and fire the engine from Barnesville to Cambridge, avoiding serious delay to train No. 35. Brakeman Plumb has been commended.

Connellsville Division

On September 2, while deadheading from Smithfield to Connellsville, Engineer J. H. Mills discovered box car with piece of lumber

extending out across the track. He had this lumber removed, thus preventing injury to employees. He was commended by Superintendent Hanlin.

On August 10 Fireman W. K. Abraham, while on his way home, discovered on York Run Branch a place where the heavy rain had washed out the filling from under the rails and ties for distance of about a rail length. Mr. Abraham telephoned to yardmaster at S. & M. Junction and then returned to York Run Junction and flagged engine 2673. His prompt action in this case has been commended.

H. J. Evans, first trick operator, Williams Tower, has been commended for noticing on engine 7139 a broken flange. He had the train side-tracked.

New Castle Division

On August 10 Engineer Willard, of helper engine, Akron Junction, while returning to BD Tower after assisting an eastbound train discovered a broken rail on track east of BD Tower. Officials were notified and track repaired. Engineer Willard has been commended.

On August 23, while extra 4189 was stopping at Akron Junction, Conductor Myers found a defective car, which he had set off on a side track. Engineer Byerly of extra 2733, also noticed the car and notified the operator at BD Tower. Both have been commended.

On September 3 Engineer R. J. Peterson discovered a broken rail in westward track east of Lowellville. He made a report and track was repaired before No. 13 arrived. Mr. Peterson has been commended by his superintendent.

On September 15, while extra 4271 was passing Erie roundhouse, Fireman M. Lewis discovered a piece of steel falling from one of the cars. He reported it to the operator, who had train stopped and the load adjusted.

Chicago Division

Brakeman F. J. Jones, extra east engine 2285, September 1, while inspecting train at Wellsboro, Ind., discovered broken flange on car, which was set off at Wellsboro. He has been commended.

On September 8 Conductor William Saager observed broken flange on car in train pulling into yards at Willard from the New Castle Division. He promptly reported same and car was set off for repairs.

On August 5, while train No. 97 was passing Hamler telegraph office, Operator F. A. Rickard observed piece of pipe about to fall off car. He reported this dangerous condition so load could be adjusted before accident occurred.

On August 26 Operator F. B. Magill, Holgate, Ohio, observed defective equipment on car in train No. 94 while passing his office. He made prompt report of dangerous condition, which was corrected. He was commended.

On September 4, when a train overran home signal at Walkerton, Operator M. A. Slyger relieved the dangerous situation by relining all tracks, eliminating possibility of accident. For his good judgment and quick action he was commended.

On September 1 Fireman Richard Snyder, while working with switch engine in Garrett roundhouse, noticed that packing in one of the trucks of engine 5138, which was being made ready for train No. 6, was afire. He reported the irregularity so that correction could be made before passenger train was delayed. For his interest to reduce delay he was commended.

Brakeman H. E. Brubaker, while working with engine 2283 on August 6, observed bridge east of outlet switch at Milford Junction afire. He extinguished same before any extensive damage occurred. For his efforts in saving property he was commended.

On September 19 Operator W. A. Rinehold, Kimmell, Ind., observed hot box on car in train No. 97. He succeeded in getting train stopped and matter was corrected with minimum delay. He was commended.

Illinois Division

On August 29 fireman on extra east 2545 gave out at Sandoval and Conductor E. Heath fired

engine from that point to Odin to save delay. For his display of interest in keeping his train moving a commendatory notation has been placed on Conductor's Heath's record.

On September 19 as No. 30 was leaving Flora Night Chief Dispatcher Hawthorne, who was at the east water crane, noticed brake beam down tearing up things very badly under a car about the middle of the train and as rider passed him he called to conductor to set the air. The train was stopped and car inspector made repairs. Mr. Hawthorne has been commended for his watchfulness.

The prompt action of Engineer Ira Leffler in flagging C. B. & Q. train No. 70 at Carlyle on September 25 probably averted a serious accident and a commendatory notation has been placed on Mr. Leffler's record.

Toledo Division

While passing Meadow Run, Engineer John Gallivan, on a westbound extra, noticed a defective wheel of engine on train No. 45. He sent a message to the engineer of train No. 45, who examined the wheel and found a bent axle. He has been commended.

E. F. Stenger, first trick operator, Miamisburg, Ohio, on the morning of September 11, discovered defective equipment on second car from caboose, signaled the trainmen, train was stopped and repairs made. Mr. Stenger has been commended for his attention.

George Ballard, brakeman, noticed a car in extra 5046 north, passing through Tippecanoe City, with arch bar in bad condition. The train was stopped and the car set out. Mr. Ballard was commended.

J. W. Schulte first trick operator at Kirkwood, Ohio, discovered a brake beam dragging under a car in extra 4118 south and notified the dispatcher. The train was stopped at Piqua crossing and repairs were made. Mr. Schulte has been commended.

Cleveland Division

W. N. Tressel, shop clerk at Lorain, Ohio, on September 12, noticed defective equipment on a car which was being handled by yard engine in Lorain yard. He stopped train and called attention to defect. He has been commended by the superintendent.

R. E. Page, engineer on engine 4224, while going around curve west of Pauls on September 16, looked back over train and noticed truck frame broken on car. He stopped the train as car partly turned over. He has been commended.

W. E. Butts, conductor in charge of train No. 81, engine 4278, September 10, while at Dover discovered ten inches of flange broken on a car

and immediately had same set out. He has been commended.

W. R. Billingsley, conductor, and E. J. McFarland, brakeman, on train first No. 87, engine 4246, upon arrival at Strasburg found that stoker would not operate, and rather than set off their train they assisted in hand firing the engine to Lorain. They have been commended by the superintendent.

Preserving Precious Lives Easy Through Safety

(Continued from page 10)

"Train wrecks do not cause the great loss of life on American railroads. If there had not been a single train accident, if every machine had worked perfectly, if every employe had performed his work perfectly, nevertheless 497 persons would have been killed and 556 injured on one of the large railroads way back in 1913. They were trespassing on the company's tracks in violation of the law.

May Be Your Own Child

"If you have a child and are told that 35,000 young people in this country have been killed or injured while trespassing on railroad property in the last twenty-four years, will it make you stop and think? If you haven't a child of your own and you are told that in nearly every city, town and village of the country there is some child without an arm or a leg, or a grave of a child in one of its cemeteries—all the price for trespassing on railroad property—will you think that it is any of your business to use your influence to stop that trespassing, or to uphold the hands of the railroads in their efforts to stop it? Under the circumstances, every employe of the Baltimore and Ohio Chicago Terminal Railroad should be willing to do something, even if it is only to use his influence, to protect those who will not protect themselves.

"You might warn just one child of the danger in walking on railroad tracks or bridges; loitering about railroad stations or cars; jumping on or off trains, cars or engines; crawling under, between or over cars; crossing tracks without stopping, looking and listening to see if a train is coming and crawling under gates when they are down, or playing on or around turntables.

"If any of our railroad men are acquainted with school teachers, I suggest they talk to them and have them speak to the children on the general subject of trespassing. The railroad would welcome them as a real ally. Just think of it, *FIFTEEN* trespassers killed a day by American railroads, in violation of the law. The law of average says that fifteen were killed today, fifteen will be killed tomorrow and fifteen the next day and so on from sun rising to sun rising, unless something shall be done to make people more careful.

"SAFETY FIRST stands for: Conservation of human life; elimination of chance takers, who are the makers of cripples, widows and orphans, and for greater safety and regularity. Boost SAFETY FIRST and help wipe out the accident business.

"In looking over some of our accident reports, both old and new, I notice the following class of accidents should be watched very carefully and the postal cards used in each case to avoid a repetition: Loading and unloading rails; obstruction over head; obstruction on side or ground; hand or motor car derailment; cinder or dirt in eye; nail or spike in foot; shaking grates; train parting; riding on pilot of engine; carelessness in getting on and off moving cars; falling off cars or engines while in motion; walking on tracks; going between cars to couple or uncouple cars or hose.

"Remember that it takes less time to prevent an accident than it does to make a report. Every accident is a notice that something may be wrong with the man, plant or methods, and should be immediately investigated by person in charge of work to ascertain cause and apply remedy.

"My duties as claim agent have taken me all over this grand country of ours, also into Canada. It has been my habit, when visiting other cities, to look up the SAFETY FIRST man in charge of other roads to ascertain if their accidents are different than those on our road and I find many cases similar to ours and note the same. For the benefit of our Safety First Committee I will relate and describe a few of them and hope it will benefit not only the road men, but shop and yard men as well with the view in mind that attention of all employes is called to the circumstances surrounding the following accidents in hopes that publicity of the facts will prevent similar accidents occurring.

Cost Him Both Legs

"On a double track road, a flagman of a south-bound train, which had stopped to do switching, was killed. After the engine had made several moves, the train was backed about two car lengths to clear a switch and shortly afterwards the flagman was found under a car with both legs crushed. Instead of going back to flag,

it is supposed that he either leaned up against the caboose or sat down at the rear of the caboose and went to sleep and when the train was backed up he was run over.

"The rule on that road says: 'When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals not less than one-half mile (eighty-eight rail lengths) or as much farther as is necessary to insure full protection and where he can have an unobstructed view of an approaching train at least one-fourth of a mile farther.'

"If a case of that kind happened on the Baltimore and Ohio Chicago Terminal, from a Safety First point of view, I would recommend that every man who fails to observe the rule relative to flagging is a menace to every employe. We all know him and should teach him to flag right or to get out of the service before he kills someone. It may be you.

"A sad and painful accident happened at the shop of another road. A laborer was assisting in saving logs and his hand was caught and crushed by the saw, which was not guarded. The attention of the foreman in charge of this machine had been called to the necessity of putting on a guard, but he neglected to do so.

"Every gearing, belt or part of machine that men are likely to get caught in should, when practicable, be guarded; and when not so protected should be reported, and every dangerous condition, practice or custom should be reported, and every dangerous condition, defective car, engine, machine, careless practice or custom should be reported to some member of the Safety Committee or other proper officer in order that the same may be remedied before, and not after, someone is killed or injured. Safety postal cards are furnished for that purpose.

"I am strong for the postal card system. I am also anxious that every employe should carry a note-book and jot down every unsafe thing he sees and make an immediate report of same. This will help eliminate many accidents.

"On another road I found this condition. A passenger conductor was injured. His train ran by station platform and was backing up. The conductor was standing on the steps of one of the coaches looking down to see if anything was wrong with the brakes, when a trunk projecting from a baggage truck standing on the platform struck him on the head and knocked him from the car. The rule of that company is as follows:

"Freight, baggage, trucks and other articles must not be allowed to stand on the depot platforms where they may cause accidents or inconvenience to passengers or employes. Trucks loaded with baggage and freight should be kept far enough away from the edge of the platform so as to clear a man on the side of cars or on the steps of coaches until the train has come to a stop, and should be moved away before the train starts.'

"On this same road I found that a brakeman on a way freight borrowed a meal ticket from

the fireman and started for the lunch room to get a package of tobacco. Another train was passing through the station, running, the injured man said, at ten or fifteen miles an hour. He climbed between the cars and in jumping off fell and was run over. His right leg and a part of his left foot were amputated.

"A switchman had 'kicked' cars in on track No. 10, and afterwards 'kicked' some cars in on other tracks. Then he rode a car down on the next track to track No. 10. Another switchman, before he threw the switch for the last cut, noticed that the first car was close, measured the distance in the usual way and thought it would clear. But it was too close and the switchman, who was riding on the side of car, was knocked off and killed.

"The rule on that particular railroad requires that cars must be pushed in on siding far enough to clear. Why not do it? If it had been done, this man's life would not have been sacrificed and it would have taken less time to do it than it did to make a report of the accident.

"On our own road a machinist, while repairing an engine, struck the caulking tool with a hammer, when a piece of steel flew off and seriously injured his eye. This company had furnished goggles to prevent just such injuries, but this man failed to use them. Would it not be better to do so when doing work of this kind than to lose your eye? This poor fellow is now a member of the half-blind family. He thought he knew it all! If it were only he who had to suffer, it would be bad enough, but he has a family.

Paid to Work Safely

"A switch foreman on a road entering Chicago, while working on track coupling up empty cars, was killed. As he was attempting to go between moving cars to push over a draw bar, which was off center, other cars were backed up and he was caught and killed. Why not stop going between moving cars and prevent accidents of this kind in the future? The rule prohibits such practice and the company pays us for our time to do the work safely.

"A car repairer was pulling sheathing off a car when he stepped on a nail protruding from a piece of sheathing he had thrown on the ground. My personal injury accident reports show we have had many men injured in this way. Stop it! You may get blood poison and, possibly, lose your limb.

"Fellow committeemen and brother employes, it's awfully easy to get the Safety habit, if you will only make up your mind to tackle it in the right spirit. You may think the claim agent is hard-hearted at times, but I tell you, boys, it's no easy matter for him to visit the family of some switchman and talk over the cause of his sudden death and to have the mother or wife, son or daughter ask him point blank the real cause of his death or to have them say: 'Is it true my boy jumped on the front foot-board of the engine while it was in motion and slipped and fell under?' or 'Did my husband go in between the cars to adjust a

knuckle without notifying the crew?" or "Is it a fact that my brother attempted to kick over the knuckle on that car instead of using the cutting lever and was caught?" and to have the wife of some car inspector ask you: "Is it a fact my husband went in between the cars to couple up the air hose without placing a blue flag or blue light to protect himself and was killed?" When you tell them the facts to hear them say, "If he only had followed the Safety First rules and been careful, he would be alive today to take care of his little family." All these sad affairs can be avoided if every employe, no matter what department he is in, will only get the Safety habit.

"Money will never return the dear ones to you. See what sorrow and suffering has been caused and will continue to be caused if you insist upon being careless.

"To lead all our people to feel as they should towards their country in this war, our Government found it necessary to establish county organizations to every state. These, in turn, have worked zealously to make people loyal. They have commanded the service of the daily press, of the clergy, of forcible speakers from outside, and yet there are slackers. Would you believe it, gentlemen, I have found many slackers among our railroad men toward the Safety movement. I call them slackers because I saw a switchman (at one time a member of this very committee) jump on the front foot-board of an engine coming toward him. Suppose he had slipped? Enough said. I spoke to him about it. He promised never to repeat the act. He was not loyal to Safety or his family. He promised faithfully to be true and loyal in the future.

"Let our committeemen be the daily press, the clergy, and publish and preach Safety to every employe on this railroad of ours. It can do no harm, but may touch the heart of some careless fellow who has a little family who looks for papa every night or morning. Surely the family or the ambulance chasing lawyer representing a deceased switchman cannot allege it was the railroad's fault that he jumped on the foot-board of the moving engine, when the engine was coming toward him. They cannot claim any defect in the track or the engine in a case of this nature.

Some Don'ts for All

"I will be glad to see the day (and in the near future) to have a set of SAFETY rules published in book form and also on the back of every time card on the Baltimore and Ohio Chicago Terminal Railroad with DON'TS as follows:

"Employees must refrain from unsafe practices. Every employe should also caution other employes seen doing unsafe things or deviating from the spirit of these rules and point out to them the risk they are taking of injuring themselves or some other person. Employees are urged to receive such suggestions or criticisms in the spirit in which they are given, which is to secure the greatest possible benefit to all from the Safety First standpoint.

"When you are with one or more persons do not depend upon them for your safety, but look out for yourself.

"When on duty, do not engage in conversation or observe other matters that may be interesting, but which do not pertain to work.

"Do not kick draw-bars or push them over with the hand or foot or try to separate air or steam hose, open knuckles, turn angle cocks or lift pin (when lever does not work) when cars are about to come together or are in motion.

"Do not put your hand between the lock-pin and the end sill or hold cutting lever while making a coupling.

"Do not stand on foot-board between engine and car when coupling or shoving.

"Before coupling up air hose or doing other work between cars of a train, be sure that your position is known and that you are protected against movement from any cause. Look up and down the tracks to see if engines or cars are coming from either end before attempting this work.

"Never go between moving cars or moving engine and cars to do work of any character. If necessary to go between them, they must first be stopped.

"Do not go under engine or car without first knowing that you are fully protected against movement of same.

"When necessary to go under an engine, it must first be hooked up on center, cylinder cocks must be opened, brakes set and blocks placed under one or more of the drivers, and provision made to prevent any other car or engine moving against it.

"If your duties do not require it, never attempt to board or alight from moving cars or engines. When required to do so in performance of work, see that there are no obstructions or openings on the ground to cause you to fall, and that there are no trains approaching on adjacent track. Hand lamps must be used at night.

"Do not stand between the rails to get on the foot-board of an engine as it moves toward you.

"Do not stand or walk upon the tracks except when your duties require it. Face the current of traffic where possible and make frequent observations in the opposite direction. Trains frequently run against the current of traffic.

"Look in both directions before stepping upon or crossing the tracks. Do not attempt to cross tracks immediately ahead of or behind engines or cars.

"Do not walk or pass between cars temporarily uncoupled and standing close together on the same track.

"Do not stand with your back to a train or engine which is passing.

"Do not take refuge from rain or other causes under cars.

"Do not leave draw heads, couplers or other obstructions beside tracks where persons may stumble over them. When train or yardmen cannot remove them, the yardmaster or other proper official must be notified so that other arrangements may be made.

First Look—Then Act

"Before shoving cars into any track, the conductor in charge must ascertain whether or not he can do the work safely.

"Do not leave cars on sidings in yards or on the road so that they will just clear. Leave them well in to clear so that a man on the side of a car or engine or an engineman with his head out of the window will pass safely.

"Do not foul a main line or converging track until the switch is lined for you.

"Before shoving cars that should be coupled together, slack must be taken.

"Test hand brakes before depending upon them.

"When using a stake or push pole to shove cars, stand on the side of the stake opposite the direction in which the car is to be moved so that the stake moves from you instead of toward you. Do not try to shove too many cars with a stake or to use stake where tracks are too far apart.

"When necessary to move cars that are unevenly loaded, use care to avoid overturning them and see that no one is on or about them.

"Do not stand or place any part of body between lading and end of cars loaded with lumber or other freight liable to shift.

"Do not ride on brake rigging, journal boxes, truss-rods or other unsafe footings.

"Do not sit on brake wheel.

"Do not ride close to end of car unless duties require it.

"Do not ride on the top or side of an exceptionally high or large car when possible to ride on an ordinary size car. Face the direction the car is moving unless duties require otherwise.

"Do not lean beyond the line of cab or car without exercising care to avoid being struck.

"Trainmen and others permitted to ride in cabooses are cautioned to brace themselves at all times against a possible shock, resulting from a sudden start or stop.

"When engines or cars are being pulled or lifted by rope, chain or cable, stand far enough

away so that flying parts cannot strike you in case of breakage.

"Do not sit or stand between the cab of an engine and apron or chute of coal dock while coaling an engine.

"Tenders of engines must not be loaded so that coal will roll off.

"Do not let the squirt hose hang out of engine cab.

"Do not start injector when liable to scald some one.

"Trucks on station platforms must be properly secured or locked and with handles hooked up.

"Do not stand within swing of tools in the hands of other workmen, or in front of rivets, nuts or bolts being chiseled off.

"See that gang planks are in good condition and secured, so that they will not slip in trucking over them.

"In conclusion, I hope my plain talk will at least save some life, or the crippling of a fellow employe and cause a better and closer relation between the employer and employe. The old time feeling of 'I'm too old to change my own little system for the new' will not be tolerated. You must keep up with the times or you are a back number. Safety First has come to stay, not only on railroads, but with the public as well. Therefore, I beg of you, gentlemen, to learn what Safety says:

"I am more than a fad, I am the Spirit of Good Health and Sound Body, the friend of All Men.

"I represent an Awakening of the Public Conscience to the Criminality of Carelessness.

"My Friendship costs you Nothing and saves you Much.

"My only enemies are Carelessness and Ignorance.

"My meaning is 'Live and Let Live.'

"Tens of thousands were killed by the railroads alone in the past five years.

"Every minute of the day Someone is struck down in accident.

"Lest you or Your Brother be next to fall, won't you get acquainted with me?"

Why America is at War**World Democracy****Lincoln's Letter**

"Dear Madam—I have been shown in the files of the War Department a statement of the Adjutant General of Massachusetts that you are the mother of five sons who have died gloriously on the field of battle. I feel how weak and fruitless must be any words of mine which should attempt to beguile you from the grief of a loss so overwhelming. But I cannot refrain from tendering to you the consolation that may be found in the thanks of the Republic they died to save. I pray that our Heavenly Father may assuage the anguish of your bereavement and leave you only the

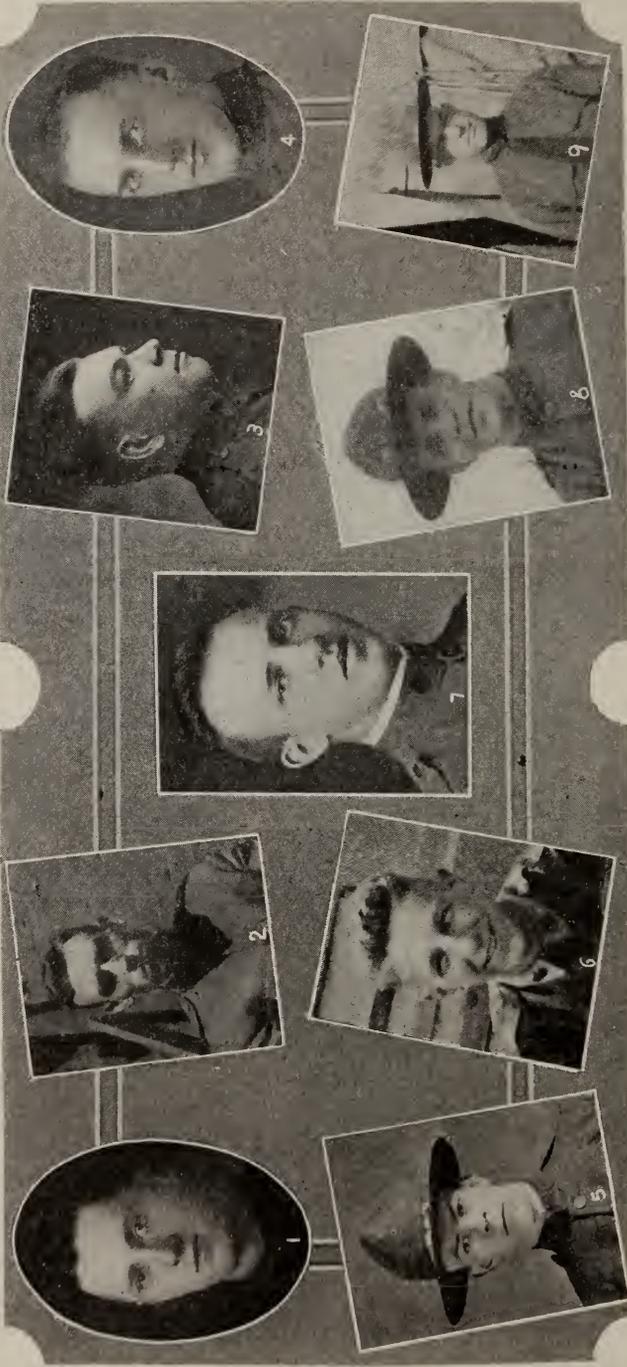
cherished memory of the loved and lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom."

World Autocracy**The Kaiser's Letter**

"His Majesty the Kaiser hears that you have sacrificed nine sons in defense of the Fatherland in the present war. His Majesty is immensely gratified at the fact, and in recognition is pleased to send you his photograph, with frame and autograph signature."

Frau Meter, who received the letter, has now joined the street beggars in Delmenhorsk-Oldenburg, to get a living.

BALTIMORE & OHIO MEN IN U.S. SERVICE



1—PRIVATE E. T. HUNNICUTT, Mail Room, Baltimore. 2—LEUTENANT GEORGE L. KING, Electrical Engineer's Department, Baltimore. 3—CORPORAL LOUIS D. NICHOLS, Cumberland Division. 4—PRIVATE HENRY FUGMAN, Mail Room, Baltimore. 5—PRIVATE F. G. NODOCKER, Staten Island Rapid Transit Railroad. 6—PRIVATE J. W. RUCKEY, JR., Cumberland Division. 7—PRIVATE WILLIAM GLASSER, Baltimore. 8—PRIVATE BERT LOFTUS, Staten Island Rapid Transit Railroad. 9—PRIVATE ORAN E. ARTHUR, Wheeling Division.



From the Boys "Over There"

The following letter is from Private Irving Lathroum of the 117th Trench Mortar Battery to his sister, Miss Rowena M. Lathroum, of the office of auditor of passenger receipts. Mr. Lathroum was formerly employed at Mt. Clare:

Dearest Sister—So many things have happened since my arriving here that I do not know just how to put them in a letter. We arrived here July 6, about 4 a. m., and made our camp in a clump of trees located about seven miles behind the lines. That night the first platoon left for their position, where they were to man six guns. A few days later they were followed by the second platoon, who also had six guns. Our positions were located on a sector which was of vital importance. For six days everything was as quiet as a Sunday on the farm. At 12.05 a. m. of the fifteenth, the Huns' artillery broke loose for the largest drive ever attempted by them. A poor description of the racket would be of about twenty thunder storms cutting loose overhead at once and continuing without interruption for twelve hours, when the Huns realized that on our sector, at least, they were licked. You can realize the great battle put up by our own division and a French division, when I say that the number of divisions the Huns used against these two was seven. They advanced about a mile and a half when we checked them and then counter attacked and threw them back into their own lines where, at the present writing, they still are. Our losses can be counted in the hundreds, while theirs are in the thousands. You can imagine the great spirit of our infantry when I say that they went over the top into battle laughing and singing. One of the prisoners said that his officers told him that they had an easy road to travel to Paris, but as he puts it, "It's the damndest road I ever attempted to travel." For the work of our battery we are given credit for having completely checked the Huns after they had advanced within about 600 yards of our positions and enabled the infantry to make a successful counter attack. We are also given credit for destroying four German tanks and one airplane. We have, I understand, received our second citation, which, if true, will enable us to wear the citation cord, which is a great honor. We lost Pete Cushen and Landrem killed, Bill Gerwig and Fields wounded. The rest of us

came out safely, excepting the loss of our personal equipment, as the only protection that we had from the bombardment was shelter halves.

Having successfully checked the German drive at this point we are again on the road, to what place no one knows.

With love to all,

Private IRVING LATHROUM.

117th Trench Mortar Battery.

Below is the copy of a letter received by Captain A. Bohlen of the tug G. M. Shriver, New York, from Private M. Greenko, who until drafted by Uncle Sam was deckhand on this vessel.

My Dear Captain—Here I am in France four months and so far I haven't had the good fortune of meeting the girl I would like to make my wife. In the States they speak a good deal about the French dolls, but take it from me one American Beauty is worth all the French Dolls in this land. Well, Captain, I certainly am doing my bit and when I am through with my day's work I am ready to lay myself down to rest.

The place where I am is much like country and the scenery is beautiful. We have all kinds of horses and the hard work comes in dodging their heels. However, I am quite careful, for I don't care to go back to the states with the imprint of a horseshoe on me. The weather is very hot in the day time, but at night it is so cold that all the blankets are required. I am wondering what we will do when the winter sets in. Got a letter from Mr. English, marine supervisor, some time ago and I was glad to hear you all are well. How I wish I could be back on the good old boat again!

Captain, if you knew how much I would like to hear from you, you certainly will drop me a few lines. Let me know if you still have the same old crew on the tug G. M. Shriver. As it is getting late and my candle is low, I must close, hoping you and the rest of the boys are well and happy, believe me to be,

Very truly yours,

MIKE.

The following letter was received by Marine Superintendent English, Staten Island, from Private Greenko:

My Dear Mr. English—Your very cheery letter of the 25th of June was handed me at the dinner table and my, oh, my, how much better the eats tasted. You can't imagine what a letter means to one when far away from the good old U. S. A. and when I got yours I had to read it right away before I ate. Well, here I am working hard among the horses and believe me the old American razorbacks are there with the Yankee dash too. They go over the top every night and it's lots of trouble to get them back over the mangers in the morning, nevertheless Mike's arm still retains the strength of Baltimore and Ohio System and never fails.

Believe me, if the boys keep up their great work, there isn't a doubt about getting the Kaiser soon and when I get back I will be proud that I was one of the boys who helped make the world safe that Liberty might live. The weather here has been cold and rainy, although I must say we had a few extremely hot days and the near-beer flowed quite freely. However I don't indulge much in that stuff, for I really believe a better man is made without it. The place where I am now located is much like country and my sleeping quarters are at the Hotel De Barn. Rats are my night companions and it was only yesterday that one made its appearance on my bunk. It, too, showed a little Yankee "pep" by putting up a fight, but was soon buried.

Glad indeed am I to hear that the tug G. M. Shriver is stilled manned by my old friends and I sure will be happy when I am with them again. As it is growing dark and my candle is low, I will close, hoping to have the pleasure of hearing from you again, I am,

Yours truly,
MIKE.

1st Class Private Mike Greenko,
Veterinary Hospital No. 2,
Detachment B, A. E. F., France.

The following letter was received by D. F. Stevens, formerly superintendent of the Newark Division, from Corporal George T. Peart, with Company A, 308th Engineers, who is now serving at the front. Mr. Peart was formerly a brakeman on the Newark Division:

FRANCE, August 25, 1918.

Dear Sir—I take the pleasure to write you to let you know that one of your brakemen here in France is still alive and feeling fine. You told me when I left not to forget and write you, so I will try and tell you a little about France. This part of the country is rolling. You can get on a hill and see for miles. I was back to Chateau Thierry last week and bought some cigars and a can of peaches. And, say, the peaches were fine. We get plenty to eat here; in fact, we get better eats here than in the States. The only thing we miss is fruit and

ice cream. I never did eat candy much in the States, but over here the fellows go wild over chocolate. I have seen several airplane fights. They are interesting. When one falls it is just like a butterfly; they go down like a shot. I saw two Hun planes shot down yesterday. I only hope they get 200 tomorrow. They keep us running into dugouts half of the night and believe me when the Huns come over it is just a few seconds and we are all in our dugouts, for when those 100-pound bombs drop they make a noise and also a hole in the ground. I would rather have the shells than the bombs, as you can almost tell where a shell is going to hit.

You will have to excuse the writing as I am using my mess kit for a writing desk. Well, Mr. Stevens, you should see the railroads over here. The cars are ten-ton capacity. They put me in mind of a coal mine car and when they couple a car they have to screw it together. They seem to have only one whistle for all signals. They are about one hundred years behind in railroading. The towns that the Germans retreated from are just a pile of stones. I came through one town and every house was blown down. The way we have the Huns on the run, it won't be long until we have them on their own soil. I am pretty sure I will be home for Christmas. Tell Mr. Titus and "Cy" Ball I said hello. I remain,

Corporal GEORGE T. PEART.

Company A, 308th Engineers,
A. E. F., via New York.

The following letter, written July 7, was received by L. M. Grice, chief clerk to auditor of passenger receipts, Baltimore, from Thomas F. Jeffries, formerly employed in that office:

Dear Mr. Grice—I arrived safely overseas. We had splendid weather and did not get the least bit seasick. We traveled a good deal by train before arriving at our present destination. The service over here is good, but does not compare with the dear old Baltimore and Ohio Railroad. This country seems to be rather rugged, with plenty of hills. Every person over here has his or her special work to do. Our Fourth of July was spent rather quiet. All of the boys seem very anxious to get into action and at present indications it will not be long before we are. We have splendid officers and can't be beat. Give my regards to Mr. Poumairat and all my fellow clerks and tell them I expect to be with them soon. After all the German prisoners I have seen, I have no fear of the enemy. They seem to be men who have to be driven to get any kind of results.

The following letter from Private Jeffries to Mr. Grice was written August 13:

Dear Mr. Grice—I have just arrived at a rest camp after my first chance in the front line trenches. We were given what they call a quiet sector. We had a few skirmishes and patrol work to do out in No Man's Land. Now

BALTIMORE & OHIO MEN IN U.S. SERVICE



1—CORPORAL LE ROY N. FANKHANEL, Auditor Passenger Receipts, Division. 2—LIEUTENANT HOWARD R. ECCLESTON, Baltimore Division. 3—SEAMAN CLARENCE D. HANKS, Cumberland Division. 4—PRIVATE L. M. MILLER, Philadelphia Division. 5—PRIVATE BUCKO STAATS, Staten Island Rapid Transit Railroad. 6—SEAMAN E. C. HARRINGTON, Indiana Division. 7—SEAMAN FRANK L. SNYDER, Auditor Passenger Receipts.

and then Jerry would send us a few shells when they would locate any of our positions. One night their artillery was in action quite a long time. Mr. Grice, one thing Jerry would not forget to do, was to send gas shells over to us regularly. The most of their shells were mustard gas. That kind of gas eats into your flesh where it is damp or wet. Even if you have your mask on and your face and lungs protected, it will eat through your clothing any place your body is moist. When a mustard gas shell explodes it sends out a spray of small drops and before reaching the ground they evaporate and form the gas. We have to take very good care of our masks. They are a part of ourselves and no one would dare to carry them in any way except in "alert" position.

The helmets are hard to wear. If I keep mine on very long, it raises a bump on my forehead; but I suppose like everything else, my head will become hard enough for it and it will not bother me. Without rats in the trenches, it would be like a home not furnished. There are rats everywhere you look, and after a day or two you don't mind them. I can't understand where so many come from. I believe after this war they will be a pest to France. I have not seen Hassan since we came back from the trenches, but hope to run into him soon.

I am feeling fine, except for a cold and it seems as if I can't get rid of it. The days over here are getting short, so I suppose winter will set in earlier than it does back home. Give my regards to Mr. Poumairat and remember me to all my fellow clerks and tell them I hope to see them soon. I don't know how long we will be in this rest camp or don't know where we will go from here. Even if I did know, I couldn't tell. Hoping this letter will find you in the best of health, I remain,

Yours respectfully,

Private THOMAS F. JEFFRIES.

Company A, 146th Infantry,
A. P. O. 763, A. E. F.

Another letter received by Mr. Grice gives an interesting account of the work of the American Red Cross. This letter, dated August 7, is from Chester A. Donelson and is as follows:

Dear Mr. Grice—I have learned many things in the few short weeks I have been in the service of the United States, and the one that impresses me most is the absolute need of strict discipline. I can now see that which I could not understand before, namely, why it was necessary to be so strict. I sincerely hope, if I am lucky enough to return, to be able to prove that I have really learned this very valuable lesson. Have you heard from your son lately? I hope he is in the best of health. The division to which he is attached left this town just four days before we came into it. Too bad, isn't it, the Maryland boys did not have a chance to meet. Nearly all of the fellows in our company have friends in the 115th.

If you don't mind I would like to tell the clerks

of the office just what wonderful work the money they gave to the Red Cross is doing or helping to do. At every town of importance we passed in the U. S. A. the train stopped and there were young ladies from the Red Cross to meet us with cigarettes, tobacco and ice cream and when we arrived at the point of embarkation, they were on the dock with wonderful hot coffee and fresh buns just from the oven, that sure were great, and plenty of post cards to announce our safe arrival to our relatives and friends. Of course, all was free. Then when we reached France they were the first to greet us. We had to travel on a railroad on which conditions were certainly not the best, and at every station were our friends of the American Red Cross with a glad smile, coffee and sandwiches, and it did not make any difference what time of the day or night it happened to be, either. The Y. M. C. A. is doing its best, but they seem to have a great deal of trouble to get supplies and men to take charge.

Well, I must close as it is time for retreat. Give my regards to all and I will be glad to hear from any of them.

Sincerely yours,

CHESTER A. DONELSON.

Headquarters Company, 313th Infantry,
A. E. F.

The following letter was received by "Bert" Hall, chief reviser, Freight Claim Department, from Private William R. MacCallum, Medical Detachment, 17th Field Artillery, American Expeditionary Force, "Somewhere in France."

Dear Sir—From what I heard they must have had a nice service at the Hamilton Presbyterian Church the first Sunday in May, and I would liked to have been there for the day and then back to the battlefield of France, where the Huns are to be taught a lesson and the rights of humanity and civilization are to be upheld. Our division has been in the thick of the fight for some time now, and you have no doubt read a good bit in the American newspapers about our work. We have hit the boche a few good cracks and intend to hit him some more. When America gets a couple of million of the kind of scrappers like the ones Germany has already encountered on the line, the game will come to an end. And it won't be long before she has them here either. We have already been called the "Hell Hounds from America" by a German officer in a letter to his home folks. The letter was still in his possession when he was captured by the marines in our division. He admitted that he dreaded the time for the attack on our lines.

While the Huns have gained a little ground here and there in their big drive, they have paid dearly for it, and General Foch says it is either a question of giving up ground or reserves, and at the present, anyhow, he chooses to give up ground. It is just as Haig says, "Any piece of ground in France is for sale if you pay the

price." The Huns have not the price to buy much of it any more either. There is nothing to worry about. We are all right and things surely look rosy for the Allies. France, England and Italy are far from being beaten, and with America coming strong I think the game will not last much longer than next Spring. Then back to the good old U. S. A. But these of us who do not get back will have the satisfaction of knowing that we will have sacrificed our lives for a good and noble cause. . . . While we have been heavily shelled day and night with high explosives, shrapnel and gas, and I have had a bit of experience in doing actual work in the open under shell fire, our casualties so far have been very light. I have seen thousands and thousands of American soldiers, but I have not run across any of the fellows I knew before I enlisted.

"Skinny" Clarke was still in Louisville, Ky., with an Ambulance Company the last I heard from him, and if he don't hurry over here I'm afraid he is going to miss the fun.

Your old friend,

BILL.

The following letter was written by Private E. H. Moorman, formerly of the Toledo Division, to M. P. Hoban:

Dear Sir—In France and enjoying the best of health, and in good spirits. This is a fine country, and the climate is similar to Southern California. Had very fine weather crossing the water, and also since we have been in France. We are quartered in new barracks close to a river and are allowed to go bathing every evening.

The railroads and engines here are very interesting and the rolling stock is fifty years behind the times, as compared with the U. S. railroads. Most of the valve gear is the Stephenson type and is outside the frame and the main rod inside the frame. Very few freight engines have air pumps, they rely only on hand brakes, except the new engines sent over here from the States. The cars are small and have four wheels to a car, and it is a wonder to us that they stay on the rail. The switchmen and conductors use trumpets instead of hand signals, except when working at a passenger station. Just picture a snake switching a cut of coal at Ivorydale yards and blowing a horn when he wanted to stop while the engineer would be spinning dope or listening to the fireman's grievance committee. If the engineers in the States used the whistle half as much as they do here all the firemen would go on a strike and want another man on the engine to make steam for the whistle.

At grade crossings they have iron gates hung on hinges and these gates are closed normally and are opened only when a vehicle wants to cross the tracks and no trains are in sight. Ship the automobile suicide club over; these gates will learn them how to stop, look and listen. Most of the roads are double tracked and the current of traffic is the left-hand track.

Train orders are not used. The stationmasters handle the trains in regards to spacing and only one train is allowed in a block. The tonnage is figured so a train can make a certain speed up grade as well as down, and the engineer is not allowed to exceed this speed. Coal is hard to get here and they try to keep the trains moving for fuel economy.

Will close, hoping this finds you well, and asking you to give my regards to the boys.

Private E. H. MOORMAN.

Company B, 52nd Engineers,
American Expeditionary Force,
Dordogne, Perigneux, France.

In a letter from France, Irvin E. Smith, former chairman of the membership committee of the Washington Terminal Y. M. C. A., and widely known among the railroad men of Washington, writes as follows to a friend:

Had a splendid trip across the water, the weather being beautiful all the way. Just before reaching port the subs tried to spoil everything, but we gave them the laugh, maybe something else, and sailed in easy winners.

Have been in France about two and one-half months and am contented in my new surroundings. Have been billeted in homes with French families, each of whom I found congenial and always ready and willing to serve in any way possible. The French people take genuine interest in the men from the States and plainly show their gratitude for the assistance Americans are lending by the splendid manner in which they treat our troops. In the small town where I am at present stopping there is an American Y. M. C. A., which renders highly valuable service to the American troops. No doubt you have heard about the splendid work being done by the Y. M. C. A., but it is necessary to be right on the ground to fully appreciate the extent of the magnificent efforts of a magnificent organization. I am prouder than ever to be enrolled as a member of the association. I have traveled through a considerable portion of France and find it a very pretty country. The land is fully developed in an agricultural way and the farms so laid out as to resemble a huge garden of well-kept flowers. Then, too, the beautiful white roads lend a touch of beauty to the whole setting. I am assuming that you have read about the fine work of the American troops in recent fighting. The boys are all charged with enthusiasm and that never-say-die spirit and when the Yanks get into full swing the Huns are going to do a tall piece of traveling—towards Berlin and defeat.

The following letter was received from Private Emil Langbauer, formerly employed in the Signal Department, extra gang at Chicago Terminals:

Dear Sir—Please excuse me for not writing to you sooner, for I have had no time to write

to any one. Our company went over the top July 18 between the Marne and the Aisne and did well.

We advanced over ten miles on the Germans. We also captured fourteen artillery guns, four machine guns and a couple hundred prisoners. You told me to get a couple of Germans. Well, I got one so far. I got wounded in the hip and shoulder July 19 and was taken to the base hospital to be operated on. I am doing well. I am on my feet again walking around a little. I also was gassed.

The doctors, nurses and Red Cross are giving

us soldiers the best of everything. Mr. Seifert, have you read about the ship——(deleted by censor). I was lucky. It's no picnic swimming in the ocean like I did. The water was too deep for me; that's why I came out. That is the second time that Fritz tried to get me. I got to get a few more Dutchmen before I get through with this war.

Yours truly,

Private EMIL LANGBAUER.

Company B, 58th Infantry,
A. E. F.

News of the Veterans' Association

The Veteran Employees' Association, Chicago Division, called off its annual meeting, which was to be held at Wawasee in September in order not to take the men away from their work. It was felt by the members that all employes should remain on duty at all times during the present crisis. The spirit of the men is to be commended.

Charles H. P. Lowry, a Baltimore and Ohio veteran employe, died at his home in Martinsburg, W. Va., after an illness extending over several

years. The immediate cause of his death was paralysis. Mr. Lowry was widely known by the railroad men of his own and the Baltimore Division. For many ears he fired a stationary boilers in the shop. After the movement of the motive power shops to other locations in Cumberland and at Martinsburg. His length of service extended over some forty-five years. His age at the time of death was sixty-two years. He was a member of the Baltimore and Ohio Veterans' Association.

Railway Engineers Make Records in France

From the "Stars and Stripes"

While the units that had been engaged in the recent fighting were blissfully enjoying a well-earned rest, 135 members of the first company of Railway Engineers to arrive in France celebrated that victory by establishing what is believed to be a new track-laying record, completing 2.69 miles of narrow gauge railway in seven hours and three minutes.

The work marked the completion of an important railway line from one French town to another, upon which the company had been working for several weeks. Officers present when the record was made were outspoken in their conviction that the gang could have easily completed four miles during the full working day of twelve hours had there been further track to lay in that sector.

A captain and a lieutenant were in charge of the detail. All necessary materials for the job had to be brought up from behind, two 60 cm. steam locomotives pushing the rail cars forward as soon as a section of track was spiked down. Two motor trucks were used for hauling ties.

The amount of material handled gives more

than a hint of the magnitude of the task and the tremendous amount of labor involved—approximately 105 tons of steel rails, 7,100 ties, 1,830 pairs of fishplates, eight kegs of bolts and thirty-seven kegs of spikes, making a total of over 230 tons.

"Nous le faisons toujours," replied the captain when complimented upon the showing made by the company. "We always do it" is, by the way, the motto of the company, although the bucks usually use the free translation, "We produce the goods."

The company has been producing the goods in France for thirteen months, erecting warehouses, surveying, laying track, grading, stringing pipe lines, building barracks, installing electric lights, constructing railroad yards, operating everything from 15-ton cranes to Ford ambulances, remodeling hospitals—in short, performing all the manifold and endless duties of Yank engineers. Assignment to the construction of a light railway line was a welcome change and the work was pushed in a way that earned the commendation of superior officers.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts' Office

On page 52 are photographs of two of the twenty-four men from this office who are now in Uncle Sam's service. They are:

Le Roy N. Fankhanel, corporal in the 116th Ambulance Company, 104th Sanitary Train, which is attached to the 29th Division, better known as the Blue and Gray Division, now in France.

Frank L. Snyder is attached to the U. S. Naval Reserves and is stationed at St. Helena, Va.

We were honored September 24 by a visit from our former correspondent, George Eichner, who is now with Uncle Sam doing duty on board a submarine chaser. George enlisted as a private, but has now attained the rank of a third class quartermaster.

George Germershausen, formerly of this office, but now stationed at Camp Meade, obtained a brief furlough to be married to Miss Anna Purcell at St. Joseph's Church on September 25. He was presented a set of silver by his former clerks of this office. Mr. Germershausen expects to go into training at Fort

Benjamin Harrison, Ind., before embarking for overseas.

At 9 a. m. on the morning of September 28 everybody here stood and faced the east for five minutes to show our respect for fathers, brothers and other friends who are in France.



RUTH M. KURTZ

Save a Scoop of Coal Every Day and
Fire a Shell at the Kaiser

Auditor Coal and Coke Receipts' Office

DRAMA IN ONE ACT.

Time—One Night.

Place—Atlantic City (P. & R. Station).

Girl—Miss Catherine Dempsey.

Hero—The Milk Man.

PART ONE—TIME, 6.30 P. M.

Catherine, a green city girl arrives in town and is supposed to meet some girl friends. But the wires have become crossed and said girl friends do not appear and Catherine sits in the station.

PART TWO—TIME 2.00 A. M.

Kate still waits. In comes milk man, who offers to put her on his wagon and drive to hotel, which offer is accepted. Girls arrive after breakfast and all ends happily.

When is a man not a man? Ask our little "Jimmy" Landerkin.

New York Terminals

Correspondents

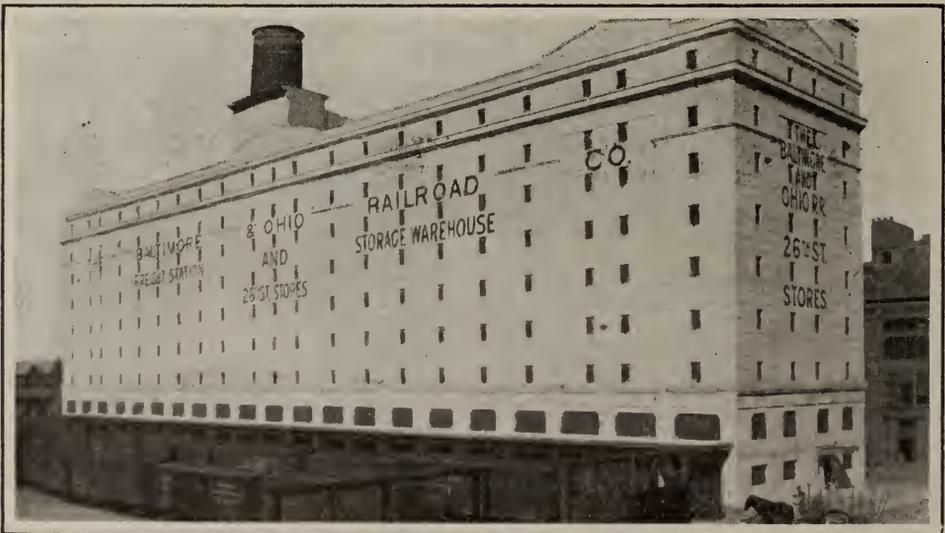
T. A. KAVANAGH, *Freight Agent*, West 26th Street, New York

C. E. FLOOM, *Terminal Claim Agent*, Pier 22, North River, New York

The promotion of E. J. Hamner to superintendent opened the way for the recognition of the efficient and faithful services of W. B. Biggs, the former assistant terminal agent, who we of the New York Division are to be congratulated to have as terminal agent. We have every confidence in his ability, good judgment and justice and are assured of a continuance of the good work that has been carried forward for the past three years by Mr. Hamner.

Mr. Biggs, by his long connection with the Baltimore and Ohio in New York, his knowledge of the methods of handling pier and lighterage freight and his wide acquaintance with many New York railroad men, being treasurer of the Local Freight Association for a number of years, is peculiarly well fitted for the position he now holds. His close association with Mr. Hamner during the past two trying years has been a training that probably equals all his former railroad experience, and will help him over many rough spots during his administration. Mr. Biggs began his railroad career in New York as car clerk for the Baltimore and Ohio at Communipaw, N. J.; in October, 1888, was appointed chief clerk and assistant agent at Grant Street, Brooklyn, for the Baltimore and Ohio, which station at that time handled freight jointly for the Baltimore and Ohio, Central Railroad of New Jersey, and the Philadelphia and Reading. He was transferred from there to old Pier 27, East River, being later appointed agent at that station and having charge of the Baltimore and Ohio banana business, which was very extensive, from piers at lower end of New York City. His next agency was at Pier 7, North River, later (following the trail of heavy business) being appointed agent at Pier 22, North River. He was promoted to assistant terminal agent two years ago. All of the "boys" wish "W. B. B." the success that we know will be his and assure him our loyal and willing support.

The genial agent of one of our larger piers while on a visit to Rockaway last summer was attacked by a vicious, unprincipled, venomous insect, commonly known as the Motor Boat Bug. The effect upon the person attacked is peculiar, the symptoms often returning without the slightest warning. The irony of war, however, laid low the Motor



FINE WAREHOUSE AT NEW YORK TERMINALS

Don't Send a Penny

These Len-Mort Work and Outdoor Shoes are such wonderful value that we gladly send them, **no money down**. You will find them so well made and so stylish and such a big money-saving bargain that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send a pair of your size. No need for you to pay higher prices when you can buy direct from us—and know what you are getting before you pay even a penny. Why pay out \$5.00 and \$6.00 for shoes not near so good? Act now. Mail the coupon today while this special offer holds good.

Great Shoe Offer

We can't tell you enough about these shoes here. This shoe is built to meet the demand of an outdoor city workers' shoe as well as for the modern farmer. Send and see for yourself what they are. Built on stylish lace Blucher last. The special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear 3 ordinary pairs of shoes. Your choice of wide, medium or narrow. Very flexible, soft and easy on the feet. Made by a special process which leaves all of the "life" in the leather and gives it wonderful wear-resisting quality. Double leather soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Just slip them on and see if they are not the most comfortable, easiest, most wonderful shoes you ever wore.

Pay **\$3.85** for shoes on arrival.

only \$3.85—If after careful examination you don't find them all you expect, send them back and we will return your money. No obligation on you at all. This is at our risk. Order by No. X15012.



Only one pair to a customer at this low price

Leonard-Morton & Co.
Dept. X1334 Chicago

Send the Len-Mort Shoes No. X15012. I will pay **\$3.85** for shoes on arrival, and examine them carefully. If I am not satisfied, will send them back and you will refund my money.

Send

Only the coupon—no money. That brings these splendid shoes at once. You are to be the judge of quality, style and value. Keep them only if satisfactory in every way. Be sure to give size and width. Mail the coupon now. Order by No. X15012.

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Size..... Width.....

Name.....

Age..... Married or Single.....

Address.....

Please mention our magazine when writing advertisers

Boat Bug, and on these "gasless" Sundays "J. J. B." paddles out to his motor boat by the old fashioned "strong arm" power and spends the day polishing the brass, blowing through the gasoline pipe and fishing. We all envy "J. J. B." his summer home on the sea (it really is on the sea, so much so that we understand at times he is called out of bed in scanty attire to place another prop to keep the "Booby Hatch" from falling into the "Drink") on those hot summer nights we had about the beginning of last August with the thermometer registering 100 degrees, but just at present "not for mine."

Patrick Lucey, formerly with the Claim Department, who was drafted into the National Army for special service, has been transferred to the Quartermaster's Department, located at 42 Broadway, and is now Government Lighterage Agent, in charge of Government freight at Erie piers, Hoboken, N. J. "Pat" always wanted an agency and Uncle Sam is proud to have the opportunity of making use of his talents and to congratulate himself upon having a man of Lucey's abilities to look after one link in the chain which connects the boys in France with the source of supplies in the East and Middle West.

Pier 22, North River, force is arranging for a new large flag and service flag for the pole over the pier and new flags for the interior decoration of both ends of the office.

Corporal F. H. Pysner, Company L, 7th Infantry, formerly assistant to terminal time-keeper, was killed in action July 17 at Chateau Thierry. Another golden star will be added to our service flag, as William King, former rate clerk, also made the supreme sacrifice for home and country in France. These young men carried with them to France the well wishes of all who knew them and we know that they served their country with the same faithfulness as that given to the Baltimore and Ohio while with us on this side. They were men who could be relied upon to fulfill the tasks assigned to them to the best of their strength and ability, which were both above the average. We must stand behind their memories with our dollars and our services in order that they may not have perished in vain. To their parents and those dear to them we extend our sincere sympathy.

Staten Island Rapid Transit Railroad

Correspondents

J. V. COSTELLO, Pier 6, St. George, S. I., N. Y.
MISS MARGARET GORDON, Secretary to Superintendent

Divisional Safety Committee

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B. F. KELLY..... Vice-Chairman, Trainmaster
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W. A. DEEMS..... Master Mechanic
E. A. ENGLISH..... Supervisor Marine Service

W. B. BIGGS..... Terminal Agent
J. F. MCGOWEN..... Division Operator
A. J. CONLEY..... Road Foreman of Engines
DR. DEREVERE..... Medical Examiner
J. A. SULLIVAN..... Captain of Police
W. J. KENNEY..... Claim Department
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F. REBHAN..... Division Agent
J. B. SHARP..... Coal Agent
C. A. WILSON..... Supervisor of Crossings
C. DONAFRIO..... Chief Car Inspector
H. SMITH..... General Car Foreman
MISS BISHOP..... Forewoman Car Cleaners

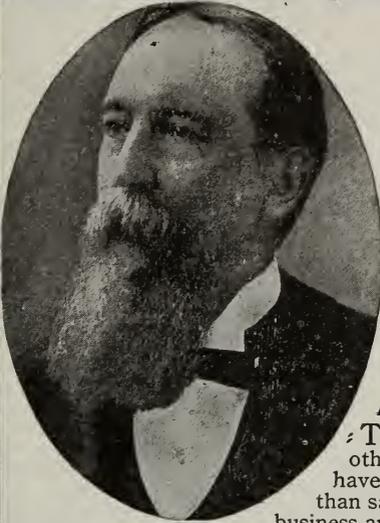
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J. MAHONEY..... Night Yardmaster
J. E. DAVIS..... Agent, St. George Transfer
J. BAYER..... Agent, Pier No. 22
J. L. TAYLOR..... Receiving Clerk
C. W. TOOMY..... Pier Foreman
H. KOENIG..... Yard Clerk
A. McDOWEL..... Car Builder
P. GARIETY..... Car Inspector
P. BROWN..... Boilermaker
T. KEEGAN..... Machinist
W. MERSEREAU..... Carpenter
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J. LESTRONGE..... Signal Maintainer
J. B. SLEIGHT..... Engineer
E. HEIDLER..... Fireman
L. HAWECKER..... Conductor
J. HENN..... Trainman
MISS GOULD..... Ticket Agent
MISS C. WALTMAN..... Clerk
J. J. MURPHY..... Tug Fireman
J. FLAHERTY..... Towerman

Below is a picture of Mrs. Richard C. Smiles and family. Her husband is employed as air brake inspector at Clifton shops and has been in the employ of the Baltimore and Ohio for twelve years. This picture was taken at South Beach, S. I., while Dick's family were enjoying themselves.



MRS. RICHARD SMILES AND HER FAMILY



Ridpath's History of the World

"The Work of the Century"

JOHN CLARK RIDPATH'S History of the World is unquestionably the greatest literary work of the nineteenth century. Other men have written great histories of single countries or periods—Gibbon of Rome, Macaulay of England, Guizot of France—but it remained for Dr. Ridpath to write a complete History of the entire World, from the beginning of civilization down to the present time.

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The sale of this great work exceeds that of any other set of books published in America. Over 250,000 sets have gone into American homes, and every purchaser is more than satisfied. It is strongly endorsed by scholars and statesmen; business and professional men, and by the thousands of owners, as the

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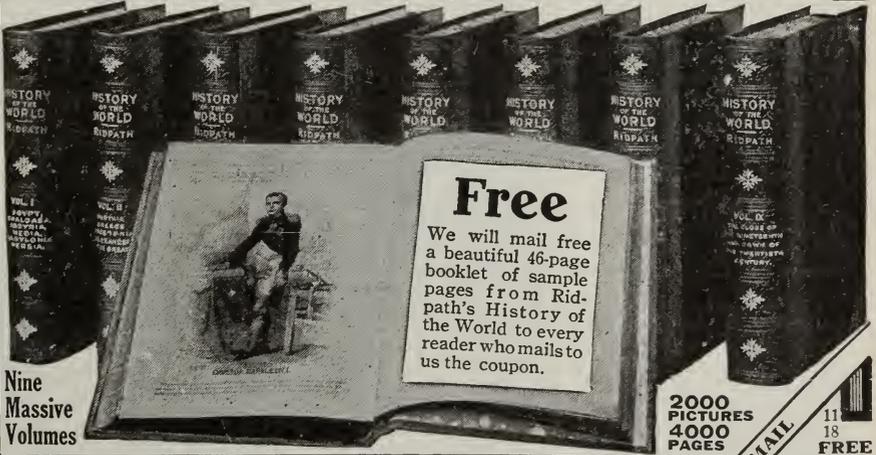
Review of Reviews

says: "The reader feels himself in the hands of a great historian whose authorship shows singular breadth of view and sanity of judgment."

Boston Post said: "John Clark Ridpath is above all things an historian. His history is accepted as standard in schools, colleges and homes."

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CHICAGO



H. W. ORDEMAN AND P. J. FINN

Above is a picture of H. W. Ordeman, division engineer, and P. J. Finn, tunnel foreman. Mr. Finn is a resident of Baltimore, but prefers Staten Island. He thinks he knows a good place when he finds it.

W. R. Taylor, assistant chief clerk to superintendent, has been promoted chief clerk to superintendent, vice J. S. Fabregas, promoted.

Miss Irene McCarthy, secretary to the superintendent, has been promoted to chief clerk to master mechanic. Best wishes for success in her new field go with her.

Miss M. Gordon, demurrage clerk in the Lighterage Department, has been promoted to stenographer in the superintendent's office.

Miss Viola O'Neil, secretary to division engineer, spent her vacation at Cobalt, Conn., and she has returned looking in the best of health.

M. F. Steinberger, lighterage agent at St. George, has been appointed assistant manager of Department of Personnel, Baltimore and Ohio Building, Baltimore.

I. Housmann, clerk in the car account's office, has been promoted to secretary to trainmaster.

J. S. Fabregas, chief clerk to superintendent, has been promoted to chief clerk to Federal Manager, vice J. T. McGovern, resigned. Best wishes for his success in his new position.

Opposite is a picture of the American Flag and Service Flag that were raised in Arlington Yard September 14. There are 253 stars on the service flag, which is a very fine showing for the Staten Island Division. B. F. Kelly, trainmaster, had the honor of addressing the enthusiastic crowd that turned out to witness this patriotic celebration. Fifty soldiers from Fort Wadsworth and fifty sailors from the Mine Sweeping Division participated in the affair. Music was furnished by the boys from the Mission of the Immaculate Virgin, under the leadership of John J. Price.

J. De la Pena, car distributor, has been promoted to assistant chief clerk to superintendent, vice W. R. Taylor, promoted.

In a group on page 52 is a photograph of Private F. C. Nodocker, who is serving with 303rd Stevedoring Regiment, American Expeditionary Forces, France. Mr. Nodocker

answered the call to the colors at Newport News, Va. On the same page is a photograph of Private Bert Loftus. Mr. Loftus was day refer inspector before being drafted and sent to Camp Upton, L. I., and is now serving with Military Specialist Company, American Expeditionary Forces, France.

Miss V. Davidson has been employed as demurrage clerk in the Lighterage Department, vice M. Gordon, promoted.

Miss Cecelia McDonald has been employed as tonnage clerk in Lighterage Department.

Thomas Murray, inspector in the Maintenance of Way Department, sprained his ankle while leaving the office. We all expect to see "Tom" running around again within a few days.

Joseph Langford, crew dispatcher, St. George yard office, has been promoted to car distributor, vice J. De la Pena, promoted.

Mr. and Mrs. John D. Gibb and their seven children spent a very enjoyable vacation at the Marlborough Hotel, Atlantic City. John must have spent most of his time bathing and taking sun baths. He was quite tanned when he came back. While John was in the surf an under current caught him and was carrying him out to sea when he was rescued by Road Foreman A. J. Conley, who happened to be in bathing at the time and heard his cries for help.

Miss Marcella Gaynor has been employed as clerk in the car accountant's department.

Miss Grace Whalen has been employed as file clerk in the superintendent's office and is doing well.

E. E. McKinley has returned to his regular duties after having enjoyed a well earned vacation. "Mac" is in the best of health and still retains his smiling presence.



TWO GLORIOUS FLAGS RAISED

Mr. and Mrs. Frank Rebhan have returned from their vacation, which they spent motoring around Summitville, New York.

Miss Anna Bloom, clerk in the Lighterage Department, St. George, resigned to accept a position with one of New York's leading business houses. She left with the best wishes from all for success in her new enterprise.

Below is a picture of Gilbert Schweiger, who, until drafted by Uncle Sam, was employed as engineer. Note in the picture that he is doing kitchen police duty, milking a well fed goat, using his army hat for a milk pail. When "Gil" comes home after it is over it will be a very easy matter to get his goat. While handling the engine one day, "Gil" had to stop, get down and put a cow off the track.

In a group on page 55 is a picture of Bucko Staats, who, until drafted by Uncle Sam, was employed as trainman. Bucko left with the good wishes of all his fellow employes and in his letters he states he will have his Christmas turkey on Staten Island. He will eat up the Kaiser over there and will have a first class appetite when he hits Staten Island again.

Miss Lucinda Hafferkamp, ticket agent, resigned her position to accept a position with the firm of I. T. Williams & Co. The best of luck was extended to "Cinda" when she left.

Captain J. B. Tapley, who was in charge of the tug Perth Amboy, which was shelled and set afire off Manset Naval Station, Cape Cod, piloted the tug Hugh L. Bond, Jr., from New York to Buzzards Bay. Captain Tapley, on his return to New York, stated that the Bond made record time and had a very pleasant trip.

E. A. English, marine supervisor, has made a number of trips to Buzzards Bay, Cape Cod, Mass., looking after the men to see that they are well furnished with supplies, equipment, etc.

A. L. Mickelsen, terminal cashier, has been promoted to lighterage agent, vice M. F. Steinberger.

Miss Lillian Briedenbach has been employed as clerk in the Car Account Department.

Miss Rose Dolan, secretary to division accountant, has returned to duty after undergoing an operation for appendicitis in St. Vincent's Hospital, West New Brighton, S. I., and is in the best of health.

Miss Clara Aurich has been employed as clerk in the car accountant's office.

Miss Louise Louzsko, clerk in the car accountant's office, has been promoted to chief car accountant.

The Staten Island Railroad Club

On Thursday evening, September 26, there was a euchre reception and entertainment at the club house, Livingston, S. I. Miss Margaret Eymmer, secretary to lighterage agent, received first prize for the ladies and Miss Bessie Gaynor, secretary to marine supervisor, received second. William Dwyer, car locator, St. George yard, received first prize for gentlemen and Fred Brennan, clerk in the Lighterage Department, second prize. The latter was elected as official pumper on the pianola while the band was at rest. Music for the affair was furnished by Professor Blake's jazz band, and it was some music. Refreshments were served by the members of the Ladies' Refreshment Committee. Quite a large crowd attended this entertainment and all had a very enjoyable evening.

The tug Hugh L. Bond and its crew have been transferred from the New York harbor to Cape Cod, to be used in assisting boats in and out of the Cape Cod Canal.

July was a record-breaking month in the history of the Staten Island Rapid Transit Railroad and since that time right up to the present writing every official and employe has given every minute of his time to keeping this very important artery open for the winning of the war. At times it requires almost super-

human endeavor to keep the artery from becoming clogged, but it has been done and it is believed that even July's record will not stand for long. The Staten Island lines handled in July an average of over 37,000 passengers per day for thirty-one days. On one of the Sundays of the month there were handled over 80,000 passengers and ferry boats delivered at St. George for the steam trains 6,500 passengers in twelve minutes. On this Sunday the Staten Island line handled 425 trains.

There are many other activities that make Staten Island and vicinity one of the busiest little spots in the country. There are now nine shipyards, constructing ships for Per-



BERT SCHWEIGER AND THE KAISER'S GOAT

shing's "bridge," located on the island and this means that the S. I. R. T. must handle enormous amounts of freight. During August the railroad received and delivered to its rail connections over 24,000 freight cars and handled more than 7,000 cars to and from connections and stations by way of the floats, which are towed by tugs.

Announcement has been made by J. M. Davis, Federal Manager of the New York Terminals, that, effective October 1, the Baltimore and Ohio will handle, via float at New York, cars destined to and from Long Island and heretofore handled by the New Jersey Central Railroad, and the New Jersey Central will handle cars to and from North River stations for the Baltimore and Ohio.

Philadelphia Division

Correspondents
 J. C. RICHARDSON, *Chief Clerk*
 W. J. SCOTT, *Shop Clerk*

Divisional Safety Committee

PERMANENT MEMBERS

R. B. WHITE	.....	Superintendent
J. D. GALLARY	.....	Terminal Trainmaster
C. E. OWEN	.....	Trainmaster
T. BLOECHER	.....	Division Engineer
J. P. HINES	.....	Master Mechanic
J. E. SENTMAN	.....	Road Foreman of Engines
H. K. HARTMAN	.....	Division Operator
DR. C. W. PENCE	.....	Medical Examiner
I. C. KUHN	.....	Captain of Police
F. H. LAMB	.....	Division Claim Agent
S. B. KELLER	.....	Signal Supervisor
T. E. THOMAS	.....	Master Carpenter
L. G. KOHLER	.....	Division Storekeeper
MISS LILLIAN MEYERS	.....	Representative Female Employee
E. F. KENNA	.....	Secretary

ROTATING MEMBERS

H. C. WEIBLE	.....	Yardmaster
E. T. SEIBERT	.....	Agent
J. B. MILLER	.....	Operator
J. R. MALONE	.....	Track Supervisor
J. C. GLOYD	.....	Signal Maintainer
J. F. ADAMS	.....	Bridge Foreman
GEORGE BURROWS	.....	Carpenter Foreman
S. A. POTTS	.....	Bridge Carpenter
C. E. CALNAN	.....	Passenger Engineer
H. P. EDENFIELD	.....	Freight Engineer
A. THOMPSON	.....	Passenger Fireman
C. L. SHEAFFER	.....	Freight Fireman
J. H. ALLISON	.....	Passenger Conductor
F. A. BLACKBURN	.....	Freight Conductor
J. R. COULBORN	.....	Train Baggage Man
J. H. LEMMERMAN	.....	Freight Brakeman
M. O. CLARK	.....	Yardmaster
G. G. DEVLIN	.....	Yard Brakeman
OTTO SHULTZ	.....	Car Inspector
R. C. THRAMM	.....	Machinist
MARTIN GARLAND	.....	Car Builder

Freight House Committee

T. B. FRANKLIN	.....	Chairman, Terminal Agent
A. E. RHOADS	.....	Agent, Pier 22
W. J. HALLAHAN	.....	Agent, Pier 62
L. A. ROGERS	.....	Agent, Race Street
J. M. GRAVES	.....	Assistant Agent, Pier 40
W. J. STEVENS	.....	Assistant Agent, Pier 12
C. W. WILSON	.....	Agent, East Side
A. J. SHUTT	.....	Foreman, Pier 12

Shop Committee

PERMANENT MEMBERS

J. P. HINES	.....	Chairman, Master Mechanic
C. B. SMITH	.....	General Foreman
W. M. CLARDY	.....	General Car Foreman
L. G. KOHLER	.....	Storekeeper
WILLIAM TIBDALE	.....	Supervisor Machine and Hand Tools
MISS H. G. SENTMAN	.....	Secretary

ROTATING MEMBERS

J. O. SUTTON	.....	Machinist
J. W. KIDWILDER	.....	Boilermaker
JOHN NEILL	.....	Pipefitter
M. H. SNIVELEY	.....	Blacksmith
EDWARD RYAN	.....	Electric Welder
R. F. MISNICK	.....	Carpenter
U. G. MACHIN	.....	Painter
THOMAS BARRON	.....	Material Distributer
A. N. ROE	.....	Car Builder

J. V. McLaughlin, who was agent at Joppa, Md., for sometime, has resigned to accept service elsewhere.

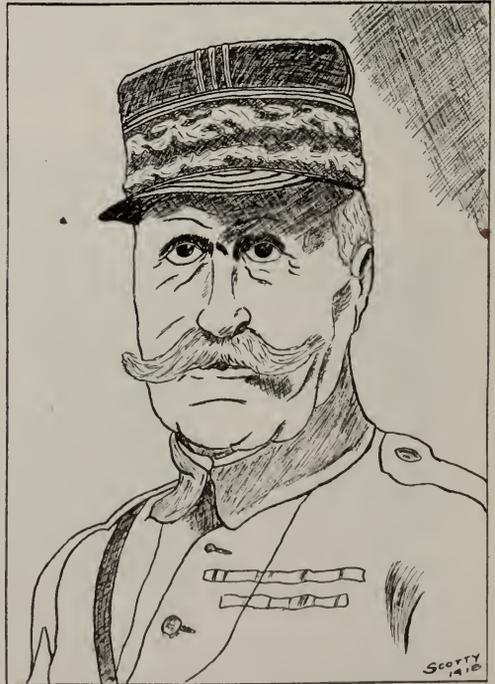
C. E. Wells has been appointed agent at Joppa in place of Mr. McLaughlin.

Quite a number of our clerical forces in the Philadelphia offices are off sick, suffering from the prevailing epidemic. On October 5 there were twenty-three per cent. of the office forces absent on this account. There have been several deaths.

The many friends of T. B. Franklin, terminal freight agent at Philadelphia, sympathize with him and Mrs. Franklin in their grief in the loss of their son, Francis, who died from wounds received on the battlefield in France. Francis was not yet nineteen years of age.

M. J. Wann, agent at Bradshaw, has been called to military service.

M. T. LaMar, chief train dispatcher, has been off sick for some little time.



MARSHAL FOCH

Drawn by W. J. Scott, Shop Clerk, East Side, Philadelphia

Old Glory FREE

To
Baltimore & Ohio Employees:

THIS big, handsome flag—you get it absolutely free—is 70 x 40 inches in size (20 square feet). It's not made of cheap cheese cloth, but heavy materials with double stitched edges and seams. The rich, blood red stripes and ultramarine blue field are in fast colors that when washed won't run any more than the stars and stripes will run in the face of the Hun.

Show Your Colors

While millions of our boys are "over there" and on the way, the folks that stay at home must back them up. Red Cross work, Liberty Bonds, Food Saving are all necessary. But one of the **big things** is to **come out in the open**. Break Old Glory to the breeze and let everybody know that **you're for liberty and freedom**, not for the Kaiser and his horde of murderous Huns who would like to do in America the savage work they have already done in Belgium and France.

It's Easy—A Child Can Do It

All you do to get this big flag free is to distribute for us among your neighbors and friends 16 copies of our big, splendid, new

Atlas of the World War

This Atlas has not been off the press a week. It is correct up to the last minute. It is the best collection of maps of the countries engaged in the world war ever issued. The engraving and printing are very fine and the coloring is rich and attractive. The maps are on a large scale, each of the 16 big pages being 15x11½ inches in size. The maps show the battle lines and location of the battles in red and show all the principal cities, towns, villages, hamlets, rivers, canals, railroads, etc. The maps are indexed and tell how to pronounce the foreign name, like Ypres, which sounds as though it was spelled Ee-pr. They include maps of Europe, of the Western Front where our boys are now fighting, of Turkey and the Balkan Countries, of Russia, of Germany, Italy, the United States and the World.

Everybody Wants a Good War Map Now

Critical days are at hand. To follow our boys in arms on land and sea, Americans need comprehensive maps. This wonderful combination of maps of the West Front on a large scale, of Europe showing all the battle lines of Italy, Germany, Russia, the United States and of the entire world, is the only complete series of its kind in existence, enabling you to answer all questions and follow the flags of our boys and our Allies on any sea or land

of the entire world. More real information is given in this Atlas than on other maps selling at from \$1.00 to \$5.00. The single copy price of this Atlas is \$1.00, but you can sell it in your vicinity for only 50 cents if you act quickly. Every man, woman and grown child needs one, and will buy one if given the opportunity. That is why we can afford to make this wonderful introductory offer, selling millions of them and bringing our name as geographic publishers before the people in every community.

SINGLE ATLASES WILL BE SENT PREPAID TO ANY ADDRESS UPON RECEIPT OF PRICE \$1.00



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This Atlas would be cheap at **one dollar**, but we are going to send you 16 of them and allow you to distribute them at our introductory advertising price of only **50 cents** each. Send us the \$8.00 collected and the big flag will be sent you free, together with an extra Atlas for your own use.

Send No Money—Fill Out the Coupon

You take absolutely no risk. You need not send us one cent in advance. You can sell these Atlases for what you tell us how. We've been publishing maps for the past 33 years and this is the best seller we've ever issued. Scores of people sell the set of 16 the first day and write for more.

Remember, we trust you fully. We will send the Atlases on receipt of coupon. If you love your country's flag, your credit is good with us. But if you would rather get the flag at once, without waiting, you can do so.

How to Get the Flag at Once

Many of our friends who do not want to wait to first sell the Atlases and then get the flag, simply pay for the Atlases in advance so as to get the flag at once. You can do the same thing—enclose \$8.00 with your order and we will send you the flag at once with the Atlases, together with an Atlas for your own use, and will include as an extra premium, because of the advance payment, a very attractive world war souvenir gift.

If you want the flag at **once** and the special advance-payment gift, attach draft or money-order for \$8.00 to coupon, and write across the face of the coupon "**\$8.00 enclosed herewith.**"

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NATIONAL MAP CO.,

440 National Bldg., Indianapolis, Ind.

Send me 16 of your new Atlases of the World War, which I will sell at your introductory price of 50 cents each.

I will return you the \$8.00 collected for which you are to send me the big flag free and an Atlas for my own use.

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P. O. _____ R. F. D. _____

Nearest Express Office _____ STATE _____

The freight agencies at 24th and Race Streets, Baltimore and Ohio Railroad, and 23rd and Arch Streets, Philadelphia and Reading, have been consolidated and L. A. Rogers, agent and yardmaster, Baltimore and Ohio, has been appointed to take charge.

The freight agencies of the Baltimore and Ohio and Philadelphia and Reading at Wilmington, Del., have been consolidated and E. B. Rittenhouse, agent of the Baltimore and Ohio at that point, has been appointed joint freight agent.

Baltimore Division

Correspondents

- W. H. TARR, *Superintendent's Office*, Camden Station
 J. A. CLARKSON, *Assistant Yardmaster*, Locust Point
 E. K. SMITH, *Secretary Y. M. C. A.*, Brunswick, Md.
 P. P. PURGITT, *Shop Draftsman*, Riverside Shops

A double celebration took place at Riverside shops, October 5, and resulted in one of the most enthusiastic meetings ever held here. T. F. Perkinson, master mechanic for more than two years, was presented a very handsome diamond ring; several thousands of dollars were subscribed for fourth Liberty Bonds and F. W. Fritchey was welcomed as the new master mechanic. The affair originally was arranged as a farewell to Mr. Perkinson, who goes to Cumberland in the same capacity, relieving T. R. Stewart, who becomes superintendent there. Mr. Fritchey formerly was at Cincinnati. It was with deep regret that the men at Riverside heard of the transfer of Mr. Perkinson, and to show their appreciation of his ability and kindness, the ring was presented by the men through Machinist C. F. Gannon. W. A. McCleary, terminal trainmaster, presided at the exercises. After the presentation, the meeting was turned into a Liberty Loan rally. George W. Sturmer, a veteran employe, aroused the workers by his strong appeal for patriotism. He urged the men not to wait and buy flowers for the dead soldier, but to put the guns and ammunitions in his hands while he is alive and give him a chance to fight back at the Huns. He declared that the Baltimore and Ohio Railroad employes had done more to aid in winning the war than those of any other line and that this reputation must be upheld in the Fourth Loan drive. State's Attorney William F. Broening made a strong plea for generous support of the loan and the backing up of the railroad men who have donned the khaki of Uncle Sam. The resultant subscriptions were most gratifying. Zimmerman's Band furnished music.

On page 55, in a group, is a picture of Lieutenant Howard R. Eccleston, executive officer on a United States warship operating in European waters, who has recently been commended by the Navy Department for heroic



J. B. MORIARITY

action in rescuing passengers from the Florence H. on fire in a French port. He is the youngest son of Mr. W. W. Eccleston, supervisor, Transportation Department.

On page 52, in a group, is a picture of Lieutenant George L. King, now serving as army field clerk with the American Expeditionary Forces. Before enlisting in the army he was secretary to Electrical Engineer Davis.

Word was received by Miss Margarette Moriarity, of the car distributor's office, Camden, of the safe arrival in France of J. B. Moriarity, who was secretary to P. C. Allen,



superintendent, at the time of the draft. Mr. Moriarity also was correspondent on the Baltimore Division for the EMPLOYEES MAGAZINE and served with much credit until he took up his military duties. A reproduction of his photograph appears on preceding page.

Locust Point

General Yardmaster W. A. McCleary is about the busiest man at the Baltimore terminals. As vice-chairman of the Fourth Liberty Loan committee, he is working day and night with his force of clerks.

Day Yardmaster J. H. Myers has been confined to his home with an attack of Spanish "Flu." We are sorry to state that his wife and children were down with the same ailment.

Night Yardmaster Paul M. Yeastker is off with an attack of the "Flu." Assistant Yardmaster A. I. Elloff is holding down the job.

Mt. Clare Shops

Correspondent

MISS M. L. GOETZINGER, *Acting Secretary to Superintendent, Mt. Clare, Baltimore*

Shop Safety Committee

- L. FENEGAN..... Chairman, Superintendent of Shops
- W. S. EYERLY..... Vice-Chairman, General Foreman
- M. L. GOETZINGER..... Secretary, Secretary to Supt. of Shops
- H. A. BEAUMONT..... General Car Foreman
- G. H. KAFINOS..... Assistant General Foreman
- R. T. E. BOWLER..... Supervisor of Shop Machinery and Tools
- DR. F. H. DICGES..... Assistant Medical Examiner
- P. F. WAGNER..... Shop Hand, Erecting Shop
- H. T. STICKELL..... Boilermaker, Boiler Shop
- G. F. KLINE..... Foreman, No. 3 Machine Shop and Steel Car Plant
- E. B. BUNTING..... Machinist, No. 2 Machine Shop
- W. H. ROBINSON..... Pipefitter, Pipe and Tin Shop
- G. M. KISER..... Moulder, Foundries and Re-rolling Mill
- J. T. GILES..... Blacksmith, Blacksmith Shop
- G. SCHMALE..... Machine Operator, Bolt and Forge Shop
- W. P. MAY..... Machinist, Air Brake Shop
- C. KESSLER..... Pattermaker, Pattern Shop
- S. H. GAINOR..... Piecework Inspector, No. 1 Machine Shop
- T. U. DOVER..... Shop Hand, Tender and Tender Paint Shops
- H. ALKER..... Shop Hand, Axle Shop and Power Plant
- T. M. NICHOLS..... Car Repairman, Freight Car Track
- J. E. HULL..... Car Builder, Passenger Car Erecting Shop
- W. E. FOLKS..... Upholsterer, Passenger Car Plant, Finishing and Upholstering Shops
- A. SELMEIR..... Mill Machine Hand, Saw Mill and Cabinet Shops
- W. BANAHAN..... Foreman, Stores Department

Frank P. Delcher, one of the Baltimore and Ohio's oldest employes, died from heart trouble, September 26, at his home 1210 Hollins Street, Baltimore. He was sixty-four years old and had been in the service of the company for forty-five years. Mr. Delcher came to Mount Clare shops as a laborer in 1876, was made a boilermaker helper in 1881 and was promoted to boilermaker in 1900. He has been in failing health for the last year and his death is felt deeply by all who knew him at Mt. Clare. He has a son, Ernest, in the Thirty-fifth Engineering Corps in France, who was a boilermaker at Mount Clare before his enlistment. Another son, Norman, is also a boilermaker at this shop. Besides these sons, Mr. Delcher is survived by two daughters, Mrs. Mary A. Henshaw and Mrs. Natalie Hazard and two sons, Morrell and Earl Delcher.



"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."

This is the story of thousands of successful men. They did their work well, and in spare time, with I. C. S. help, trained themselves for advancement. That's the thing for you to do. Whatever your chosen work may be, there is an I. C. S. Course that will prepare you right at home for a better position with bigger pay.

More than 100,000 men are getting ready for promotion right now in the I. C. S. way. Let us tell you what we are doing for them and what we can do for you. The way to find out is easy. Just mark and mail this coupon.

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Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Gen'l Office Acct'ing |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Mathematics |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> CIVIL SERVICE |
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| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> MINE FOREMAN OR ENG'R |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> CHEMIST |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> AUTOMOBILE OPERATING |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Auto Repairing |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Poultry Raising |

Name _____
 Present Occupation _____
 Street and No. _____
 City _____ State _____

R. T. E. Bowler, supervisor of shop machines and tools at Mount Clare, has enlisted in the Engineering Corps and has been detailed to Fort Benjamin Harrison, Indianapolis, Ind., unassigned. Mr. Bowler is a Virginia Polytechnic Institute graduate and served a special apprenticeship at Mount Clare, and we expect to see him with a couple of bars before he returns.

C. H. Culver has been appointed supervisor of shop machines and tools. Mr. Culver served his apprenticeship at Mount Clare and has spent his entire time and won his promotions at this point. He has the good wishes of all his associates.

J. W. Merson, tool maker, has been promoted to foreman of the tool room, vice Mr. Culver. We wish him success.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

There are two matters that are occupying our minds in Washington more than any others just at the present time, excepting, of course, the regular routine work of the station, and they are the Fourth Liberty Loan and the disease known as Spanish influenza. Regarding the former, we are coming along finely in the matter of sales and if the latter will only let up a little and send some of its victims back to their desks before the drive for Liberty bonds ends, we hope to be close to the 100 per cent. class. Just at this time our office and platform forces are depleted about thirty-five per cent. on account of sickness.

Engineer "Pat" Collins recently received from his boy "Over There" an interesting souvenir. It is an ornament from the top of a German officer's helmet. In his letter "Tommie" did not state exactly where or how he captured the souvenir, but merely said that the officer was "dead"; so it is safe to say that one Hun leader has been properly accounted for and that an old Baltimore and Ohio boy is responsible for it.

We were very sorry to hear the other day of the death of the wife of our chief delivery clerk, Thomas E. Frye. The occasion was rendered sadder still on account of Mr. Frye being seriously ill at the time. Our heartfelt sympathies are with him in his affliction and our hopes are extended to him that he will soon recover his customary good health and be with us again before long.

**Better Cause A Delay Than
An Accident**



WILLIAM M. SMITH

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

W. C. MONTIGNANI, *Secretary Y. M. C. A.*

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

Louis D. Nichols, of Harpers Ferry, W. Va., a former operator on the Cumberland Division, enlisted in the Army December 12, 1917, as a private. After several months' training at Camp Alfred Vail, New Jersey, he was promoted to a Corporal and is now a member of Company C, 116th Field Infantry, Signal Corps. Corporal Nichols was an operator for four years on the Cumberland Division. His photograph appears in a group on page 52.

In a group on page 52 is a likeness of J. Willis Rickey, Jr., son of Willis M. Rickey, train dispatcher of the Cumberland Division. He is also a nephew of U. B. Williams, general agent at Wheeling. Young Rickey was formerly employed as foreman in the welding department at the Cumberland shops. He enlisted in the Aviation Section on December 11, 1917, at Washington. He is now located at Selfridge Aviation Field, Squadron E, Mt. Clemens, Michigan. His many friends will recognize him by "that same old smile."

Above is a reproduced a photograph of William M. Smith, now a pensioner and one of the hale and hearty men who have given long and faithful service to the Baltimore and Ohio. He began work for the railroad October 15, 1873, and he was pensioned July 15 last. His

first service was as a yard brakeman and next he became yard conductor and then in succession freight house foreman, night baggage-master, yard dispatcher, day baggagemaster, oil distributor and, finally, crossing watchman. In all these years he had the interests of the railroad at heart and won many lasting friends, who have regretted keenly his disappearance from his usual stations. He and his wife have been extended the heartiest good wishes by his former fellow employes and the couple plan now to enjoy some of the good things of life. He has expressed his deep appreciation of the many kindnesses extended to him by his fellow workers and by the officials, who have shown that they appreciate the many years of excellent service that he rendered in the various duties assigned him.

Keyser

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

J. Z. Terrell, the popular agent of the Baltimore and Ohio at Keyser, has gone to the penitentiary and his friends hope that it will be for a long term. They would like to have Governor John J. Cornwell, who assigned Mr. Terrell to the Moundsville prison, or his successor in the executive office, keep him there just as long as Mr. Terrell's health and strength hold out, and indications are that it will be for some time. In entering the penitentiary, Mr. Terrell goes with much honor, for he has been named warden and the other residents of Mineral County regard it as a most worthy appointment. Mr. Terrell served with the Baltimore and Ohio twenty-five years and was passenger and freight agent at Keyser for fifteen years, during which time he made a host of friends. In leaving, he promised his former workers every consideration and attention if any took the occasion to visit him, voluntarily or involuntarily.

Among the photographs in the group on page 55 is one of Clarence D. Hanks, second trick operator at West Keyser tower. Mr. Hanks was granted a furlough for naval duty July 30, 1918, and after enlisting was assigned to the Radio School, U. S. S. Naval Operating Base, at Hampton Roads, Va. He was in service on this division eight years and worked in practically every office on the division.

Martinsburg Shops

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

At the time of sending these items to the MAGAZINE our shop employes are in the throes of the influenza epidemic. There is hardly a man who has not been affected, either personally or through some member of his family being stricken. In some cases our men have been compelled to remain away from work to care for the members of their families. So far we have lost nine by death.

On October 4, W. W. Wood, accompanied by Captain C. Rosa, a retired Canadian soldier,



New Ideas in Watches

TELL time at night. If you wish you may have a Burlington Watch fitted with the radium dial. The darker the night, the more brightly the dial shines. This is only one of the new features of the Burlington. Too, you may have your choice of gold strata cases. The newest triumphs of the master goldsmiths, are illustrated in our new book of watches. Write for booklet. Learn how you can get the master watch, 21 jewels, adjusted to positions, temperature and isochronism at the rock-bottom price.

21-Jewel \$2.50 Burlington

Yes, all this \$2.50—only \$2.50 a month for this masterpiece of watch manufacture. Now sold direct to you at positively the exact price that the wholesale dealer would have to pay. Write for a free booklet, showing the latest designs in our new regular model watch.

Send the Coupon For Our Watch Book

Get the Burlington Watch Book by sending this coupon now. You will know a lot more about watch buying when you read it. The book is free. It handsomely illustrates all the newest watches in full color. Send coupon.

Burlington Watch Co.
Dept. 7438 19th Street
and Marshall Blvd.
Chicago, Illinois
Canadian Office:
265 Portage Avenue,
Winnipeg, Man.

Burlington Watch Co.
19th St. & Marshall Blvd.
Dept. 7438 CHICAGO
Please send me (without obligations and prepaid) your free book of watches with full explanation of your cash or \$2.50 a month offer on the Burlington.

Name.....
Address.....

addressed the men of the shop in the interest of the Fourth Liberty Loan. To Baltimore and Ohio employes Mr. Wood needs no introduction, for all know him. His splendid addresses are enjoyed. Captain Rosa proved an interesting talker and the men were deeply moved by his accounts of life at the front. The Martinsburg shops have given \$15,000 for the Fourth Liberty Loan with 100 per cent. of subscribers.

Monongah Division

Correspondents

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..... Trainmaster
G. F. EBERLY..... Division Engineer
M. E. MULLEN..... Master Mechanic
C. F. DOTSON..... Road Foreman of Engines
F. E. FUQUA..... Division Operator
DR. C. A. SINSEL..... Medical Examiner
W. S. GIBSON..... Captain of Police
J. O. MARTIN..... Division Claim Agent
A. B. SMALLWOOD..... Signal Supervisor
T. L. NUZUM..... Storekeeper
W. T. HOPKE..... Master Carpenter
MRS. M. L. HOFFMAN..... Representative of Female Employes
W. E. CLAYTON..... Secretary, Assistant Chief Clerk to Superintendent

ROTATING MEMBERS

M. E. NUZUM..... Yardmaster
S. H. WELLS..... Agent
C. M. BAKER..... Operator
I. L. FAULKNER..... Track Supervisor
RAY HAWKINS..... Signal Repairman
E. M. GARNER..... Bridge Foreman
J. W. LEITH..... Carpenter Foreman
W. H. PUFFINBARGER..... Bridge Carpenter
C. O. THAYER..... Passenger Engineer
F. F. SEWELL..... Freight Engineer
H. E. KNIGHT..... Passenger Fireman
A. B. REED..... Freight Fireman
JOHN HANLEY..... Passenger Conductor
C. C. MORAN..... Freight Conductor
T. J. ROSE..... Train Baggage-master
L. VALENTINE..... Freight Brakeman
C. E. WARE..... Yard Brakeman
E. G. HAYMOND..... Car Inspector
W. B. WILLIAMS..... Locomotive Shopman
WALTER EVANS..... Car Shopman

The Baltimore and Ohio is making extensive improvements at Fairmont, doing some repair work to roundhouse, rebuilding the turntable and making it larger to accommodate and turn the Mallet engines that will likely be run down here from the Cumberland Division in the near future. A wheel press is being built at the car shops, which should help the wheel situation greatly here and save time and labor of shipping wheels elsewhere to be repaired.

Another of our good Baltimore and Ohio boys has left us for the Navy. He is Ernest H. Russell, signal repairman, west end Fairmont Yard. We wish him good luck and good health wherever he goes and hope he will have the

honor of sinking the Kaiser in the middle of the Atlantic Ocean on his first voyage across the water.

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.
D. F. ALLREAD, *Agent*, Folsom, W. Va.
JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

Divisional Safety Committee

PERMANENT MEMBERS

E. V. SMITH..... Chairman, Superintendent
J. W. BULL..... Trainmaster
A. H. WOERNER..... Division Engineer
J. A. ANDERSON..... Master Mechanic
M. J. WALSH..... Road Foreman of Engines
F. E. FUQUA..... Division Operator
DR. J. E. HURLEY..... Medical Examiner
G. W. JOHNSON..... Captain of Police
M. C. SMITH..... Division Claim Agent
D. PIERCE..... Signal Supervisor
C. R. KINCAID..... Division Storekeeper
H. M. POTTS..... Master Carpenter
J. R. LEE..... Secretary Railroad Y. M. C. A.
MRS. FRANCES B. AMOS..... General Crossing Watchwoman
J. R. PADDEN..... Secretary

ROTATING MEMBERS

V. REYNOLDS..... Yardmaster
E. M. POMEROY..... Agent, Bellaire, Ohio
L. E. KINNEY..... Telegraph Operator
W. C. WRIGHT..... Track Supervisor
C. B. MASON..... Signal Maintainer
S. W. CARPENTER..... Bridge and Carpenter Foreman
R. W. SUTTER..... Bridge Carpenter
J. R. CHADDOCK..... Engineer (Passenger)
J. FINNEGAN..... Engineer (Freight)
J. I. HUSK..... Fireman (Passenger)
C. F. POWELL..... Fireman (Freight)
W. H. LOWE..... Conductor (Passenger)
W. T. ECHOLS..... Conductor (Freight)
F. A. BAKER..... Brakeman (Passenger)
F. T. BOYLES..... Brakeman (Freight)
R. HALL..... Yard Brakeman
K. O. YOUNG..... Car Repairman
SAMUEL PESTT..... Car Inspector
M. B. GARVEY..... Shopman from Locomotive Dept.

Wheeling Freight House

J. A. FLEMING..... Chairman, Agent
JOHN WURDACK..... Assistant Foreman
R. J. MASON..... Delivery Clerk
GEORGE EARLYWINE..... Cooper and Sealer
W. H. NICKERSON..... Trucker
C. F. STRAHL..... Claim Clerk

Bellaire Freight House

E. M. POMEROY..... Chairman, Agent
W. E. PHILLIPS..... Foreman
HENRY SMITH..... Tallyman
CAMILLE GOSSEYE..... Trucker
J. L. WIGFIELD..... Cooper

Benwood Shop

J. A. ANDERSON..... Chairman, Master Mechanic
W. B. PORTERFIELD..... General Foreman
F. M. GARBER..... Car Foreman
R. LOUGH..... Machinist Helper
S. T. FRITTS..... Boiler Foreman
W. E. MCCOMBS..... Painter Foreman
F. SIONAKER..... Car Inspector
J. D. LAWSON..... Car Inspector
D. K. HULL..... Machinist

Holloway Shop

PERMANENT MEMBERS

F. A. BALDINGER..... Chairman, Assistant Master Mechanic
E. P. MITCHELL..... General Foreman
M. STEVENS..... Car Foreman
F. M. BROWN..... Storekeeper
DR. J. E. HURLEY..... Medical Examiner
MISS THAEL WAUD..... Secretary

ROTATING MEMBERS

J. M. GEER	Machinist
R. E. NELSON	Boilermaker
B. T. AYERS	Pipefitter
C. LEONARD	Tender Repairman
J. M. BRAMMAR	Blacksmith
C. W. SHATZER	Electrician
W. A. BENDURE	Electric Welder
C. C. McFADDEN	Material Distributer
W. A. JOHNSON	Carpenter
R. E. LOY	Wood Machine Operator

In the group on page 52 is a photograph of Oran E. Arthur, who is at Camp Shelby, Miss. Mr. Arthur was employed as machinist at Benwood for several years.

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
MISS HELEN WRIGHT, *Office of Division Engineer*

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent, Cleveland, Ohio*

Divisional Safety Committee

PERMANENT MEMBERS

H. B. GREEN	Chairman, Superintendent
G. B. GYMER	Secretary
A. R. CARRER	Division Engineer
J. J. POWERS	Trainmaster
W. J. HEAD	Trainmaster
J. C. HAHN	Trainmaster
J. FITZGERALD	Trainmaster
G. R. GALLOWAY	Master Mechanic
P. C. LOUX	Road Foreman of Engines
G. H. KAISER	Road Foreman of Engines
C. H. COTTON	Traveling Fireman
M. E. TUTTLE	Division Operator
DR. A. A. CHURCH	Medical Examiner
R. A. PENNELL	Captain of Police
G. J. MAISCH	Division Claim Agent
E. G. SLATER	Signal Supervisor
W. H. DEAN	Storekeeper
L. H. DOUGLAS	Master Carpenter
A. J. BELL	Terminal Agent
A. H. GENSLEY	Terminal Trainmaster
T. McDERMOTT	Terminal Trainmaster
H. C. BATCHELDER	Terminal Trainmaster
T. L. CALCOTE	Supervisor
L. C. SWANSON	Supervisor
J. DRENNAN	Supervisor
J. I. MALONE	Supervisor
B. C. MEEK	Relief Agent
J. P. COOPER	Relief Agent

ROTATING MEMBERS

F. E. WEEKS	Train Dispatcher
P. ESPOSITO	Section Foreman
T. RIDLEY	Carpenter Foreman
W. L. CUTTER	Engineer
E. C. HAVILAND	Engineer
T. MENKE	Fireman
W. E. BUTTS	Conductor
D. ROBINSON	Brakeman
N. WILBOIS	Yard Conductor
W. MESSMER	Chief Car Inspector
E. JONES	Chief Car Inspector
J. J. HURLEY	Enginehouse Foreman
V. LUCAS	Steel Car Foreman
J. J. McNEIL	Machinist

Cleveland Terminal Committee

A. H. GENSLEY	Chairman, Terminal Trainmaster
E. M. STEPHENSON	Secretary
E. W. WITCRAFT	Day Yardmaster
J. A. HACK	Night Yardmaster
G. B. MOON	Assistant Car Foreman
C. D. SEELEY	Assistant Agent
J. LESKEY	Yard Engineer
H. B. WOOD	Yard Fireman
G. K. STEPHENSON	Yard Conductor

W. R. LAIRD	Yard Brakeman
A. GROBARICK	Yard Clerk
M. CITINO	Section Foreman

Akron Terminal Committee

H. C. BATCHELDER	Chairman, Terminal Trainmaster
P. SOURS	Secretary
T. C. SMITH	Day Yardmaster
H. B. BURKHOLDER	Night Yardmaster
P. O'MILLION	Car Foreman
R. H. TROESCHER	Agent
J. RILEY	Yard Conductor
R. C. WAND	Switchman
J. W. KINNEY	Engineer
H. POTTER	Fireman
M. CARANO	Section Foreman
J. EDWARDS	Car Clerk

Lorain Terminal Committee

T. McDERMOTT	Chairman, Terminal Trainmaster
C. M. SEYMOUR	Secretary, Day Yardmaster
C. M. HIRST	Night Yardmaster
E. E. FERGUSON	Assistant Terminal Agent
V. BAILEY	Yard Engineer
J. LISISKY	Yard Fireman
R. C. CURRY	Terminal Supervisor
J. E. DAVIES	Yard Conductor
E. KETCHUM	Yard Brakeman
G. M. WILLIAMS	Yard Clerk

Lorain Shop Committee

G. R. GALLOWAY	Chairman, Master Mechanic
A. C. LEFKOWSKI	Secretary
J. A. SUBJECK	General Foreman
C. A. BURDGE	General Foreman
W. K. GONNERMAN	General Car Foreman
E. H. MECKSTROTH	Car Foreman
W. H. DEAN	Storekeeper
DR. W. P. TINSLEY	Medical Examiner
J. ROBINSON	Assistant Master Carpenter
T. J. KEATING	Machinist
JOSEPH SMITH	Boilermaker
W. J. O'CALLAHAN	Pipefitter
J. HOLZHAUER	Tender Repairman
C. J. WILSON	Blacksmith
W. NOVAK	Electrician
W. A. TRAWNSKI	Electric Welder
J. KREISEN	Material Distributer
H. SMARSCHE	Car Builder
A. SWENDEG	Machine Operator
F. HORAK	Painter
J. F. FISHER	Millwright

Cleveland Freight Station

PERMANENT MEMBERS

A. J. BELL	Chairman, Terminal Agent
R. B. McGINLEY	Assistant Agent

ROTATING MEMBERS

WILLIAM DEE	Pier Foreman
T. O'HARA	Foreman, Inbound
F. BERKERCHER	Foreman, Outbound
J. W. DUFFEY	Checker
W. POWERS	Trucker
WILLIAM DANTZ	Cooper

We are glad to report a continued improvement in the condition of Conductor E. L. ("Teddy") Betts, who is recovering rapidly from an operation. Mr. Betts is one of the oldest conductors in the service on this division and will soon be back on the job punching tickets.

The Fourth Liberty Loan canvass is in full swing and, with the assistance of the ladies, Mrs. H. B. Green, Mrs. P. J. O'Leary, Mrs. A. R. Carver, Mrs. A. J. Bell, Mrs. C. D. Seeley, Mrs. O. P. Eichelberger, Mrs. J. J. Powers, Mrs. J. C. Hahn, Mrs. J. A. Subjeck, Mrs. W. K. Gonnerman and Mrs. C. E. Pierce, stationed at the terminals and the men doing the traveling over the division, we know that this division will make a good showing. No one will be missed in the canvass.

William J. Head, trainmaster, has been appointed safety agent in the Northwest District. Mr. Head has been an ardent advocate of Safety and has practiced and preached it for many years. We wish him success in his new position and assure him of the cooperation of everyone on the Cleveland Division. Mr. Head entered the service of the railroad in 1882, having three years' previous experience on the Montour Railroad, and has been continuously in the service since that time and has held the positions of engineer, assistant road foreman of engines, assistant trainmaster, road foreman of engines and trainmaster.

H. C. Batchelder, terminal trainmaster at Akron, Ohio, has been appointed trainmaster of the C. T. & V. branch of the Cleveland Division, succeeding Mr. Head. Mr. Batchelder has a long record of service and by hard work and close application has merited the promotion which has come to him. Everyone at Akron has been pulling for "Batch" and we know that the whole C. T. & V. will work with him for his success.

J. E. Fahy, train supervisor, has been promoted to assistant superintendent of transportation, with headquarters at Cincinnati. Mr. Fahy has spent many years on the Cleveland Division, and our best wishes accompany him and his family to Cincinnati. May he live long and prosper.

Attorney Charles Lessick, of division counsel's office, has been stationed at the passenger station taking care of the questionnaires of all employes. From the looks of the ladies accompanying those seeking exemption under the "dependency" clause, the families are well taken care of, and some of the ladies' answers have indicated "who's the boss of the household." Don't worry, fellows, Mr. Lessick's job is confidential.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk,*
Newark, Ohio

Divisional Safety Committee

PERMANENT MEMBERS

- C. H. TITUS..... Chairman, Superintendent
- T. J. DALY..... Trainmaster
- D. HUBBARD..... Division Engineer
- F. E. COOPER..... Superintendent of Shops
- W. D. JOHNSTON..... Master Mechanic
- R. A. VERNON..... Road Foreman of Engines
- G. F. WRIGHT..... C. T. D. and Division Operator
- DR. M. H. KOEHLER..... Medical Examiner
- F. R. CASTOR..... Captain of Police
- A. R. CLAYTOR..... Division Claim Agent
- E. W. DORSEY..... Signal Supervisor
- C. G. SUTTON..... Division Storekeeper
- E. C. ZINSMEISTER..... Master Carpenter
- MISS ROSE MCGINNIS..... Secretary to Storekeeper
- H. L. BALL..... Secretary, Chief Clerk to Trainmaster

ROTATING MEMBERS

- C. A. VARNER..... Yardmaster
- W. H. YEAGER..... Freight Agent
- H. L. SIMPSON..... Operator
- F. S. MAHURD..... Supervisor
- S. W. FITCH..... Signal Maintainer
- WILLIAM NORTHUP..... Bridge Foreman
- S. A. REGAN..... Carpenter Foreman
- H. MCGREEVY..... Engineer, Passenger
- E. J. GRIMES..... Engineer, Freight
- C. W. RICKETS..... Fireman, Passenger
- F. H. BOOHER..... Fireman, Freight
- E. T. HUKILL..... Conductor, Passenger
- W. A. TOMLINSON..... Conductor, Freight
- W. H. CHILCOAT..... Brakeman, Passenger
- L. C. VERNON..... Brakeman, Freight
- C. H. MCKINNEY..... Yard Brakeman
- N. ARNOLD..... Car Inspector
- C. G. MILLER..... Supervisor Shop Schedules
- NOLAN HARDMAN..... Shopman, Car Department

Newark Shop Committee

- F. E. COOPER..... Chairman, Superintendent of Shops
- W. L. CLUGSTON..... General Foreman
- J. P. QUINN..... Car Foreman
- C. G. SUTTON..... Storekeeper
- DR. M. H. KOEHLER..... Medical Examiner
- E. C. ZINSMEISTER..... Master Carpenter
- EVA BENNET..... Secretary, Stenographer to Supt. of Shops
- W. H. SMITH..... Machinist
- W. MURRELL..... Boilermaker
- S. WATTS..... Pipefitter
- C. HASLOP..... Foundryman
- W. PUGH..... Tender Repairman
- R. S. DAVIS..... Blacksmith
- G. F. TAGG..... Electrician
- S. MORRIS..... Electrical Welder
- C. G. MILLER..... Material Distributor
- D. A. HILL..... Car Builder
- J. S. BARRICK..... Machine Operator
- J. W. BEAL..... Carpenter
- W. W. GAMBLE..... Painter
- H. KAISER..... Millwright



STANDARD TRACK ON THE WASHINGTON BRANCH

Zanesville Shop Committee

- J. L. McCANN.....Chairman, Supt. Reclamation Plant
- Miss G. A. SHOEMAKER.....Secretary, Stenographer to Supt.
-General Foreman
- D. W. FORAN.....Car Foreman
- W. A. FLETCHER.....Storekeeper
- G. W. MINNEY.....Electric Crane Engineer
- C. W. LEWIS.....Machinist
- C. A. FLUKE.....Boilermaker
- C. A. BARKCUS.....Pipefitter
- C. E. COLOPY.....Blacksmith
- W. L. SEEMUTH.....Car Builder
- J. HANNON.....Machine Operator
- J. F. GREENBANK.....Carpenter
- A. E. HUFFMAN.....Painter
- E. A. REIMANN.....

Columbus Freight Station Committee

- D. L. HOST.....Chairman, Trainmaster
- E. D. BALDWIN.....Freight Agent
- Miss MARY CONNELL.....Secretary, Stenographer to Frt. Agent
- JOHN MILLS.....Outbound Foreman
- E. J. FUNKE.....House Foreman
- A. WASHBURN.....Checker
- CHARLES BRUSE.....Trucker
- FRED WHELAN.....Cooper

Connellsville Division

Correspondents

- P. E. WEIMER, *Office of Superintendent, Connellsville, Pa.*
- S. M. DeHUFF, *Manager of Telegraph Office, Connellsville, Pa.*
- C. E. REYNOLDS, *Superintendent's Office, Connellsville, Pa.*

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office, Pittsburgh, Pa.*

It was with regret that we heard of the death of John Edward Burns, son of Conductor P. J. Burns, of Demmler yard. He has the sympathy of all the yard men. A beautiful bouquet of flowers was sent by the Demmler flower club.

The Braddock freight house opened September 11 and is now ready for business. H. M. Grantham has been appointed freight agent for the three railroads—Pittsburgh and Lake Erie, Baltimore and Ohio and Pennsylvania Railroad—handling all freight at Braddock, Pa.



CAR CLEANERS AT TENTH STREET



THE LATE M. J. MULCARE

The friends of M. J. Mulcare were grieved to learn of his sudden death at his home in Braddock on August 7. Mr. Mulcare first entered the service of the Baltimore and Ohio on March 23, 1906, as a brakeman in Demmler yard, and was promoted to conductor the following year. He was widely and favorably known in railroad circles. The Demmler flower club gave a big bouquet of flowers as a tribute to his memory.

James Sweeney, brakeman in Demmler yard, and one of the best known prize fighters of Braddock, has returned from Mt. Clemens, Mich., where he went for his health. "Jim" feels that he is able to beat any of the best fighters in this state.

Robert McBeth, yard clerk at Versailles, Pa., has returned from a two weeks' vacation. "Bobby" reports that he had a good time, but could not catch any squirrels.

B. M. Marks, chief billing clerk at Dexter Transfer, has been transferred to a car repairer at Demmler. We all hope that he makes good.

Miss Mary Delahanty, former pass clerk, has been appointed private secretary to the superintendent, vice P. A. McMahan, who is now in France.

B. J. Kessler, of the superintendent's office, Pittsburgh, has been called to the colors. He is now stationed at Camp Meade, Md., and he expects to leave for France shortly.

Opposite is reproduced a photograph of the car cleaners at Tenth Street, Pittsburgh. They are as follows: seated, H. S. Schlasky, A. Dezmieta; standing, L. Kilburn, G. Reynolds, M. Allen; kneeling, C. Soltesz, E. Curry, and M. Brown.

Miss Rose Gribbin, chief telephone operator at Pittsburgh, was married recently. She is still willing to help out and has decided to stay with us a while longer.

"Tom" Drake has been appointed station-master at Pittsburgh, vice W. J. Carroll, transferred.

Frank Wills has been appointed night station-master at Pittsburgh.

R. P. Canty has been appointed baggage agent at Youngstown, Ohio.

J. W. Imler has been appointed baggage agent at Pittsburgh.

William Milto, formerly of Laughlin Junction, is now at Camp Meade training for military duties overseas.

Glenwood Shops

Correspondent, CHARLES J. ROCH

We are advised that the stork visited the home of Machinist W. H. Kennedy, Jr., and deposited there a girl. Both mother and child are doing nicely and "Doc" has a smile on his face that will not wear off, stating that he now has a pair.

Permission was granted by Local Draft Board No. 12 of Hazelwood, to deputize eight

of the Baltimore and Ohio employes to handle the registration at Glenwood shops, which resulted in the registration of 302 of the back shop employes, 127 at the roundhouse and about 300 of the transportation and maintenance of way forces.

Clerical forces have been very busy in assisting employes in filling out their questionnaires.

Below is a photograph of the car foreman's force at Glenwood shops. Reading from left to right they are J. H. Gallagher, m. c. b. clerk; O. W. McElvans, chief clerk; George Pointer, messenger, and the Misses Genevieve Whitaker, Rosella Deibold, Elizabeth Passmore, Elysie Wageley, Harriet Gillespie and Mary Breen.

C. A. Marshall is back on the job as chief clerk to storekeeper. "Doc" is wearing a smile, so is "Kitty," a clerk of the same office.

New Castle Division

Correspondents

W. W. McGAUGHEY, *Chief Clerk to Superintendent*, New Castle, Pa.

C. S. MAYNARD, *Operator*, Chardon, Ohio.

V. P. McLAUGHLIN, *Operator*, BD Tower, Akron Junction, Ohio



GLENWOOD CAR FOREMAN'S OFFICE FORCE

F. N. SHULTZ	Division Operator, Garrett, Ind.
DR. W. A. FUNK	Medical Examiner, Garrett, Ind.
A. R. OSBORNE	Captain of Police, Chicago, Ill.
G. W. KRAUSE	Captain of Police, Willard, Ohio
J. D. JACK	Claim Agent, Garrett, Ind.
G. MENDENHALL	Signal Supervisor, Napanee, Ind.
G. E. COTTON	Storekeeper, Garrett, Ind.
D. B. TAYLOR	Master Carpenter, Garrett, Ind.
J. F. MILBURN	Secretary Y. M. C. A., Willard, Ohio
MISS CLEON HAMM	Tool Room Attendant, Garrett, Ind.

ROTATING MEMBERS

J. B. HERSH	General Yardmaster, Garrett, Ind.
F. L. SCHLOTTER	Relief Agent, Garrett, Ind.
E. W. LESLIE	Operator, Walkerton, Ind.
W. E. RABMER	Track Supervisor, Garrett, Ind.
R. B. CARVER	Signal Maintainer, Defiance, Ohio
E. J. STUCK	Bridge Foreman, Garrett, Ind.
G. M. RAY	Passenger Engineer, Garrett, Ind.
A. A. ARMSTRONG	Freight Engineer, Garrett, Ind.
J. E. CRIFE	Passenger Fireman, Garrett, Ind.
J. B. SPENCER	Freight Fireman, Garrett, Ind.
J. A. MURRAY	Passenger Conductor, Willard, Ohio
H. W. MARSH	Freight Conductor, Garrett, Ind.
F. J. JONES	Passenger Brakeman, Garrett, Ind.
B. A. WILLIAMS	Freight Brakeman, Garrett, Ind.
J. F. DRINKWATER	Yard Brakeman, Willard, Ohio
J. F. PENCE	Car Inspector, Garrett, Ind.
C. F. ANSEL	Machinist, Willard, Ohio
J. D. BRUBAKER	Car Builder, South Chicago, Ill.

Willard Shop Committee

PERMANENT MEMBERS

J. A. TSCHOUR	Chairman, General Foreman
C. H. GARING	General Car Foreman
J. T. DOWELL	Storekeeper
DR. C. W. HEDRICK	Medical Examiner
R. C. CRUMP	Supervisor of Machine and Hand Tools
FRED HITE	Assistant Master Carpenter
L. H. GAYLORD	Electric Crane Engineer
B. L. JOHNSON	Secretary, Shop Clerk

ROTATING MEMBERS

C. C. CROSS	Machinist
R. E. CARPENTER	Boilermaker
CHARLES COPE	Pipefitter
H. W. STEVENS	Tender Repairman
H. M. CROOKS	Blacksmith
C. B. JACOBS	Electrician
R. R. RICKETT	Electric Welder
E. P. SEXTON	Material Distributer
W. M. STOVER	Car Builder
C. T. GREEN	Machine Operator (wood)
A. C. HOLDEN	Carpenter
P. L. GRAHAM	Painter

Garrett Shop Committee

PERMANENT MEMBERS

W. F. MORAN	Chairman, Master Mechanic
E. J. MCSWEENEY	General Foreman
D. L. GIBSON	General Car Foreman
G. E. COTTON	Storekeeper
DR. W. A. FUNK	Medical Examiner
J. N. DAVIS	Supervisor of Machine and Hand Tools
MISS TERESA SHUNK	Stenographer

ROTATING MEMBERS

F. C. SAMMONS	Machinist
P. A. TACKETT	Boilermaker
H. H. ROAN	Pipefitter
S. LEWIS	Foundryman
E. DRAIME	Tender Repairman
FRED STAHL	Blacksmith
G. A. LEISINGER	Electrician
H. R. LOVE	Electric Welder
H. GROGG	Car Builder
CURT JOHNSON	Machine Operator (wood)
CARL HUNSEL	Painter
A. C. COBLER	Carpenter
H. HERSH	Material Distributer

Willard Terminal Committee

PERMANENT MEMBERS

S. C. RUMBAUGH	Chairman, Terminal Trainmaster
C. C. PITCHER	Day Yardmaster
B. H. LABOUNTY	Night Yardmaster
C. H. GARING	General Car Foreman
J. A. TSCHOUR	General Foreman, Locomotive Dept.
C. B. JACOBS	Electrician
J. F. MILBURN	Secretary, Y. M. C. A.
DR. C. W. HEDRICK	Medical Examiner
J. F. WALTERS	Agent
J. M. BARNVILLE	Secretary

ROTATING MEMBERS

J. E. BEINKE	Yard Engineer
HARRY EVANS	Yard Fireman
BEN FELLERS	Yard Conductor
L. C. WILLIAMS	Yard Brakeman
JOHN TOMPKINS	Yard Clerk
W. H. RUPASILL	Shopman, Car Department
J. H. GARRETT	Shopman, Locomotive Department
T. C. SPETH	Car Repairman
C. E. MCENDREE	Track Foreman

South Chicago Terminal and Shop Committee

PERMANENT MEMBERS

R. R. HUGGINS	Chairman, Terminal Trainmaster
W. T. WILHELM	Day Yardmaster
W. H. MCNELLIS	Night Yardmaster



WRECKING CREW AND CRANE AT WILLARD, OHIO

Left to right, the men are: W. F. REX, Wreckmaster; D. B. BRADFORD, Wreckman; F. J. KANNEY, Cranesman; C. B. RUDASILL, C. A. SANES, W. H. BOHN, H. E. REX, JERRY GROSE, W. O. GREENWOOD and FRANK BUNDSCHU, Wreckmen

J. E. QUIGLEY General Foreman
 E. H. MATTINGLEY General Car Foreman
 R. A. KLOIST Foreman Car Department
 T. H. BERRY Electrician
 DR. E. J. HUGHES Medical Examiner
 R. KAZMAREK Storekeeper
 M. ALTHERR Agent
 C. R. PILGRIM Secretary

ROTATING MEMBERS

F. A. EDWARDS Yard Engineer
 WALTER HOFFMAN Yard Fireman
 A. W. DOUGLASS Yard Conductor
 J. W. FINNEGAN Yard Brakeman
 R. O'BRIEN Yard Clerk
 O. SUTFIN Shopman, Car Department
 H. BERGSTROM Shopman, Locomotive Department
 W. F. DECKERT Car Repairman
 W. L. DOUGHERTY Track Foreman
 R. MURPHY Boilermaker
 W. J. COOMBS Pipefitter
 G. A. STRAUSE Tender Repairman
 G. A. MILLER Blacksmith
 J. M. RANDALL Car Builder
 I. ROSBYK Painter

Chicago Freight House Committee

PERMANENT MEMBERS

JOHN DRAPER Chairman, Freight Agent
 L. M. BROWN General Foreman
 C. N. BLISS Assistant Agent

ROTATING MEMBERS

FRANK SNYDER Assistant Foreman
 J. F. GALLAGHER Foreman Team Tracks
 W. F. TANNER Cashier
 E. HUBBELL Routing Clerk
 THOMAS QUINN Checker
 PATRICK MEEHAN Delivery Clerk

Willard Freight House Committee

PERMANENT MEMBERS

A. J. DRURY Chairman, Agent
 W. B. SMITH Foreman
 R. C. BROWN Clerk

ROTATING MEMBERS

J. L. POST Assistant Foreman
 A. F. NORRIS Clerk
 C. W. HIGGINS Checker
 L. C. NEWLAND Trucker
 E. L. CLOCK Tallyman
 E. R. BROWN Stevedore

Carl Novinger, son of Passenger Engineer and Mrs. George Novinger, formerly special apprentice and machinist, Baltimore and Ohio shops, Garrett, Ind., who entered the service of Uncle Sam at Great Lakes Naval Training School, and has been an instructor at that point for the last year, has just received his commission as ensign and has been transferred to the training camp at Detroit, Mich., for special work on the Eagle boats.

R. C. Hersh, son of General Yardmaster and Mrs. J. B. Hersh, formerly transportation time clerk, division accountant's office, Garrett, who entered training at Camp Custer, Battle Creek, Mich., January, 1918, has just received a commission as Second Lieutenant in the Quartermaster's Department.

Superintendent and division accountant's office has service flag containing fifteen stars. Carl Weaver, Roy Crawford, John Hopper, Joseph Sobraske, George Dean and Harry Altenberg are now in active service "somewhere in France." Motive Power Accountant E. P. Rupp is training at Fortress Monroe, Va.,

R. J. Huffman, transportation time clerk, is in the Officers' Training Camp, Camp Taylor, Ky., and balance of the men are in various training camps throughout the country.

George E. Wilson, Chicago Division engineer, has been appointed supervisor of accidents for the Baltimore and Ohio with headquarters at Baltimore, Md. Mr. Wilson was an engineer on the Chicago Division for twenty years.

South Chicago

Correspondent, MRS. BERTHA A. PHELPS,
 Wheelage Clerk

Agent Maurice Altherr has been appointed chairman of the South Chicago Defense League, a very worthy organization composed of railroad and business men of South Chicago, the object of which is: (1) To keep a roster of all soldiers and sailors of the 19th and 20th Boards, drafted and enlisted, and of their dependents; (2) To insure to soldiers and sailors aid and relief and support and protection to their dependents; (3) To aid and support the war in every possible way and to maintain a spirit of patriotism to the fullest extent. Trainmaster R. R.

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 WORK SUITS
 COMBINATION WORK SUIT
 "THE MOST COMFORTABLE WORK GARMENT IN THE WORLD"

NOTE carefully the exclusive patented features in the circles above. Found only in the SENSIBLE Work Suit. They mean everything to your comfort, safety and convenience. Popular in price. Popular with Railroad men.

Live Dealers sell the SENSIBLE Work Suits at a popular price. Don't accept substitutes.

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Johnston & Larimer
 Mfg. Company
 Desk 9. Wichita, Kan.

Please mention our magazine when writing advertisers

Huggins, General Foreman J. E. Quigley and Car Foreman E. Mattingly are vice-chairmen of the association and all employes in the Baltimore and Ohio offices in South Chicago on payment of \$1.00 have become members.

Supervisor William Hogan and Mrs. Hogan have returned from a visit to their son Clifford and other South Chicago boys at Camp Travis, Texas. They were guests of the boys for Sunday dinner in the mess hall and Mr. Hogan says the menu equaled that of the Blackstone Hotel. He also says we need not worry about our boys in the camps, as they are being cared for in every way.

Car Distributer Paul Wegener was awarded one of the twelve prizes of \$10 each in the Oliver Typewriter Co. War Garden contest, and has been presented with a check for that amount by the typewriter company. Mr. Wegener is, of course, delighted with the success he has made and is now ready to give advice to his fellow employes along lines of scientific farming.

The sympathy of his friends in the offices here is extended to Agent Edward Boyle at Forest Hill, whose mother passed away on September 30.

Our agent has been on the jury during the day, at his desk at night and selling Liberty Bonds between times. Three in one.

We are glad to note that Eastbound Clerk M. Maloney, who has been ill with pneumonia, has recovered and is back at his desk.

Miss Ethel Poole returned September 1 from an extended vacation, much improved in health.

Margaret Smurdon, stenographer to the trainmaster, Mary Ryan, bill clerk and Mrs. E. J. Spreenberg, stenographer in agent's office, are among the latest to return from their vacations.

The Allies are increased in numbers by one. A little general took up headquarters on September 29 at the home of Edward Murphy, chief clerk in Trainmaster's Huggins' office.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

PERMANENT MEMBERS

J. L. NICHOLS	Chairman, Superintendent
J. W. DACY	Trainmaster
G. P. PALMER	Division Engineer
R. L. FAITHORN	Assistant Engineer
ALEXANDER CHAW	Division Claim Agent
A. R. OSBORN	Captain of Police
C. L. HEGLEY	Examiner and Recorder
H. McDONALD	Supervisor, Chicago Division
WILLIAM HOGAN	Supervisor, Calumet Division
F. K. MOSES	Master Mechanic
F. S. DEVENY	Road Foreman of Engines
CHARLES ESPING	Master Carpenter
DR. E. J. HUGHES	Medical Examiner

C. O. SEIFERT	Signal Supervisor
E. J. BOYLE	Assistant Agent, Forest Hill
EDWARD MATTINGLY	Joint General Car Foreman

ROTATING MEMBERS

D. M. JULIAN	Car Foreman, Chicago, Ill.
RAY ELDER	Car Foreman, East Chicago, Ind.
H. F. JAMES	Engine Foreman, Blue Island, Ill.
T. FINNON	Helper (Switchman), East Chicago, Ind.
W. A. WELSH	Engine Foreman, Robey St., Chicago, Ill.
D. FLYNN	Locomotive Engineer, East Chicago, Ind.
J. GOULDING	Locomotive Engineer, Blue Island, Ill.
JOHN LATSHAW	Locomotive Engineer, Robey St., Chicago, Ill.
J. CRAWFORD	Machinist, Robey St., Chicago, Ill.
O. T. JONES	Leading Machinist, East Chicago, Ind.
A. GRAGEDO	Welder, East Chicago, Ind.
G. PAPPELO	Boilermaker, Robey St., Chicago, Ill.

Shop Safety Committee

MRS. NELLIE MCKEONE	Forewoman
FRANK PANKOW	Pipefitter, Coach Yard
JOHN CLYMAN	Piecework Checker, Freight Car Yard
ROBERT DOVE	Boilermaker
CHARLES GASTON	Air Brake Inspector

Ohio Division

Correspondent, W. L. ALLISON, *Operator*, DO Office, Chillicothe, Ohio

Divisional Safety Committee

E. W. HOFFMAN	Chairman, Superintendent
R. W. BROWN	Assistant Superintendent
T. E. BANKS	Trammaster
A. H. FREYGANG	Division Engineer
W. F. HAYES	Master Mechanic
WILLIAM GRAF	Road Foreman of Engines
G. W. PLUMLEY	Division Operator
DR. J. G. SELBY	Medical Examiner
E. C. COLE	Captain of Police
L. H. SIMONDS	Division Claim Agent
E. J. ALLIE	Signal Supervisor
F. W. MAITLEN	Division Storekeeper
J. B. CLARK	Master Carpenter
C. W. HOISINGTON	Yardmaster
E. E. JOHNSON	Agent
W. L. ALLISON	Operator
L. A. PAUSCH	Track Supervisor
HARRY SCHOLDERS	Signal Maintainer
C. F. CAMPBELL	Bridge Foreman
S. L. LONDRUM	Carpenter Foreman
LOUIS ASHLEY	Bridge Carpenter
T. COLLINS	Passenger Engineer
C. E. FOGELMAN	Freight Engineer
E. ROBINETTE	Passenger Fireman
R. COLLINS	Freight Fireman
C. A. DONNELLS	Passenger Conductor
C. S. HART	Freight Conductor
L. D. MCQUADE	Passenger Brakeman
HOWARD YOUNG	Freight Brakeman
S. LEATHERWOOD	Yard Conductor
O. ANTHONY	Car Repairman
J. G. BATES	Machinist
THOMAS TULL	Piece Work Inspector

Chillicothe Shop Committee

W. F. HAYES	Master Mechanic
F. R. GELHAUSEN	General Foreman
A. J. LARRICK	General Car Foreman
F. W. MAITLEN	Storekeeper
G. E. KRICK	Machinist
JAMES HULL	Boilermaker
JOHN AMANN	Pipefitter
L. LUIHSEN	Foundryman
L. J. KELLER	Tender Repairer
J. J. RYAN	Blacksmith
C. A. WOOD	Electrician
C. E. RAMSEY	Material Distributer
F. P. STENHOUE	Car Builder
C. A. DULLMEYER	Machine Operator (Wood)
G. P. HOUSER	Carpenter
C. H. REPLE	Upholsterer
W. F. OTTMAN	Painter Foreman

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

Divisional Safety Committee

A. A. JAMS.....	Chairman, Superintendent
J. B. PURKHISER.....	Trainmaster
H. S. SMITH.....	Trainmaster
C. E. HERTH.....	Division Engineer
J. M. SHAY.....	Master Mechanic
S. A. ROGERS.....	Road Foreman of Engines
M. A. MCCARTHY.....	Division Operator
DR. G. R. GAVER.....	Medical Examiner
R. J. BARKLEY.....	Signal Patrolman
B. H. PRINN.....	Signal Supervisor
W. H. HOWE.....	Master Carpenter
MISS B. V. FEAGAN.....	Representative Female Employes
E. G. MASHER.....	Secretary

ROTATING MEMBERS

C. ALEXANDER.....	Yardmaster
T. ROWLAND.....	Track Supervisor
E. SHEETS.....	Signal Maintainer
E. A. RLEY.....	Bridge Foreman
R. H. LENOVER.....	Carpenter Foreman
C. WRIGHT.....	Bridge Carpenter
A. PHILLIPS.....	Passenger Engineer
J. E. ALLEN.....	Freight Engineer
G. GOTTBURG.....	Passenger Fireman
F. WELLS.....	Freight Fireman
H. HARROD.....	Passenger Conductor
J. B. ELLIOTT.....	Freight Conductor
CHARLES FOX.....	Passenger Brakeman
H. PURKHISER.....	Freight Brakeman
L. B. THOMPSON.....	Yard Foreman
SAMUEL HODAPP.....	Car Inspector
JOHN LEMMON.....	Shopman, Locomotive Department
A. J. KEENE.....	Car Foreman

In a group on page 55 is a picture of E. C. Harrington, formerly in service as file clerk, superintendent's office, Seymour, Ind., but who now is convalescing from an attack of bronchitis and has just spent three weeks in the hospital. He is with Company H, Regiment 7, Camp Perry, Great Lakes, Ill.

The following furloughed employes now serving their country have just recently visited their homes, Seymour, Ind., and were around among the boys shaking hands—B. M. Spillman, formerly in service as fireman, now located at the Naval Training Station at Great Lakes; Chester B. Spillman, fireman, now assigned to transport service and has made one trip overseas; O. H. Holder, formerly clerk in division accountant's office, now in navy, has made several trips overseas; William J. Myers, formerly clerk in division accountant's office, now located at Indianapolis in a technical training school.

Lloyd F. Ackerman, stenographer to chief clerk in the superintendent's office, who has been in railroad service since May 2, 1917, has answered the call of his country and is now a student at Franklin College. This vacancy in the office force resulted in the following changes:

Miss L. M. Osterman promoted to stenographer to chief clerk; Miss Grace McGinty, report clerk; Miss E. A. Humes, clerk to general clerk, maintenance of way; Mrs. Stella Allen, clerk to division operator; Miss Mary Byrne, to fill a vacancy.

Cincinnati Terminal

Correspondent, W. F. COCHRANE, *Chief Clerk to Supervisor of Terminals*

Frederick Ulrich made a short trip to Washington to say goodbye to Private Bell, of the Marines, formerly a yard clerk at the stock yards.

E. C. Skinner, agent of the Toledo District, had a very enjoyable vacation, spent in the coal fields of Illinois, and is back again and shows the good effects of the trip.

A. Lund, of the superintendent of terminals' office, left last week to join Uncle Sam's boys and help bring a speedy end to the war.

Norine Hudson is back again after having spent a delightful vacation in the Blue Grass regions of Kentucky.

Ruth Greninger is preparing for a trip to Alexandria, La., "to visit her brother," who is in training at Camp Beauregard.

James Bell, of the depot force and a veteran of the Civil War, is still full of "pep" and patriotism. It is Jim's advanced years that keeps him from the trenches, but he has that spirit of loyalty which characterizes the man.

J. L. Flanagan, of the superintendent of terminals' office, is now away on a vacation, and is soon expected back.

T. W. Calvin, trainmaster, made a flying trip to Chicago on business during the past week.

E. L. Welsh has been transferred from the office of superintendent of terminals to stock yards as chief clerk to yardmaster.

Two new employes of the office of superintendent of terminals are W. H. Bachmann and George A. Beiderwelle.

William Green, car builder, made a hurried trip to Cumberland on committee work.

"Whitey" Hiltibrand and George Dishon are wearing "the smile that won't come off." The reason—not new babies this time—they both got their Liberty Bonds on the day they were quoted at 103. George says his back pay will all go into bonds of the fourth issue.

The shop men were glad to welcome "Muck" Walson, wreckmaster at Chillicothe, a few days back. Russel stopped off on his vacation trip.

T. A. Foster has given up the printing business and has gone to "copping" again.

"Yellow Breeches" Guard relieved Inspector McCracken at Cochran for five days during the early part of September.

Joseph Auberger, clerk to car foreman, spent his vacation, so he tells us, painting his house.

The car shop which burned down last November has been rebuilt and the car department office force soon expects to leave its temporary quarters in the telegraph office.

E. J. Brogan, former yard switchman, is now in the Engineer Corps at Fort Benjamin Harrison, Ind.

King Frazier left for Camp Sherman on August 26 and is now with the 95th Division.

Harry Newell, formerly employed as a fireman, is now located at Fort Benjamin Harrison, with the Engineer Corps.

L. H. Vogelsang, fireman furloughed for military service, is now on his way across. He was formerly stationed with the Engineer Corps at Fort Benjamin Harrison.

C. W. Roth enlisted on August 5 as a marine and is now at Paris Island. He was formerly employed as a switchman.

The following employes of the local freight office, Indiana District, are now in the service of Uncle Sam: George Halenkamp, James Hocter, Earl Yelton, Walter Kohlmeier, Gus Fritsch, John Beck and Frederick Granneman. Messrs. Hocter, Yelton, Kohlmeier and Fritsch are now in France on the battle line; Mr. Granneman is located at Fort Thomas, Ky., and Mr. Beck is bound towards the front.

The Thrift Stamp Club of the employes of the Second and Smith Streets freight house is becoming more active every day and the sales of War Savings Stamps are growing larger.

Below is a photograph of E. W. Sargeant, motive power timekeeper in the division accountant's office, and Chief Clerk H. E. Swepston, in the general car foreman's office, indicating that they had a pleasant time while at San Diego, Cal., during their vacation.



E. W. SARGEANT AND H. E. SWEPSTON



HE'S NOW PRIVATE J. LARBER

Above is a picture of J. Larber, formerly employed as a fireman on the Toledo Division. He entered the service on August 15, and is now at Fort Benjamin Harrison, Ind.

Three hundred employes of the Baltimore and Ohio took part in the patriotic and Labor Day parade, which was a success in every way. The ladies were dressed in white, wore white hats with red, white and blue ribbon on them and carried American flags. They were under the leadership of Miss Florence Bowman.

Miss Mildred Wild of the cashier's office, Second and Smith Streets, has returned from a delightful trip to Camp Taylor, Louisville, Ky., where a number of her friends live.

Miss Katherine Breen has returned from Camp Sherman, Chillicothe, Ohio, where she was visiting friends.

On the opposite page are grouped photographs of a number of the men from the Cincinnati Terminals who have gone into the service of the United States.

Sergeant Bert Baumgartner, formerly employed as a switchtender on the Toledo District, is the son of George Baumgartner, foreman at Gest Street roundhouse. He is now "somewhere in France" with the 330th Infantry, Company A, 83rd Division.



SOME OF CINCINNATI TERMINAL MEN IN U. S. SERVICE

- 1—Private F. W. KIMBALL. 2—Sergeant L. J. BROGAN. 3—Corporal R. H. RUDIG. 4—Sergeant GEORGE HALENKAMP. 5—Sergeant JOHN GALLAGHER. 6—BURT BAUMGARTNER. 7—Private C. D. SWEPSTON

Corporal R. H. Rudig, former rate clerk in the local freight office, Toledo Division, enlisted June 12, 1917, with the engineers. He is now located at St. Nazaire, France, with Company C, 17th Regiment, American Railway Engineers. He has completed fourteen months of foreign service.

Sergeant George Halenkamp formerly was employed in the local freight office, Indiana District.

Sergeant John Gallagher, who enlisted January 5, 1918, is now located at Quantico, Va., with Company A, 11th Regiment, U. S. M. C. He was in the accounting department, local freight office, Toledo Division. This is his second time in the service. He served four

years in the Navy previous to our entry into this great war.

Sergeant L. J. Brogan is now with the Engineers' Corps, Fort Benjamin Harrison, Ind. Before entering the U. S. service he was employed as switchtender at West End, Storrs.

Private Clyde D. Swepston, formerly an M. C. B. clerk at Cincinnati, but who is now driving an ambulance for Uncle Sam, will soon be on foreign soil. He was at Camp Crane, Allentown, Pa., when this picture was snapped.

Private Fred Kimball, formerly ran an engine for the Baltimore and Ohio at Cincinnati, but he is now on the right hand side of a one-man tractor in France, serving under Captain Harry



MR. AND MRS. FREDERICK SILVER

Gabriel, also an old Baltimore and Ohio man. Fred was near Chateau Thierry when the big drive opened. He is well on his way toward a second service stripe.

Mr. and Mrs. Frederick Silver, on September 15, celebrated their golden wedding. Mr. Silver, up to the time when he was retired on a pension, was employed on the C. H. & D., now part of the Baltimore and Ohio Railroad, as train baggageman, running practically continually between Cincinnati and Toledo. On September 15, 1868, Mr. Silver, a son of Mr. and Mrs. J. J. Silver, and Miss Carrie L. Westcott, eldest daughter of Mr. and Mrs. Leonard W. Westcott, were married at the home of the bride's parents on Carr Street, by the late Elder William P. Stratton. They quietly observed their golden wedding anniversary, but did not celebrate because of the war. They have three children, Mrs. A. R. Middendorff, Norwood; Leonard J. Silver of Chicago and Herbert A. Silver of Woodburn Avenue, Walnut Hills, together with seven grandchildren, Frederick and Richard Middendorff, Mrs. Louis Helmsderfer, Mrs. Joseph Nowak of Norwood, Miss Laura C. Silver of Chicago, Louis Silver and four great-grandsons, Joseph and Richard Nowak, Louis Helmsderfer and Thomas Middendorff. A photograph of the couple appears above.

Harvey C. Brunner, car repairer, now in the U. S. service, visited Storrs shop while on a furlough recently.

The death of E. C. Skinner, agent of the Baltimore and Ohio on the Toledo Division, after thirty-nine years of continuous and faithful service, is deeply regretted by all employes and a host of friends, and the sympathy of all is extended to his family. Mr. Skinner's only son is with the United States Army in France. Through the kindness of Superintendent of Terminals J. H. Meyers, arrangements were made to furnish a special train for all the office and terminal employes to attend the funeral services. The floral offerings, which were in abundance, certainly showed the appreciation of his services.

Illinois Division

Correspondents

WALTER S. HOPKINS, *Chief Clerk to Division*
Accountant, Flora, Ill.

OMER T. GOFF, *Secretary to Superintendent,*
Flora, Ill.

Divisional Safety Committee

PERMANENT MEMBERS

C. G. STEVENS..... Chairman, Superintendent
O. T. GOFF..... Secretary, Secretary to Superintendent
K. S. PRITCHETT..... Trainmaster
JOHN HEWES, JR..... Division Engineer
C. M. NEWMAN..... Superintendent of Shops
W. F. HARRIS..... Master Mechanic
C. H. CREAGER..... Road Foreman of Engines
M. A. MCCARTHY..... Division Operator
DR. H. H. MCINTIRE..... Medical Examiner
W. J. WAINMAN..... Captain of Police
J. R. BRADFORD..... Division Claim Agent
C. S. WHITMORE..... Signal Supervisor
W. M. HINKEY..... Division Storekeeper
H. E. ORR..... Master Carpenter
Miss P. H. GROSUP..... Representing Female Employees

ROTATING MEMBERS

J. C. LAWS..... Yardmaster
C. S. MITCHELL..... Agent
E. C. HOFFMAN..... Operator
W. COOK..... Track Supervisor
H. D. MCINTIRE..... Signal Maintainer
F. WHITE..... Bridge Foreman
U. E. SEVERNS..... Carpenter Foreman
A. S. EVANS..... Bridge Carpenter
W. R. TILTON..... Engineer, Passenger
L. E. MCCOOL..... Engineer, Freight
BOONE BINGHAM..... Fireman, Passenger
C. R. MANN..... Fireman, Freight
C. E. HENDRICKS..... Conductor, Passenger
C. C. HALL..... Conductor, Freight
J. R. COURTRIGHT..... Passenger Baggage-master
WILLIAM CLAYTON..... Brakeman, Freight
GEORGE LEEK..... Yard Brakeman
WILLIAM BLACK..... Car Inspector
J. W. DRAKE..... Shopman, Locomotive Department
CHARLES RANEY..... Shopman, Car Department

East St. Louis Terminal and Shop Committee

PERMANENT MEMBERS

J. W. ODUM..... Chairman, Trainmaster
H. F. SMITH..... Secretary, R. F. of E. Clerk
G. H. SINGER..... Agent
T. ROWLAND..... Track Supervisor
C. E. SHEETS..... Signal Maintainer
E. A. RILEY..... Bridge Foreman
F. M. PEEPLES..... Car Foreman
MORRIS KANE..... Electrician
W. A. MILLER..... Secretary Y. M. C. A.
DR. H. H. MCINTIRE..... Medical Examiner
G. W. BOND..... Lieutenant of Police

ROTATING MEMBERS

C. J. NOLAN.....	Yard Engineer
C. W. PURDUE.....	Yard Fireman
G. W. HUNT.....	Yard Conductor
D. C. TALLAFERRO.....	Yard Brakeman
J. T. POWERS.....	Chief Yard Clerk
GEORGE O'MARA.....	Shopman, Car Department
GEORGE QUAYLE.....	Shopman, Locomotive Department
E. WOODS.....	Car Inspector
J. W. DAVIS.....	Track Foreman

Flora Shop Committee

PERMANENT MEMBERS

W. C. DEITZ.....	Chairman, General Foreman
E. E. MARSHALL.....	Secretary, Clerk to General Foreman
G. D. HIPNER.....	Car Foreman
F. F. KELLUMS.....	Storekeeper

ROTATING MEMBERS

J. W. DRAKE.....	Machinist
R. R. HERRIN.....	Boilermaker
B. H. HUFF.....	Pipefitter
C. H. WILFONG.....	Tender Repairman
CLINT DEWITT.....	Blacksmith
N. YEAGER.....	Electrician
H. L. LENTS.....	Car Carpenter

Washington Shop Committee

PERMANENT MEMBERS

C. M. NEWMAN.....	Chairman, Superintendent of Shops
W. F. HARRIS.....	Vice-Chairman, Master Mechanic
A. W. MILLER.....	General Foreman
G. W. BULMAN.....	General Roundhouse Foreman
F. A. TEED.....	General Car Foreman
W. M. HINKEY.....	Storekeeper
W. E. ROSS.....	Supervisor Machine and Hand Tools
GEORGE W. YOUNG.....	Assistant Master Carpenter
L. A. SMILEY.....	Secretary, Chief Clerk to Supt. of Shops

ROTATING MEMBERS

R. F. WADE.....	Machinist
LESLIE ALBRIGHT.....	Boilermaker
HERMAN WELLINGER.....	Pipefitter
G. E. WALKER.....	Foundryman
O. O. PEEK.....	Tender Repairman
J. E. KETCHUM.....	Blacksmith
C. L. OSMON.....	Electrician
SAMUEL PATTERSON.....	Electric Welder
D. B. JACKSON.....	Material Distributer
JOHN T. MEYERS.....	Car Builder
J. C. SWIFT.....	Machine Operator
WILLIAM F. SAYNE.....	Upholsterer
FRED FITTS.....	Painter
H. J. PRICE.....	Tool-room Machinist

Machinist E. K. Beaver, at Flora, sprained his knee when his foot turned as he stepped off a block. We hope to see him back to work within the next few days.

Operator E. C. Hoffman is taking a few days vacation, after which he will resume duties on his regular position at K Tower. "Dutch" has been working as operator in X office at Flora while C. D. Russell was off of that position. We are all very sorry to see Mr. Hoffman leave Flora.

It is with pleasure that we note Conductors F. H. Jennings and E. E. Shay back at work after being off for a time.

Yardmaster J. C. Laws and Night Yardmaster E. C. Coil, at Flora, each took two weeks' vacation in September. They are both back on the job again.

There have been several changes in the division accountant's office at Flora. C. F. Stanford has entered the U. S. service and is now

at the Illinois University at Urbana, Illinois, attending preparatory school for the Officers' Training Camp. There are four new clerks in this office, Miss Harriett Warner, Miss Helen Higgins, J. E. Poland and C. R. Ozier.

We recently received a letter from Warren E. Smith, who was formerly a clerk in the division accountant's office, stating that he is now on the firing line in France.

Night Chief Dispatcher R. G. Hawthorne recently spent several days at Club Lake, near Carlyle, hunting. The main thing he got was a good soaking. He says that three is good hunting around Carlyle, but the trouble is that a man has to hunt too long before he finds anything. C. D. Russell worked as night chief dispatcher during Mr. Hawthorne's absence.

C. G. Stewart, assistant division engineer, spent his vacation in West Virginia.

Operator Guy Brissenden, who for sometime has been third trick operator in FA office at Flora, is now working at Caseyville. Operator Edward Case worked at Flora on third trick for several nights until he was relieved by "Trix" Richards, formerly of second trick at Carlyle, who got third at Flora on bulletin.

Traveling Auditor A. L. Carney recently returned to work after fifteen days' vacation.

Lyman Riggle resigned as messenger and office boy in superintendent's office at Flora on September 15 and has returned to school. Robert Sarter is the new messenger. We were very sorry to see "Slewfoot" leave, but believe after "Useless" has been on the job for a while he will make a good messenger and office boy.

C. D. Russell returned to his regular job in X office at Flora on October 3 after being away from this position for about three months, working as extra dispatcher and taking a vacation.

Everyone at Flora was shocked on the morning of September 14 to hear of the death of Miss Ruby Kneff. She was an efficient clerk in the division accountant's office. She had been ill with typhoid fever for several days, but it had been reported that she was well on the road to recovery when she suddenly became worse. The entire division accountant's office attended the funeral on September 16, six of the clerks acting as pallbearers. There were several beautiful floral designs presented by various offices and by other employes on the division.

Pipefitter James F. Handley, at Flora, was off several days in September because of sickness, but is now back on the job working as hard as ever.

Robert Jefferies, transportation timekeeper in division accountant's office at Flora, returned to work on October 1 after spending a two weeks' vacation in and around Billings, Montana. He reports having a fine time run-

ning around in the mountains and hunting bears. Says he saw one bear, but he didn't tell us whether the bear ran from or after him.

O. E. Sorgius, motive power timekeeper in division accountant's office at Flora, returned to work on October 1 after two weeks' vacation, the greater part of which was spent in Indianapolis visiting home folks.

We recently had quite a scare when we were informed that F. A. Conley, chief clerk to superintendent, had accepted a position in the office of C. W. Galloway, Federal Manager at Cincinnati: After being away for a week Mr. Conley returned and reported that it was a "false alarm," that he had not accepted the position, but had decided to stay with us.

C. S. Everett, who for the last two years has been relief agent on the Illinois Division, has accepted a position as traveling auditor and will soon leave us to assume duties on an eastern division. He is succeeded by Irl Hansbrough, who, we are sure, will make a first class relief agent. Both Mr. Everett and Mr. Hansbrough have the best wishes of all.

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*, Washington, Ind.

The new addition to the engine house at this point has been completed. It consists of extending a portion of the house, taking in twelve stalls. In addition to this, the entire engine house is to be provided with steam heat.

Cameron Harrod, assistant day engine house foreman, recently took his annual fishing trip. He returned to work the following day with

mud from the soles of his shoes to the top of his head. No fish. Wrong kind of bait and wind in wrong direction.

"Senator" Dick, fuel inspector, made his appearance a few days ago, carrying a file box. We presume his business is getting so large that he has to tote a file box to keep his correspondence in. "Senator" while here demonstrated that he is an expert typist, using the "Hunt and Peck" system. The bearings on the typewriter got so hot it was necessary to pipe ice water to them. If you don't believe it, just ask him.

Re-arrangement of machinery at this shop is progressing steadily. The work is being handled in such a manner as to not delay the output. An old Niles eighty-four inch boring mill, which stood in one position ever since the shop was built here, was moved from the wheel room to the boiler shop to continue its tireless efforts to contribute its part to keep Uncle Sam's troops moving.

Under the supervision of Storekeeper Hinkey, a new casting platform and storage rack is being erected. This will be a great improvement and a time-saving proposition.

"Paus" Davis, tool room machinist, recently went fishing, being accompanied by a gentleman friend (name unknown) and two other persons. On inquiry as to the status of the case, "Possum" states they were "running a line." For further information, confer with Davis.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*, Dayton, Ohio

Divisional Safety Committee

R. B. MANN, Chairman, Superintendent
J. W. KELLY, JR., Vice-Chairman, Assistant Superintendent



HUSTLING SECTION FORCE ON TOLEDO DIVISION

H. W. BRANT.....	Trainmaster
E. J. CORRELL.....	Division Engineer
I. E. CLAYTON.....	Division Operator
M. DIBLING.....	Machinist, Lima, O.
EDWARD KEEFE.....	Road Engineer, Ivorydale, O.
T. J. McDERMOTT.....	Road Conductor, Dayton, O.
GEORGE RYAN.....	Yard Conductor, Toledo, O.
E. SMONGSKI.....	Secretary to Superintendent
Dr. F. H. HUTCHINSON.....	Medical Examiner, Lima, O.
Dr. R. C. POTTER.....	Medical Examiner, East Dayton, O.

On page 86 is a photograph of force of Section No. 21, Deshler, Ohio. The foreman is H. Blankeymeir. These fellows are all doing their bit in view of the fact they work full time, all the time, as the condition of the track indicates.

H. R. Heck, from the accounting department, local freight office, Dayton, Ohio, has responded to the call and is now with Uncle Sam's forces preparing to go to war.

Joseph Wheeler, bill clerk, of the local freight office, Dayton, Ohio, is one more of the boys to respond for military service, and will soon be ready to sail for France.

Charleston Division

Correspondent, C. L. WEST, *Operator*,
Gassaway, W. Va.

Divisional Safety Committee

W. TRAPNELL.....	Chairman, Superintendent
J. C. KINTON.....	Assistant Superintendent
J. D. NICHOLAS.....	Trainmaster
T. H. GORDON.....	Division Engineer
I. N. KALBAUGH.....	Division Master Mechanic
P. D. MARSH.....	Road Foreman of Engines
H. C. MILLER.....	Storekeeper
M. RUSSELL.....	Master Carpenter
C. C. TAYLOR.....	Agent
A. H. HYER.....	Agent-Operator
JOHN E. CONLEY.....	Track Supervisor
G. R. MOORE.....	Ditcher Engineer
J. K. SIRK.....	Section Foreman
A. TIERNEY.....	Passenger Engineer
T. MORGAN.....	Freight Engineer
L. D. MORRIS.....	Passenger Conductor
H. B. McLAUGHLIN.....	Freight Conductor
JOHN BEE.....	Freight Brakeman
BERT OTTO.....	Yard Brakeman
A. LOUGH.....	Car Inspector
STARK HOWE.....	Blacksmith
R. N. TULLE.....	Car Foreman

Cumberland Valley Division

Divisional Safety Committee

PERMANENT MEMBERS

M. LOWMAN.....	Chairman, Superintendent
J. S. SMITH.....	Trainmaster
E. C. OYLER.....	Division Engineer
F. W. HANKINS.....	Master Mechanic
M. J. MALONEY.....	Road Foreman of Engines
H. A. LOGUE.....	Signal Engineer
Dr. J. M. GELWIX.....	Medical Examiner
E. L. NORMAN.....	Inspector of Police
W. G. DAVISON.....	Division Storekeeper
JOHN ROSSMAN.....	Master Carpenter
Miss ZOE KITTINGER.....	Representative Female Employee
W. S. MULLIN.....	Secretary

ROTATING MEMBERS

J. S. CARR.....	Yardmaster
WILLIAM YOST.....	Bridge Foreman
A. A. LEHMASTER.....	Carpenter Foreman
G. E. BREWER.....	Bridge Carpenter
S. H. SWEIGERT.....	Engineman, Passenger

E. D. NUCKELS.....	Engineman, Freight
M. G. CULHANE.....	Fireman, Passenger
S. E. BEITZEL.....	Fireman, Freight
J. G. SMITH.....	Conductor, Passenger
N. H. LEVY.....	Conductor, Freight
R. R. STEVICK.....	Brakeman, Passenger
C. M. HAWN.....	Brakeman, Freight
E. R. SNECKENBERGER.....	Yard Brakeman
JOHN MINNICH.....	Car Inspector
OSCAR MUNDORFF.....	Shopman, Locomotive Department
I. J. FORNEY.....	Shopman, Car Department

Shop Committee

PERMANENT MEMBERS

F. W. HANKINS.....	Chairman, Master Mechanic
C. W. NUSSER.....	Foreman, Machine Shops
J. C. NORRIS.....	Foreman, Car Shop
W. G. DAVISON.....	Storekeeper
Dr. J. M. GELWIX.....	Surgeon
J. S. McFERRIN.....	Gang Leader, Tool Room
J. J. SCHELLHASE.....	Wreckmaster and Foreman Yard Gang
HARRY GILLESPIE.....	Assistant Master Carpenter
B. M. WINGERT.....	Leading Engineer, Power Plant
D. S. LEMASTER.....	Secretary

ROTATING MEMBERS

W. L. CAMERON.....	Machinist
GEORGE B. SPROV.....	Boilermaker
RUSH BAKER.....	Pipefitter
C. ULRICH.....	Moulder
JOHN COOL.....	Tender Repairman
J. A. SHOEMAKER.....	Blacksmith
D. L. DOUB.....	Electrician
R. E. BRUNNER.....	Electric Welder
J. F. KRINER.....	Car Builder
G. M. BAKER.....	Machine Operator (wood)
C. K. GABLER.....	Carpenter
E. J. CHRONISTER.....	Upholsterer
C. B. SMILEY.....	Painter
I. J. FORNEY.....	Car Repairman

Elkins Division

Divisional Safety Committee

PERMANENT MEMBERS

J. F. CHISHOLM.....	Superintendent, Cumberland, Md.
J. T. ROBERTSON.....	Assistant Superintendent, Cumberland, Md.
O. D. RITCHIE.....	Terminal Trainmaster, Knobmount, W. Va.
R. J. PAYNE.....	Trainmaster, Cumberland, Md.
W. V. McINTIRE.....	Trainmaster, Elkins, W. Va.
R. H. WILLIAMS.....	Assistant Trainmaster, Cumberland, Md.
P. CAIN.....	Division Engineer, Cumberland, Md.
H. R. KIGHT.....	Master Mechanic, Maryland Jet., W. Va.
WILLIAM EWALD.....	Assistant Master Mechanic, Mt. Savage, Md.
J. W. HARPER.....	Road Foreman of Engines, Maryland Jet., W. Va.
J. A. ABBOTT.....	Chief Train Dispatcher, Cumberland, Md.
Dr. J. A. PALMER.....	Medical Examiner, Cumberland, Md.
NOAH HENDLEY.....	Special Officer, Cumberland, Md.
F. A. WORTH.....	Signal Foreman, Cumberland, Md.
J. L. HARTZELL.....	Division Storekeeper, Maryland Jet., W. Va.
H. GAITHER.....	Master Carpenter, Cumberland, Md.

ROTATING MEMBERS

G. E. SMITH.....	General Yardmaster, Knobmount, W. Va.
W. A. YINGLING.....	Joint Freight Agent, Cumberland, Md.
K. H. STROVER.....	Operator, West Virginia Central Jct., W. Va.
F. A. TRIPLETT.....	Track Supervisor, Cumberland, Md.
T. A. CAUDILL.....	Assistant Master Carpenter, Mt. Savage, Md.
J. W. DICKERHOFF.....	Carpenter, Ridgely, W. Va.
F. W. WILLIAMS.....	Extra Section Foreman, Cumberland, Md.
L. YEAGER.....	Passenger Engineer, Ridgely, W. Va.
J. C. CHASE.....	Freight Engineer, Ridgely, W. Va.
J. W. ANDREWS.....	Passenger Fireman, Ridgely, W. Va.
HENRY BROWN.....	Freight Fireman, Ridgely, W. Va.
J. BUSKIRK.....	Passenger Conductor, Ridgely, W. Va.
A. L. DECKER.....	Freight Conductor, Ridgely, W. Va.
R. L. BURCH.....	Baggage-master, Cumberland, Md.
A. L. WELSH.....	Freight Brakeman, Ridgely, W. Va.
R. C. CHINNAULT.....	Yard Brakeman, Ridgely, W. Va.
G. W. CHESHER.....	Traveling Car Inspector, Ridgely, W. Va.
G. T. HICE.....	Shopman, Locomotive Department, Ridgely, W. Va.
JOHN HICE.....	Shopman, Car Department, Ridgely, W. Va.

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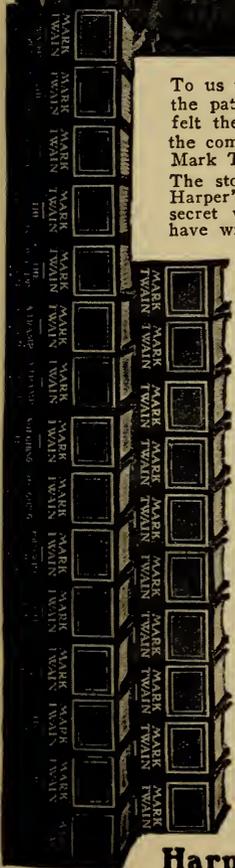
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Baltimore & Ohio Employes Magazine



—“DAD’S BEST CHRISTMAS GIFT”—

DECEMBER, 1918





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¶ The smoke curling from the chimney of the house in the picture above shows what one of the borrowers from the Savings Feature of the Baltimore and Ohio Railroad has done to "Keep The Home Fires Burning."

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¶ These men would make a small army. Why not also enlist in the army of borrowers and "Keep The Home Fires Burning," in your own home?

¶ Put part of your savings into a home, which will in a few years be fully paid for and belong to you, your wife and family.

Write to Department S, Baltimore and Ohio Relief Department, Baltimore, Md., and learn how you can invest your money in a home that will be fully paid for in a few years

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Show Your Colors

While millions of our boys are "over there" and on the way, the folks that stay at home must back them up. Red Cross work, Liberty Bonds, Food Saving are all necessary. But one of the **big things is to come out in the open.** Break Old Glory to the breeze and let everybody know that **you're for liberty and freedom**, not for the Kaiser and his horde of murderous Huns who would like to do in America the savage work they have already done in Belgium and France.

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All you do to get this big flag free is to distribute for us among your neighbors and friends 16 copies of our big, splendid, new

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Everybody Wants a Good War Map Now

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 6

BALTIMORE, DECEMBER, 1918

Number 8

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UNITED STATES RAILROAD ADMINISTRATION
OFFICE OF THE DIRECTOR GENERAL

Washington, November 5, 1918.

To Officers and Employes of Railroads under Federal Control:

Final reports indicate that \$184,868,300.00 was subscribed to the Fourth Liberty Loan by officials and employes of railroads under Federal control. I am greatly encouraged by this renewed evidence of the practical patriotism and loyalty of the men and women in the railroad service of the United States. On many of the railroads one hundred per cent. of the employes have subscribed and on many others the subscriptions are almost one hundred per cent.

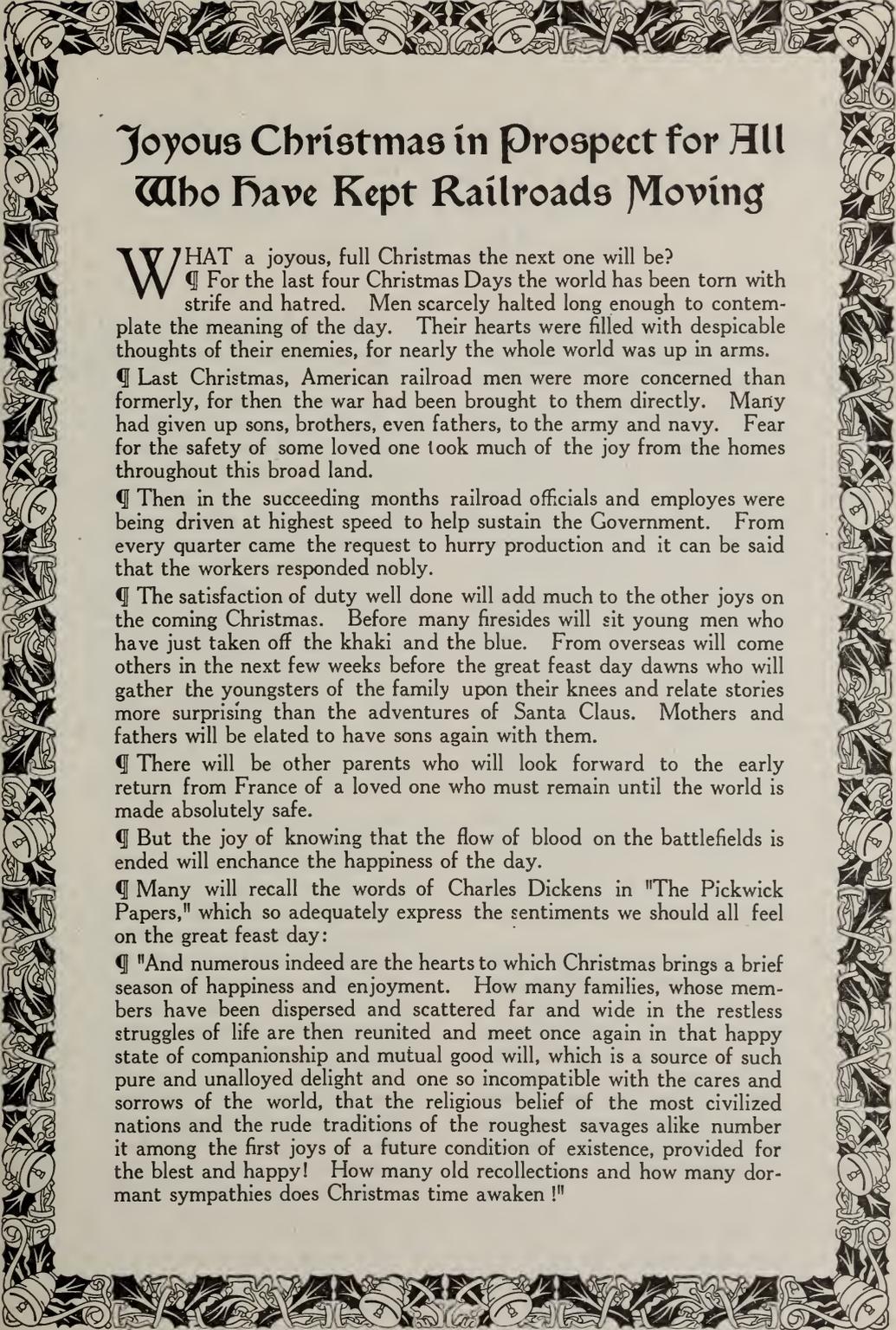
To the employes of such railroads I want to express my especial gratification and thanks, and to all railroad employes who have loaned their money to their Government in the Fourth Liberty Loan campaign, I want to extend my hearty congratulations and deep appreciation.

They have strengthened the tie already binding them to their Government, and they have sent to our courageous soldiers and sailors the message that railroad employes of the United States, in addition to keeping moving a steady stream of men and supplies to Pershing, to Foch and Haig and to King Albert, have also loaned their money to arm and equip those men and to purchase these supplies.

The Fourth Liberty Loan has been a great success and I want all railroad employes to know that I deeply appreciate their splendid part in bringing about this heartening result.

M. McAdoo

Director General of Railroads



Joyous Christmas in Prospect for All Who Have Kept Railroads Moving

WHAT a joyous, full Christmas the next one will be?

¶ For the last four Christmas Days the world has been torn with strife and hatred. Men scarcely halted long enough to contemplate the meaning of the day. Their hearts were filled with despicable thoughts of their enemies, for nearly the whole world was up in arms.

¶ Last Christmas, American railroad men were more concerned than formerly, for then the war had been brought to them directly. Many had given up sons, brothers, even fathers, to the army and navy. Fear for the safety of some loved one took much of the joy from the homes throughout this broad land.

¶ Then in the succeeding months railroad officials and employes were being driven at highest speed to help sustain the Government. From every quarter came the request to hurry production and it can be said that the workers responded nobly.

¶ The satisfaction of duty well done will add much to the other joys on the coming Christmas. Before many firesides will sit young men who have just taken off the khaki and the blue. From overseas will come others in the next few weeks before the great feast day dawns who will gather the youngsters of the family upon their knees and relate stories more surprising than the adventures of Santa Claus. Mothers and fathers will be elated to have sons again with them.

¶ There will be other parents who will look forward to the early return from France of a loved one who must remain until the world is made absolutely safe.

¶ But the joy of knowing that the flow of blood on the battlefields is ended will enchain the happiness of the day.

¶ Many will recall the words of Charles Dickens in "The Pickwick Papers," which so adequately express the sentiments we should all feel on the great feast day:

¶ "And numerous indeed are the hearts to which Christmas brings a brief season of happiness and enjoyment. How many families, whose members have been dispersed and scattered far and wide in the restless struggles of life are then reunited and meet once again in that happy state of companionship and mutual good will, which is a source of such pure and unalloyed delight and one so incompatible with the cares and sorrows of the world, that the religious belief of the most civilized nations and the rude traditions of the roughest savages alike number it among the first joys of a future condition of existence, provided for the blest and happy! How many old recollections and how many dormant sympathies does Christmas time awaken!"

Preservation of Human Lives by Practice of Safety a Patriotic Duty, Says Mr. McAdoo

ASIDE from the economic necessity of preserving life and limb, there is a patriotic motive involved that no real American should overlook, declared W. G. McAdoo, Director General of Railroads. In a telegram to the convention of the National Safety Council in St. Louis the Director General asserted that effective accident prevention on all railroads under Federal control is "one of the important activities" of the United States Railroad Administration.

Since the announcement of the officials of the Railroad Administration that Safety work was to be of major importance, the Baltimore and Ohio has made a stronger effort than ever before to instill into the minds of the men and women working along the lines that their conservation was of as great importance as the movement of trains. There always will be those who pay little attention to such important propaganda, but the majority of railroad workmen have heeded the words of warning and Safety warning is accomplishing that for which it was designed.

Mr. McAdoo's strong language in urging greater efforts towards the goal of Safety should be read and heeded by everyone connected with railroad work. He has declared himself in entire sympathy with the movement. He realizes fully the importance of man-power conservation and on several occasions has warned that the listless and careless employe is doing his "bit" to assist the Hun.

The Director General's telegram to the Safety Council was as follows:

Conservation of the lives and health of our people is an imperative National necessity. To

arouse leaders of all industries and to awaken all workers to this necessity is a work of vital importance. The old maxim "The safety of the people is the highest law" has new importance in these days of human wastage. Never before have enlightened men realized the world importance of safeguarding in a higher degree than ever before the broad interests of human beings and the right of all, even the humblest, to live in freedom and in security not only from oppression, but also from injury resulting from controllable causes. Your organized influence and your vigorous work for the protection of the lives and the safety of economic workers have the complete endorsement of all far-seeing people.

Today man-power means so much to the safety of the nation that the conservation of the health and promotion of safety not only of the workers on our railroads, but in all industries, stands as a patriotic duty, as well as an economic necessity. Effective accident prevention work on all railroads under Federal control is, therefore, one of the important activities of the United States Railroad Administration.

Please be assured of my earnest interest and sympathy in the important work you are doing, and of my best wishes for a fruitful outcome of your deliberations.

Nearly \$1,500,000 Being Spent in Betterments on the Western Lines

THEY'RE not saying much on the Western Lines of the Baltimore and Ohio, but they're sawing a lot of wood. At nearly every terminal and junction point improvements are under way to put that section of the big railroad system in first class shape to handle the increased business. When the additions and changes are completed there will be facilities for handling the traffic at the maximum speed and that's what Federal Manager C. W. Galloway has striven for since he took charge of the Western Lines.

Under the direction of J. B. Carothers, assistant to the Federal Manager, and E. G. Lane, chief engineer, about \$1,500,000 is being expended at the present time in betterments and indications are that this sum will be increased before all the work is finished. Most of the big jobs are nearing completion and when the new facilities are available, they will go far towards bringing the lines to the top notch of speed.

Probably the biggest undertaking is at Garrett, Ind., where nearly \$400,000 is being expended in betterments. There have been constructed an engine house and facilities and they are about ninety-nine per cent. completed. There will be twelve model stalls in the engine house. A fine new power plant is in operation. The engine house also is being used, but there is still a little work to be done on it. The sum of \$91,000 has been spent for tools.

At Lorain, Ohio, additions have been provided for the engines that congregate there. This addition to the engine house cost \$57,000. A machine shop, modern in every respect, has been built and fitted out at an expenditure of \$101,790.

Likewise at De Forest, Ohio, there

were constructed engine and coaling facilities that will cost about \$146,000. There was a new power plant constructed there. Hazleton also got an engine house and power plant and the cost will be around \$118,000.

Three bridges were constructed at a cost of \$200,000. One is over the Scioto River, just east of Chillicothe, and is half completed. The second is west of Chillicothe and is likewise about fifty per cent. completed. The third bridge is east of Vigo, Ohio, and soon will be marked "completed." The first bridge mentioned is a three-truss structure and the other two are girder bridges.

At Lima an engine house with five stalls has been constructed at a cost of \$50,000. To relieve traffic congestion in the southbound Lima yards, \$106,000 is being spent in laying new tracks and changing the old ones and this work is about seventy per cent. completed.

An engine house with twelve stalls and a machine shop have been erected at East Dayton, Ohio. This work is about ninety per cent. completed and will mean an expenditure of about \$125,000. Ivorydale also gets an engine house of eight stalls and the appropriation here will reach close to \$60,000.

A transfer track in connection with the Chesapeake and Ohio is being built at Renicks, Ohio, and this work, which is seventy per cent. done, will mean an outlay of close to \$80,000.

In Cincinnati the addition to the engine house at Stock Yards will provide much-needed facilities and will cost about \$100,000. At Storrs the engine house is being enlarged to accommodate the biggest locomotives. There will be spent about \$100,000 there also.

Stalls in the engine house at Washington, Ind., are being extended twenty-five feet. Heretofore it was impossible to close the doors when the large locomo-

tives pulled into the house, but now the stalls can take care of the largest. The work is just being finished and represents an outlay of \$70,000.

Major "Tom" Fitzgerald Wallops Boches

BALTIMORE AND OHIO men on the Western Lines heard with much satisfaction through a newspaper in Cincinnati that Major Thomas Fitzgerald, son of the former general manager of the Baltimore and Ohio and before his death one of the most popular officials of the system, had proved himself a "chip off the old block" in the great war game in Europe.

In one of the most stubborn battles near Verdun the 308th Ammunition Train, commanded by Major Fitzgerald, defied death hundreds of times to keep the artillery supplied with the death-dealing pellets that turned the tide for justice and humanity and eventually

sent the Kaiser to retirement. Major Fitzgerald commanded a group of Ohio men in this battle and their deeds stand out among the most daring of the war. Major Fitzgerald, who was born May 30, 1878, is widely known in Baltimore, where he was graduated from the Johns Hopkins University in 1898.

When war was declared by the United States against Germany, Major Fitzgerald was general manager of the Cincinnati Traction Company. In May, 1917, he volunteered his services to the nation and was sent to Camp Benjamin Harrison. He received the commission of major there and next went to Camp Sherman, as commander of the 308th Ammunition Train. He went to France in June, 1918.

Telling of the battle in which this outfit showed remarkable bravery, B. J. O'Donnell, staff correspondent in France for the Cincinnati *Enquirer*, says, in part:

"Assisted by the 308th Ammunition Train, the men for two days and nights, October 21 and 22, pushed forward through trackless woods, unprotected by any form of shelter and dragging guns and ammunition over shell-pocked roads, placed their pieces in position and directed a fire against the enemy that made possible the bringing up of the infantry and the final successful assault. . . . Throughout the engagement the 308th Ammunition Train, Major Thomas Fitzgerald, Cincinnati, brought up ammunition over roads constantly shelled with explosives and through valleys reeking with gas and cut up by shell holes. Major Fitzgerald personally commended the men for their bravery in going through this gas-filled valley over almost impassable roads."



MAJOR THOMAS FITZGERALD

Director General Urges Railroad Men to Make Good Their Promises to General Pershing

GENERAL PERSHING was given the word of American railroad men that he would be backed up in his drive towards Berlin and in a speech on October 13 to the men at the Connellsville shops, Director General William G. McAdoo called upon Baltimore and Ohio workers to make good their promise.

Mr. McAdoo, in the name of the railroad men, informed General Pershing that the American forces could have all the locomotives, cars and steel rails needed. But to do this, warned Mr. McAdoo, it is necessary that "you make every bad order locomotive a live one as quickly as you possibly can do it." He again compared the bad order engine to a Prussian soldier and urged that when such a machine came into the shops that it be marked in chalk "Prussian" and that then every employe in the shops should "hammer hell out of him until you convert him into a live American soldier."

The Director General expressed his gratification in being associated in the great work of the American railroads and declared his willingness to help the railroad men "in every way I can." He asked that the railroad workers show their appreciation for what Uncle Sam has done for them and then to "pull together and it won't be long before we will have licked hell out of the Kaiser and secured peace."

Mr. McAdoo's address was as follows:

"Fellow Railroad Men—I am glad to meet you and I thank you for the cordiality of your greeting. We are all engaged in a great service to our country—the service of making democracy not only supreme at home but also in the world, so that all peoples may live in peace here-

after and the world be made a really decent place to live in.

"From the message we got from Germany last night they are beginning to see that the inevitable is coming, that the ideals of America are going to be adopted as the ideals of civilization throughout the world. I hope sincerely that this message means peace, because we all want peace when we can get it with honor and especially when we can get it on our terms. Nevertheless we must not let up in our plans now. We have got to see this thing through.

"Every man who works on a railroad, I am sure, knows how to fight. I was brought up as a boy in Georgia just after the war and we didn't do anything but fight. We had been fighting for four years and we had to keep it up for some time after peace before we could slow down. As a little shaver, one of the things I was told was that when you had the other fellow groggy, not to stop hitting him hard until he was counted out. We have the Kaiser groggy, and all we have to do is to keep hitting hard and we shall soon have peace.

Must Bring Them Back

"That means that we have to put this Liberty Loan over. It doesn't make any difference whether we have peace or not, we must put this loan over—why? Because we have spent a lot of that money already. We have to sell bonds to get that money. But more important than that we have to sell bonds in order to bring back those two million boys we have over there. They are doing a mighty fine job for us and we want to put up the money to see that they are taken care of while they are doing it and that they are brought back to American

soil again after the job is finished. We need the money also in order to keep every war preparation going until the final terms of peace are absolutely clinched. We are going to clinch these victories that American blood and valor have already won for us on the battlefield before we even think of stopping.

"Aren't we proud of what our sons have done for us? Sons of some of you railroad men here are over there in France fighting for us and upholding the honor of our flag. Aren't we proud of those boys; aren't we proud of every other American's son who has gone to do this great job for civilization and for humanity and for the honor of our beloved America? Of course we are. There is nothing too great for us to do for them. We are going to stand back of those boys to the limit.

"I want you all to put every dollar that you have, that you can rake or

scrape together in the bonds of your Government. You aren't giving this money to your Government; you are simply lending it.

"The bonds of Uncle Sam are better than any savings bank. A savings bank might 'bust' some day, but Uncle Sam will never bust. That is no reflection on savings banks; they are mighty good institutions and I am for them. They perform a great service to the country, but Uncle Sam is better than any savings bank.

"Every man who saves his money and gets $4\frac{1}{4}$ per cent. per annum upon it, free from taxation by the Federal Government, is bettering himself in every possible way. Then think how much you are actually helping to gain the necessary victory on the other side of the water, because without money you cannot carry on the war. Every dollar that you put into the bonds of your Government is a con-



SCENES DURING MR. McADOO'S VISIT TO CONNELLSVILLE SHOPS

tribution to the victories that our boys are winning on the other side.

"Did you ever reflect that every idle dollar that you hide away somewhere, or put where it isn't producing or doing anything, is really an ally of the Kaiser? Every dollar we have must work just as hard as we work with our hands. When you turn your dollars over to Uncle Sam you put fighting blood into them and that is the reason that every patriot should lend his money to Uncle Sam. Every idle dollar must have blood put into it and be made to shed its blood for liberty as our sons are shedding their blood upon the battlefield.

Pershing Needs Them

"I want to say another thing to you railroad men. Pershing wants locomotives over there in Europe. We cannot assume that there will be an early cessation of fighting. We are not going to stop fighting until we get this thing finished. Pershing needs locomotives—why? Because we have the Germans on the move to Berlin and they are moving so fast that it takes American locomotives to keep up with them. Pershing wants locomotives that we need for the railroads of the United States, and he wants steel rails over there to put those locomotives on so he can keep up with the Germans. I have said that General Pershing can have those locomotives, as we railroad men will see that he gets anything he needs from the railroads of the United States. We can give him those locomotives only if you make every bad order locomotive a live one as quickly as you possibly can do it. I want you to work all the harder on these dead locomotives. A bad order locomotive is a Prussian

soldier, and I want you to jump on every Prussian soldier that gets into the shops, mark 'Prussian' on him in chalk and then hammer hell out of him until you convert him into a live American soldier. That is the way you can help Pershing and the boys in France.

"I want every engineer and fireman to cooperate to keep our locomotives out of the shops, and when the locomotives have to be repaired I want every shopman to get them out on the line again and make live American soldiers out of them as quickly as possible.

"I am glad to be associated with you in this great work and I want you to feel that I am always glad to help you in every way I can. Your working conditions have been improved and your pay has been increased as far as it is possible to do it, but we must all be reasonable. You are servants of Uncle Sam now, and whenever your pay is increased we have to turn right around and tax it out of the American people. The American people are your friends because you and the American people are just the same—you are working for the same object: you work in the public interest; and the public interest is your interest as well as everybody else's interest.

"So let us prove to the American people that what has been done for us is justified by the renewed and loyal and undivided effort of every railroad man in the service of Uncle Sam. That is the way to show that you appreciate what Uncle Sam has done for you. Let us pull together and it won't be long before we will have licked hell out of the Kaiser and secured peace, just peace and a democratic peace for the glory of God and the good of humanity."

Mailing Yourself Money

Every time you stick a Thrift or War Savings Stamp on your card you are mailing money to yourself to be received later with interest. Cashing in these stamps is going to be better than "getting money from home," for with the money comes the reminder that you contributed to the great victory which then will have been completely won.

Red Cross Railroad Canteens Big Boon to Soldiers in Transit

WHILE it is generally understood that an American Red Cross Railroad Canteen Service exists throughout the country, the public has but little conception of the extent and importance of this field. There are many railroad men, who, because of the nature of their labors, can have but a hazy idea of its magnitude and functions. It is that this, as well as other equally important branches of its endeavors, may be carried out to the full that the Red Cross Christmas Roll Call is being sounded. The health and comfort of our soldiers on their way to the front is a thing in which every good American is vitally interested, and in no other way

ing officer of the train and to give receipts for supplies paid for.

To arrange for complete meals and lodgings for any purpose desired by troop train commanders having funds for this purpose.

To arrange for a surgeon, dentist or physician with ambulances to meet trains when requested in advance by troop train commander, all canteens being authorized to accept sick or diseased men for transfer from troop trains to hospitals, either military or private, and to give Government form receipt to commanding officers.

The seven hundred American Red Cross canteens cover the country from



NEW YORK TROOPS MADE HAPPY AT RAILROAD CANTEEN

can he further this cause so well as by adding his name to the Roll.

The American Red Cross Canteen Service was organized for the following purposes:

To stimulate the morals of the men en route and to express the appreciation of the American people.

To furnish without cost light refreshments, smokes, newspapers, post cards, shower baths, recreation grounds, medical supplies and generally to aid in the comfort and welfare of the men while traveling.

When requested in advance by wire, to procure all kinds of supplies at cost and accept pay for same from the command-

ing officer of the train and to give receipts for supplies paid for. In nearly all cases they are located at railroad depots where troop trains stop to change engines or would be compelled to wait. These points have been selected that the canteens may render their services while the train is at rest, thus utilizing what otherwise would be waste time. In many instances the moving of these trains is carried on as secretly as possible, and instead of running into the depots of large cities they are switched into the yards. Where it is known in advance that this is to be done, American Red Cross huts are established for convenience and from them the men are supplied free of cost with coffee, sand-

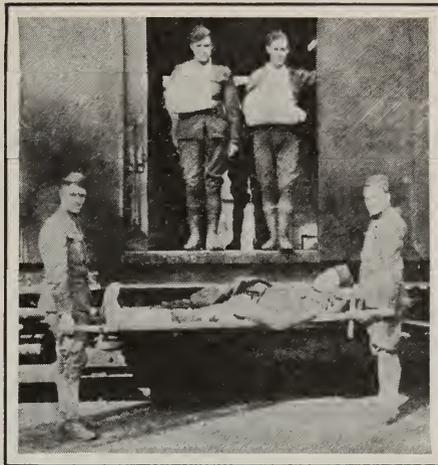
wiches, tobacco, newspapers and similar articles. Women workers from these huts visit the waiting men with post cards, take messages from them to their family and friends, and upon approval by the proper authorities see that the cards are mailed.

One feature which is found in connection with many of the American Red Cross railroad canteens and which has proved a veritable Godsend is the bathing facilities. These have been provided at places where the men have time to avail themselves of them while the train is at rest and, except for food when he is hungry, there is nothing the American soldier wants so much and goes to so eagerly after a long ride in a crowded train as his bath.

There is still another service rendered our soldiers by the railroad canteens of the American Red Cross which has proved of great value. This is known as the Information Canteen Service. It is designed to look after men who are traveling alone or in small detached companies. Arriving at a station in a town where they are strangers, they are met by the canteen workers, who see that they are fed and made comfortable, and, if time warrants, they are taken to movie shows and similar places of entertainment where they may spend their time enjoyably rather than aimlessly wandering the streets. Many theaters have assisted in this work by furnishing all such traveling soldiers free tickets upon the request of the American Red Cross Canteen Service.



ANGELS OF MERCY ON DUTY



OFF TO "BLIGHTY" FOR A WHILE

In France the American Red Cross has equipped a thoroughly sanitary train which runs to the front and brings back wounded to the Paris hospitals. This train is so constructed that emergency surgical operations may be performed upon it while it is running at full speed. Many lives have been saved in this way. A number of American Red Cross Hospital Trains are in operation in that country.

These trains are the last word in such accomplishments. Each one consists of sixteen cars with total accommodations for 430 wounded. Cars are fifty-four feet long, and are painted in khaki color, while the insides are in mahogany and white enamel. Upon each end of the train the letters "U. S." are painted in brilliant red, the characters standing four feet tall. The train is vestibuled and fitted throughout with electric light, fans and steam heat. Special attention has been paid to the care of gassed patients, and there is one car which is devoted to infectious diseases.

It is for such work as this that the Christmas Roll Call is asking the American people through their membership to contribute their brains and hands rather than their money.

**The Straight Line is the Shortest
Distance Between Failure
and Success**

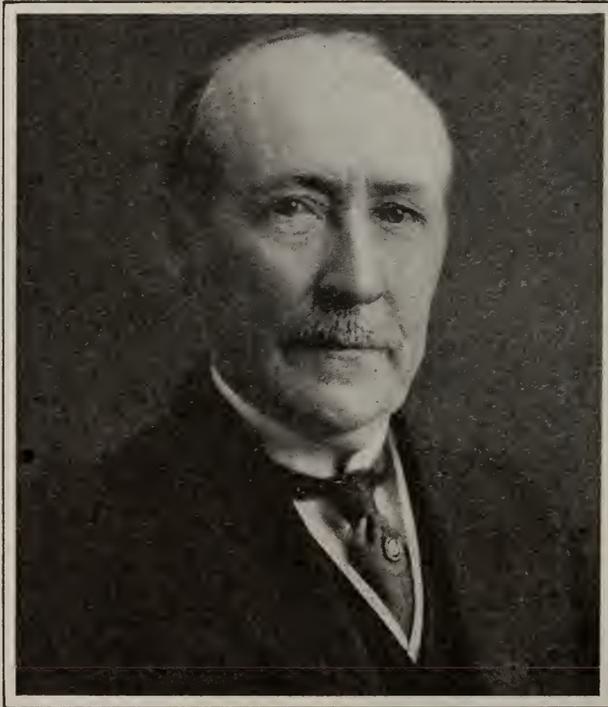
James T. Leary, for Several Years Comptroller, Dies from Apoplexy in Baltimore

STRICKEN with apoplexy in his office on November 18, James T. Leary, for nearly five years comptroller of the Baltimore and Ohio Railroad Company, died November 22 at his home in Baltimore. His death occurred just a week after that of J. M. Watkins, who was a close friend of Mr. Leary, and almost in the same manner.

News of the death of Mr. Leary was a distinct shock to his many friends in the Baltimore and Ohio Building in Baltimore and to officials of this road and to railroad men generally throughout the country. He was held in the highest esteem both because of his ability in railroad matters and his affability in social and business dealings. A man of keen perception, wit and learning, he was beloved for his kind and considerate manner in handling matters that came before him, particularly where the interests and welfare of employes were concerned.

On February 19, 1914, Mr. Leary, who was then general auditor, was promoted to the position of comptroller, to succeed the late Captain George W. Booth. He was born September 17, 1858, at Ithaca, N. Y. He was a graduate of Cornell University,

class of '80, having taken up a special course of scientific studies. Mr. Leary entered railway service with the Pennsylvania Railroad as a clerk in the mechanical department at Fort Wayne, Ind., in June, 1882. In May, 1883, he was promoted to chief clerkship in the office of the superintendent of motive power of the same company, and in November, 1889, was made chief



THE LATE JAMES T. LEARY

clerk to general superintendent of motive power of the Pennsylvania Lines west of Pittsburgh, with headquarters in that city.

He came to the Baltimore and Ohio in June, 1901, as assistant to the general manager at Baltimore, and was advanced to general auditor in April, 1902. He held that position for twelve years.

J. M. Watkins Drops Dead in His Office

JOSEPH M. WATKINS, for twenty-four years auditor of revenue of the Baltimore and Ohio Railroad and for thirty-eight years a faithful and energetic employe, dropped dead in his office Friday, November 15, shortly before 7 o'clock in the evening. Mr. Watkins was preparing to leave for his home and was stricken with apoplexy and paralysis.

In the death of Mr. Watkins the railroad loses one of its most indefatigable workers, his fellow employes lose a devoted companion and friend, his family a model husband and father and his church a constant and practical Christian. He was the type of "old school" gentleman so often spoken of. He possessed a fine sense of honor, was a good counsellor for other officials and those under his jurisdiction and endeared himself to all with whom he came in contact. From the time when the auditing work was comparatively simple until the present, when there are many complicated matters to handle in the financial affairs of the railroad, he had kept abreast of the times and his striking facility for grasping figures and his very retentive memory made him a valuable part of the auditing machinery.

Born May 29, 1857, Mr. Watkins entered the employ of the Baltimore and Ohio on July 1, 1880, when he was appointed clerk in the accounting department. Four years later he was promoted to chief clerk to the auditor and in 1894 became auditor of revenue. He held that position until his death. He left the Baltimore and Ohio

service for a short time, but returned and took up his former work.

Besides his wife he is survived by a son, L. Albert Watkins, agent at the Baltimore and Ohio tobacco warehouse in Baltimore; a second son, who is with the American Army in France; a third son, Marion Watkins, formerly employed on the Staten Island Rapid Transit Railroad, and two other sons and a daughter.



THE LATE J. M. WATKINS

Mr. Watkins' funeral took place November 18, in Baltimore, where burial took place. C. H. Poumairat, auditor of passenger receipts, and L. A. Lambert, auditor of coal and coke receipts, were among the six pallbearers and represented the Baltimore and Ohio. Two other pallbearers were representatives of the Masonic Order, of which Mr. Watkins was a prominent member, and the remaining two pallbearers represented the church of which he was a devoted member.

Analysis of Liberty Loan Subscriptions Shows Results that Deserve Commendation



RETROSPECT of the late Liberty Loan subscription drive proves that Baltimore and Ohio officials and employes can always be counted upon to do their share in sustaining the hand of Uncle Sam.

Some surprising results are indicated in the final reports, which are now available from the Eastern and Western Lines. Director General McAdoo's tribute, printed on page 4, is applicable to those who helped to put the Baltimore and Ohio in the forefront of the railroads of the nation in the fourth Liberty Loan campaign. Throughout the United States railroad employes subscribed to \$184,868,300 of the bonds and Baltimore and Ohio employes took more than \$5,000,000 of this. The Allegheny Region, in which the Eastern Lines of this railroad are located, had a percentage of 88.95 and a total subscription of \$21,899,650. The Eastern Region, in which is included the Baltimore and Ohio

Western Lines, contributed \$44,580,450, a percentage of 85.

Without considering the general officers, the roadway employes on the Eastern Lines led in percentage of subscriptions. The mechanical employes gave the largest average subscription, \$87.

On the Western Lines conductors made a remarkable record in the average of subscriptions, this figure being \$112. Disregarding here also the general officers and general office employes, the station agents and station employes and the enginemen ran neck and neck for honors in the percentage of subscriptions, both having 89 per cent. Not a division on the Western Lines reached the 100 per cent. mark, while two on the Eastern Lines accomplished this most commendable feat.

A summary of subscriptions, as furnished by the general committees of the Eastern and Western Lines, is as follows:



LIBERTY LOAN WORKERS AT SOUTH CHICAGO
Left to right: ERNA KLEIST, FLORENCE CAMERON, WALTER HOFFMAN, MARIE KROEGER

Eastern Lines

CLASSIFIED	NUMBER OF SUBSCRIBERS	AMOUNT	PERCENTAGE SUBSCRIBING	AVERAGE SUBSCRIPTION
Officers and General Office Employees.....	3,781	\$473,650	83.7	\$125
Agents and Station Employees..	3,036	219,400	78.3	72
Engineers and Firemen.....	2,803	221,100	82.1	78
Conductors and Other Trainmen.....	4,109	290,300	84.0	70
Mechanical Employees.....	11,292	984,550	93.2	87
Roadway Employees.....	6,252	452,350	97.1	72
Other Employees.....	3,885	332,000	97.3	86
Total.....	35,158	\$2,973,350	89.6	\$85

DIVISIONS

General Offices.....	3,136	\$383,650	100.0	\$122
Mt. Clare.....	2,573	211,750	98.5	80
Philadelphia.....	1,762	111,150	83.3	63
Baltimore.....	6,016	360,000	85.5	59
Cumberland.....	3,598	249,500	86.7	68
Monongah.....	3,285	322,000	98.0	98
Wheeling.....	3,696	311,300	100.0	84
Ohio River.....	2,009	159,500	100.0	79
Connellsville.....	3,232	277,900	94.4	86
Pittsburgh.....	4,045	387,850	77.2	96
Miscellaneous.....	1,806	198,750	88.4	110
Total.....	35,158	\$2,973,350	89.6	\$85

Western Lines

CLASSIFIED				
Officers and General Office Employees.....	1,147	\$221,850	100	\$193.42
Agents and Station Employees..	3,096	279,050	89	90.13
Enginemen.....	1,125	109,850	89	97.64
Firemen.....	1,020	71,650	76	70.25
Conductors.....	858	96,350	82	112.30
Other Trainmen.....	2,315	156,950	88	67.80
Mechanical Department Employees.....	7,838	657,600	82	83.90
Roadway Department Employees.....	5,860	411,750	84	70.26
Other Employees.....	1,432	113,150	84	79.02
Total.....	24,691	\$2,118,200	85	\$85.79

DIVISIONS

General Officers.....	27	\$ 20,550	100	\$761.11
General Office Employees.....	511	84,900	100	166.14
Cincinnati Terminals.....	2,356	166,250	67	70.56
Cleveland.....	2,568	263,300	75	102.53
New Castle.....	2,611	219,150	80	83.93
Newark.....	3,152	273,650	97	86.82
Chicago.....	3,640	319,600	88	87.80
Toledo.....	4,329	306,400	92	70.78
Ohio.....	2,464	210,500	90	85.43
Indiana.....	1,089	96,200	84	88.34
Illinois.....	1,944	157,700	62	81.12
Total.....	24,691	\$2,118,200	85	\$85.79

Subscriptions through banks and other sources..... 4,217 \$451,500

Under the direction of J. S. Murray, the Baltimore and Ohio Building and the other offices affiliated with the central offices in Baltimore gave a subscription of 100 per cent. as follows:

DEPARTMENT	SUB- SCRIBERS	SUB- SCRIPTIONS
Personnel Department.....	32	\$2,950
Superintendent of Building..	77	4,800
Fuel Agent.....	12	2,250
Treasurer.....	50	4,550
General Claim Agent.....	13	2,100
Relief Feature.....	50	3,150
Savings Feature.....	25	1,350
Law Department.....	28	6,400
Freight Traffic Department.	187	22,700
Passenger Department.....	92	8,750
Telegraph Department.....	104	10,350
Federal Manager.....	144	31,450
General Manager.....	12	3,050
General Superintendent of Transportation.....	117	28,500
Car Service Department....	352	20,850
General Superintendent Maintenance of Equipment	50	7,200
Purchasing Department....	96	7,950
General Storekeeping De- partment.....	26	2,400
Electrical Department.....	24	1,700
Auditor Freight Claims....	313	22,600
General Auditor.....	31	5,100
Auditor of Disbursements..	167	14,550
Auditor Merchandise Re- ceipts.....	503	35,550
Traveling Auditor.....	26	8,400
Auditor of Revenue.....	22	4,700
Engineer Maintenance of Way.....	19	5,400
Dining Room.....	20	1,250
Engineering Department....	151	43,000
Auditor Passenger Receipts.	179	17,900
Auditor Coal and Coke Re- ceipts.....	124	12,650
Auditor Miscellaneous Re- ceipts.....	47	3,100
Superintendent Timber Pres- ervation (Mt. Royal Sta- tion).....	10	1,600
Total Federal Administra- tion.....	3,103	\$348,250
Average per subscriber.....		\$112

The corporation offices of the Baltimore and Ohio Railroad Company also subscribed 100 per cent. as follows:

President's Office.....	12	\$27,150
Secretary's Office.....	5	800
Vice-President's Office....	6	6,100
Comptroller's Office.....	5	500
Assistant Comptroller's Of- fice.....	6	900
Total Corporation.....	34	\$35,450
Average per subscriber.....		\$1,043
Grand Total.....	3,137	\$383,700
Average per subscriber.....		\$122

New York Terminals

Subscriptions for the fourth loan to the amount of \$30,500 have been raised by the employes of the New York piers of the New York Terminal, which includes \$21,050 raised at Pier 22 North River, \$1,550 at Pier 7 North River, \$3,650 at Pier 21 East River, \$1,050 at Pier 4 Wallabout, \$2,450 at 26th Street Station, and \$750 at the camp located at Pier 7 North River. The total subscriptions for the third Liberty loan for the same piers amounted

(Continued on page 61)



NEWARK DIVISION'S SPECIAL TRAIN



MISS MARY TRACY

Influenza Departs With No "Au Revoir" Shouted in Its Wake by Railroad Men

THE "flu" has gone, with no regrets from officials and employes of the Baltimore and Ohio Railroad.

It left an indelible mark, for it clutched in its relentless fingers some of the most efficient officers and employes. It caused untold suffering among employes and their families and all hope that it has gone into exile, as has the world's other great pest, the Kaiser. After about six weeks of suffering the railroad workers are again taking up their tasks with the accustomed vigor and soon the traffic will be moving with that smooth regularity which marked it before the epidemic raised its head. Few cases are reported on the Eastern Lines.

The disease made many new heroes. Doctors, nurses and volunteers outside the medical profession all displayed wonderful courage and a spirit of unexcelled sacrifice when they were called upon to battle against the influenza. On every side was heard unstinted praise of the unselfish conduct of the Baltimore and Ohio in helping town after town that was stricken. Hospitals that in many cases probably saved many lives by checking the disease in its early stages have been dismantled, but the memory of the work of those who conquered the pest will live long in the hearts of the townspeople.

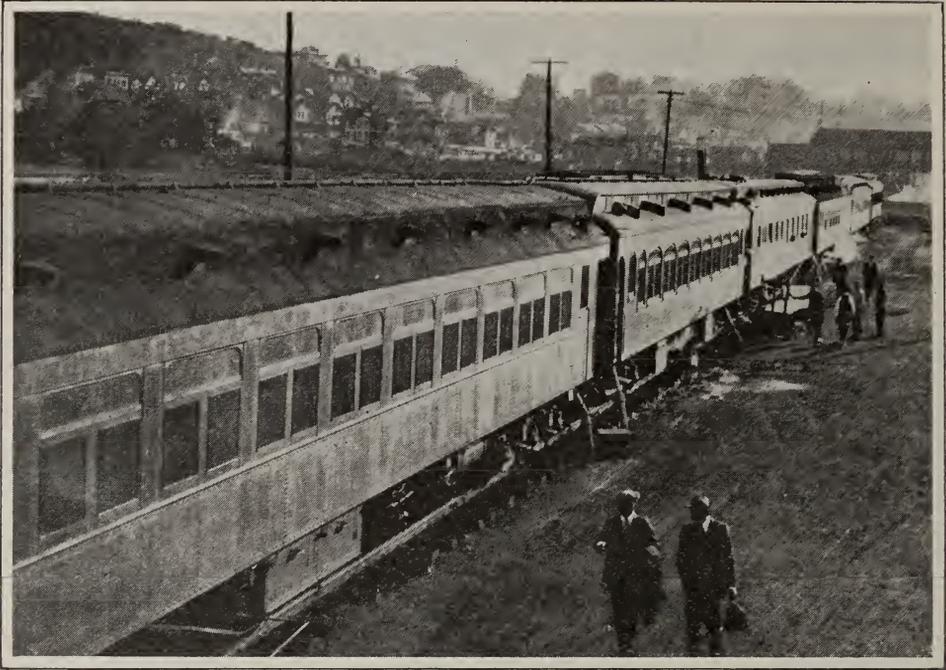
Reports from the cities and towns along the Western Lines of the Baltimore and Ohio shortly after November 1 indicated that the disease gradually was losing its hold there. On November 8 reports to Federal Manager Galloway showed that only 6.9 per cent. of the workers was absent because of sickness. At the height of the epidemic, about October 27, there was twenty-five per cent. of the employes absent through illness.

Much progress was made on the Western Lines in the fight against the disease by putting into practice early precautionary measures that had been found to be effective on the Eastern Lines. As soon as an office employe felt "out of sorts" he or she was sent home for medical attention. The Medical Department made a vigorous campaign of instruction and urged that means of communicating the disease in the offices be eliminated. Federal Manager Galloway was ready at an instant's notice to go to the help of any stricken town. An instance of the effective way in which the Western Lines attacked the disease is contained in an article published in the *Telegraph* of Willard, Ohio, on November 4. This item is as follows:

Baltimore and Ohio Employes Come to Aid of "Flu" Victims

Willard, like all other communities, has been having its share of trouble in combating the Spanish influenza, and while all citizens have willingly complied with the orders of the Board of Health, and given every assistance possible, it remained for the Baltimore and Ohio employes to perform one of the most humanitarian acts ever brought to our attention.

On Wednesday of last week (October 30), when it became known that the disease was making rapid inroads among the foreign and homeless men of our city, Messrs. S. C. Rumbaugh and J. A. Tschuor conceived the idea of reopening the Baltimore and Ohio hospital, located near the Y. M. C. A. building. Communication by wire was taken up with General Superintendent E. W. Scheer, of Cleveland, and Superintendent J. H. Jackson of Garrett, with the result that an official order was immediately given to proceed with the work. The order was received at 4 p. m. on Wednesday and two hours later several desperately sick men were taken from humble quarters and given good, clean beds and



THE HOSPITAL TRAIN AT CUMBERLAND YARDS

every comfort and convenience necessary to insure their recovery.

When the hospital was made ready for the afflicted men the question of providing nurses and attendants presented itself, and not being able to secure trained help, Superintendent Tschuor called for volunteers. The shop girls "in overalls," with their usual willingness and patriotism, responded to the call and several young women are now taking their turn at the hospital. Mrs. Thomas Douglass is acting in the capacity of night nurse and at this writing nine men are confined to the hospital.

Look the country over and you will not find a more thoughtful, tender-hearted, willing, self-sacrificing lot of men and women than these Baltimore and Ohio employes. They are giving of their time, their strength, and it is barely possible their lives, the same as our patriotic soldier boys are doing on the battlefields of France.

This activity upon the part of the Baltimore and Ohio officers will go a long ways toward stamping out the "flu" in Willard and too much credit cannot be given Messrs. Tschuor and Rumbaugh for their part in the splendid work.

Your Little Wife

Who plans to make your future bright?

Your little wife.

Who cooks to tempt your appetite?

Your little wife.

Who tells her woman friends that you
Are one grand husband through and
through?

Who's the best girl you ever knew?

Your little wife.

Who pats your cheeks when you get
home?

Your little wife.

Who smooths the thin hair on your dome?

Your little wife.

Who looks at you, her brown eyes clear,
And, snuggling to you, extra near,
Says, "This is pay day, ain't it, dear?"

Your little wife.

Vivid Description of French Railroads Given by Private F. L. Tullis in Letter

AN intimate and interesting description of railroading in France is given in a letter written by Private F. L. Tullis to his father, E. B. Tullis, freight tariff agent of the Baltimore and Ohio Western Lines, whose office is at Cincinnati. Private Tullis, before entering the service of the United States, was rate clerk in the Memphis office of the Illinois Central Railroad.

Private Tullis is with Company C, 58th Engineers, and has been in France for some time. He describes the methods of shipments, which should prove of interest to freight men. His letter is as follows:

There are in all some six railway systems, or *Reseaux*, over here, the *État* (State), the *Orleans* (Paris-Orleans), *Midi* (Central), *P. L. M.* (Paris, Lyons, Mediterranean), *Nord* (Lines North), *Est* (Lines West), though the last is now practically non-existent, as the majority of it is in the hands of the *boche*, and the remainder is being operated by the *État*. Contrary to popular belief, the Americans are not operating all the roads over here, but have only taken over certain portions of them. These are being operated and managed in much the same way as the roads at home, with, of course, certain allowances made, due to the size and construction of the equipment used.

However, the Transportation Department, or Transportation Service, as it is now termed, has representatives at all the important stations and the various railroads throughout France, whether these stations are on the parts of the roads under our control or not. There is stationed at these points either a Railway Transport officer, or R. T. O., who is a commissioned officer, or a T. D. (Transportation Department), or as it

now is, a T. S. (Transportation Service), who is an enlisted man. The R. T. O.'s position is somewhat similar to that of a D. F. A. back in the States, with the exception, perhaps, that passenger matters are handled as well.

I am at present a "T. S." on the *Est* road on a division on which but little U. S. A. equipment is seen. So I am getting a pretty good line on the "How" but little of the "Why" the French do it. Our office is located at the railhead of one of our areas, at a point which was one of the emergency concentration points for the French Army.

In anticipation of a war with Germany, the French set aside throughout the northern and northeastern sections of the country mobilization points at each of which there was built a military *quai*, (pronounced "key"), or loading platform the length of the standard military



PRIVATE FRANK L. TULLIS

train and varying in width from approximately the width of two of our streets to whatever width the importance of the point warranted. The French standard military train, or unit type, as it is termed, is uniform both as to make-up and arrangement. It consists of one coach for officers, thirty box and seventeen flat cars, with two cars for the railroad employes. The flat cars are placed in the center with the officers' car next. On either side of the flat cars and coach are placed fifteen box cars, with a caboose at each end of the train.

You can readily see how the European armies can mobilize so quickly, as the commander of each unit knows just how to apportion his men, his animals and equipment to expedite their loading, and once the first train of empties is spotted on the *quai*, the troops move out in a steady stream.

In fact, whenever a division or similar large-sized unit requires for its movement the use of any number of trains, the entire section is called a *courant* (literally, I believe, a flowing stream) and given a *courant* number, while each train is called an *element*, and given a consecutive number.

On first thought it seems very strange that any country should carry on its transportation on such a small scale and with such small-sized equipment, but the very smallness of the engines and cars carries with it certain other advantages which to the French mind outweigh the advantages of our heavier and larger equipment. For instance, there are on the two sidings, or *garage* tracks here, little turntables on which either a *wagon* or the ordinary sized engine can be turned by manpower, and it is indeed a funny sight to see the engineer and fireman get out of their small sized cabs—the protection of the engineer and fireman from the inclemencies of the weather is given no consideration in the building of the cab—and, together with the switchman, turn the engine. The employes can do the switching in the absence of the switch engine. For instance, sixteen of our men recently pushed eight loaded cars down the track to spot them, while the same number of

men could scarcely have budged a standard American box car under load.

French equipment ranks small even for European equipment, if one may judge from the size of the Netherland, Italian, Danish, Belgian, Swiss and boche cars which have passed this station. Of these the boche, perhaps, come nearer to our own than any, both in size and general structure, although their air-brake system is very clumsy, calling for the use of two hose, and their coupling device is the same as of the other European roads, a very clumsy, inefficient, and dangerous hook and chain method which you, no doubt, have noticed in the pictures you have seen in our magazines.

Freight cars are of four classes, *vagons couverts* (box cars), *trucs* (gondolas or flats), *vagons a houille* (oil cars), and *vagons aménages*.

There seem to be few if any genuine tank cars here, the oil cars being wooden casks mounted on flat cars, and as there are usually two on a car, they remind one of the old "slop" wagons the dairy-men formerly used in carrying slop feed from the distilleries. A *wagon aménages* is the side-door Pullman of France. It is the first car that an American sees when he arrives "over here," for the simple reason that his eyes focus on a little sign painted on its side, and everything else blurs into the background.

HOMMES 36-40—Men 36-40

CHEVAUX (EN LONG) 8—Horses 8

The *Dictionnaire de Poche* defines a *wagon aménages* as a "box car fitted up for the transportation of soldiers," but this would scarcely be the same definition as that given to an American, who, with thirty-nine of his comrades, has for a few days toured France with this type of car, especially so if the last passengers were of the *chevaux* variety.

The arrival and departure of a French train is an event in itself. You hear the little engine's shrill whistle down the line and the French come swarming out of the *gare* like so many bees. While one of the employes signals the train to come ahead, the passengers cross over to the left hand side—French trains

always move on the left, instead of the right hand rail—and the boys wheel over the baggage and express on their wheel barrows, placing the baggage at one end of the platform, and the express at the other, as the express is at one end of the train, the baggage at the other. Just before the train reaches the station the *Chef de Gare* comes running out, all dignity and importance, with a red flag tucked under his arm and a little whistle in his hand. His assistant has meanwhile signaled the train to stop, and the fun is on.

French passenger cars are of three classes, I, II, III, as they are labeled on the doors of the compartments into which every coach is divided. The passengers sit facing each other, even in the first class coaches. On the arrival at any station the passengers crowd to the window, making the loading and unloading a little problem in itself, in spite of the theoretical argument that with more doors a French coach should load and unload faster than an American car.

Finally the passengers are aboard, the kissing bee is over—everybody seems to kiss everybody else good bye when they start on a trip over here. I've seen bewhiskered old veterans kissing each other on the cheek, despite the germ risk and the generally bristly effect. The *Chef de Gare* has satisfied himself that all the doors to the compartment have been locked, so he blows a blast on his whistle. Following this the expressman pulls out his horn-shaped whistle, and stretching his head out of the door of the car gives a long toot, which sounds for all the world like the "wa-a-a-h" of a crying balloon. The *Chef de Gare* then signals with his red flag for the train to pull out, the engineer gives a shrill blast of the whistle, and the train starts.

The crowd then hurries back to the station, headed for the exit, where one of the clerks from the station stands and collects the tickets of the incoming passengers.

Military freight is handled on a basis of passenger kilometers for troops, kilogram kilometers on less carloads, and car kilometers on carload freight. However, on freight moving via express, or

grande vitesse (fast speed) the charge is double that via *petite vitesse* (slow speed).

The military bill of lading or *Ordre de Transport* is so typically French that for a time it was a veritable nightmare to the Americans who were obliged to adopt it. *Ordre de Transports* are of three kinds: *Modele Ai*, covering the transportation of individuals without either baggage or a horse; *Modele A*, covering the transportation of more than one person, one or more persons with baggage, and L. C. L. shipments. *Modele B* covers carload shipments of whatever nature, and is also used to cover the transportation of troops when there is included in the movement one or more cars for the movement of their baggage, horses or any other equipment.

Modeles A and B, which are used the more, have four parts, the stub, the yellow part corresponding to our original bill of lading, and two red parts, the first of which corresponds to our shipping order, and a smaller one, or *talon*, which is retained in the railroad office for a time for record purposes. The yellow portion is forwarded to the consignee and is presented to the *Chef de Gare* at destination when the shipment is called for. Meanwhile the larger red portion has been turned over to the *Chef de Train* of the train on which the goods have arrived. Any notations as to damages, overages or shortages are noted in the proper places on both parts, and signed both by the consignee and the *Destination Chef de Gare*, after which the red part is ready for forwarding to the accounting division for settlement.

All four parts of the *O. de T.* show the point of origin, the shipper, consignee, and destination. Below this is shown the point of origin and destination again, with a space provided for the insertion by the French of the time of arrival and departure from the various junctions, though this is seldom, if ever, done. Then there is a space provided for the signature, with the place and date, of the party on whose authority the shipment is being made. The contents of the car are then listed and the number of cars certified to in the same manner. If an L. C. L. shipment, the number of *colis*, the French term for boxes, bundles

or pieces, is written out. The weight is then given, and written out, after all of which the party making out the *O. de T.* winds up with the place, date, and his signature, making it all in all a laborious grind, requiring about fifteen minutes to do what an American could do on a typewriter, with the use of carbon paper, within five minutes.

The rock ballasted, carefully constructed roadbeds of France are, for the class of equipment used, superior to ours, and with their specially treated

ties, to which the rails are screwed, instead of being spiked, tend to make of a section foreman's life one continual round of pleasure.

The lack of cowcatchers, the wire and lever operated signal system, the quaint engines, the oddities and strangeness of it all make the work most interesting, but still one finds himself occasionally longing for bass instead of treble whistles, real engines and cars instead of scenic railway equipment and above all "Yank" instead of "Frog" brainwork.



Statement of Pension Feature

Statement of employes who have been honorably retired during the month of October, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Baker, Samuel W.....	Dispatcher.....	C. T.....	Indiana.....	46
Grandon, John.....	Carpenter.....	M. of W.....	Illinois.....	11
Hook, Charles.....	Engineer.....	C. T.....	Wheeling.....	32
Smith, Job C.....	Agent's Clerk.....	C. T.....	Chicago.....	30

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

During the calendar year of 1917, over \$312,000 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, 1834, have amounted to \$3,509,639.00.

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
Reiter, John W.....	Crossing Watchman..	C. T.....	Baltimore....	Oct. 4, 1918..	25
Gaskill, Joseph W....	Tool Room Attendant.	M. P....	Wheeling.....	Oct. 9, 1918..	28
Fitzpatrick, James....	Watchman.....	M. of W.	Cumberland..	Oct. 6, 1918..	52
Burch, James D.....	Pumper.....	C. T.....	Cumberland..	Oct. 19, 1918..	44
Smith, Conrad.....	Crossing Watchman..	C. T.....	Baltimore....	Oct. 24, 1918..	34
Durland, George C....	Machinist.....	M. P....	Indiana.....	Oct. 30, 1918..	47

Baltimore and Ohio Man Directing Great Railroad Construction Shops in France



FORMER Baltimore and Ohio official is directing the greatest locomotive assembly plant in the whole world and is keeping the rolling stock in good order for the American Expeditionary Forces now in France. He is John McDonough, a captain in the United States Army and formerly assistant superintendent of Mount Clare shops, in Baltimore.

The censor will not permit the name of the French seaport where Captain McDonough is at work to be divulged, but this beehive of industry excels anything on this side of the Atlantic Ocean, according to a recent story from the headquarters in France. It will be a model for future plants in this country and when Captain McDonough returns he will likely have many new ideas to put into practice.

Captain McDonough is only thirty-three years old. At the age of twenty-one he finished a course in mechanical engineering at the University of Illinois and went to work as a special apprentice at the railroad shops in Renova, Ill. The next eleven years saw him apprentice piecework inspector at Beach Grove, Ill., and later, when transferred to Baltimore, general piecework inspector at Mount Clare. In 1915 he was made supervisor of piecework over the entire Baltimore and Ohio division. Shortly after this promotion he was made a shop foreman at Mount Clare and later assistant superintendent.

During the four years he was at Mount Clare, Captain McDonough made many friends. He brought his family to Baltimore from Beach Grove and established a home at Forest Park. On several occasions he gave lectures at the Johns Hopkins School of Engineering and was generally recognized as a leader in locomotive construction. In the spring of 1917 he offered his services to the Govern-

ment and in June was given a commission. Though assigned to the Nineteenth Regiment of Engineers, when his division went to France, Captain McDonough was placed in charge of the assembling and repair shop that he has since made one of the largest in the world, and which, in point of results, has made a record unequaled by any other.

There was printed recently in the Baltimore *Evening Sun* a dispatch dated October 2 from Edward M. Thierry, special correspondent of that newspaper in France, in which the work of Captain McDonough was described and which is herewith reproduced:

A French Port, October 2 (by mail).— Whole railroads have been shipped from America to France—rails, locomotives, freight cars, everything.

And here is the most remarkable locomotive works on earth. It turns out twelve giant American locomotives daily.

There weren't enough railroads in France to handle America's fighting millions and the things they must fight with, eat and wear.

So—presto!—

One vast warehouse yard at this port alone has 225 miles of American-made and American-laid railroad track.

Hundreds of miles more trackage are at other base ports and supply depots are scattered all over France, connecting towns, binding French lines together, and in innumerable switches.

There are 750 giant locomotives and 7,000 freight cars, all shipped from America, in operation in France now. One hundred of the locomotives have been loaned to the French State railroad. All the others and all the freight cars are being used in war work in the S. O. S. section stretching from the sea to the battle front.

An American locomotive works receives nineteen huge packing cases out of a

ship's hold, knocks them apart and magically whips the pieces together into a complete locomotive.

It assembles every day—now that the plant is running full speed—six of these “knocked down” locomotives. And, on the side, it puts wheels and cabs and accessories on six more “set up” locomotives, the kind that are yanked out of a ship's hold practically ready for the rails.

The censor won't let me give the name of this French town. But in the geography of locomotive manufacture it's just as important as Philadelphia or Schenectady, N.Y., the former with its Baldwin Locomotive works and the latter with its American Locomotive Company.

The great chunks that come crated in the nineteen packing cases—nineteen to each locomotive—weigh anywhere from two or three tons to thirty tons. And these knocked down pieces on the way through the United States army locomotive works go through exactly the same operations, except for

bolting frames and cylinders together and setting valves, as the locomotives that come out of either the Baldwin or the American Locomotive works back home.

Taking the frames, cylinders and valves into consideration, the output of the army plant here is just as high as either of those big works. That's the claim of Captain John McDonough, who is president, general manager, superintendent and foreman of the army locomotive works.

Back in the States Captain McDonough was assistant superintendent

of the Mount Clareshops of the Baltimore and Ohio Railroad.

Six hundred and seventy-nine complete locomotives were turned out of the shops up to September 1. By October 1 the output had passed the 750 mark. The plant was started October 15, 1917, but it took three months for it to get under way.

Of the output all except 100 locomotives are being driven by American engineers and fire-



CAPTAIN JOHN McDONOUGH

men, all of them enlisted men, over new American-laid trackage or French lines. The 100 engines were loaned to the French State railroad.

There are 500 men working in the locomotive erection shop and fifty more in the yards reclaiming the lumber out of the packing cases in which the parts are shipped. They belong to the —th Engineers.

They include skilled mechanics and

men just out of shop apprenticeship back home and men who never saw the inside of a machine shop.

They're mostly volunteers. Many were making from \$125 to \$200 a month working at their trade in the States. Now they're making \$30 a month—soldiers every one of them, putting together the locomotives to pull the trains that carry bullets and beans to their comrades at the front.

A Child's Life in the Balance—Your Duty

By C. C. Willoughby

Claim Agent

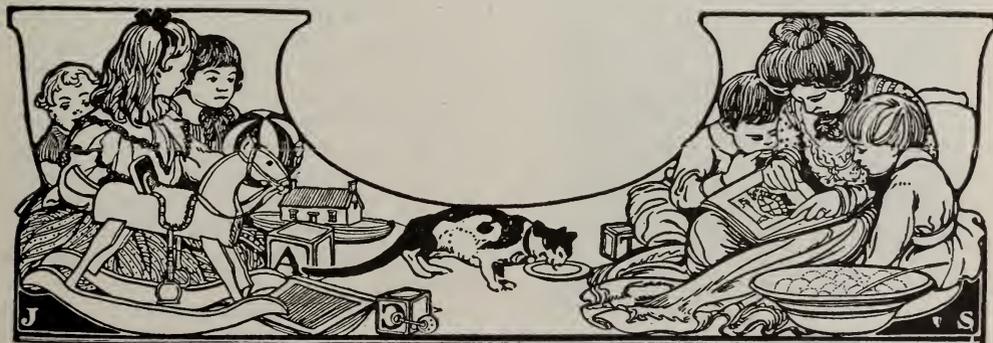
IN account of the number of children who have lost their lives through trespassing on the railroad, it comes to my mind, as it will to all others who read this, that we too were children once and our imagination at that time was very large, particularly regarding anything pertaining to the railroad, such as passenger and freight trains, and, above all, trains that contained soldiers trained to fight for us. Therefore it is only natural that their imaginative instinct gets the better of them and we find them along and on the railroad.

When they see a train coming they have eyes for that train only. Their fascination for the time being leads them into danger, and, in a good many cases, into death. How many of you would not thank a stranger, who seeing your

child exposing himself to danger, became the self-appointed guardian for the time being?

I believe that all employes of this railroad should become self-appointed guardians of children found trespassing on the railroad, and if the children in question should not obey you and leave the railroad, then it is your duty to call upon the proper authorities, that the matter may be brought to the attention of the child's parents in the most impressive way.

On October 18, 1918, at East Side yard, Philadelphia, through the alertness of a road signalman and an engineer the lives of about twelve children were saved. The children had been attracted to a troop train and were on the track when an express train approached. They were warned in the nick of time.



New Tunnel at Philadelphia Opened and is Big Help in Expediting Traffic

WITHOUT formal ceremony, the new Grays Ferry tunnel just east of Philadelphia was opened for traffic October 20, when train No. 505 went through it without a hitch. Engineer Leisure was at the throttle of Engine No. 5104 and Conductor Everest had the distinction of seeing the first train through safely.

But there were others who felt a thrill of satisfaction as No. 505 came through. They were in a little group east of the new tunnel. This group consisted of Theodore Bloecher, Jr., division engineer; C. A. Waskey, supervisor; H. K. Hartman, division operator, and S. B. Keller, signal supervisor. For many months they had planned and labored to get the tunnel and the maize of additional tracks to function properly and they saw No. 505 take the switches and curves and pass through the arch without a hitch.

Before the new tunnel was put into operation much difficulty was experienced in handling the ever increasing traffic in Philadelphia. The old tunnel accommodated only two tracks and east and westbound passenger and freight traffic was compelled to filter through a narrow neck at Wharton Street. Westbound freight, for instance, was forced to lose

much time in backing out upon the main track through the old tunnel and if a passenger train was due it meant a long delay.

With the new tunnel in operation, there are a set of high speed and a set of low speed tracks. New tracks have been laid and new crossovers installed so that no time is lost in the operation of trains into or out of Philadelphia. Engineer Bloecher is proud of the work because the cooperation given by all those in charge of the various phases of the job permitted it to be completed eleven days ahead of schedule. He stated that this is the first, or among the very first, of the budget jobs under the United States Railroad Administration.

The tunnel is not a pretentious looking structure, but it is built for long service. The remarkable part of the work is that the tracks were laid, ballasted and cut into service without interference for a second with traffic. Five minutes before No. 505 passed through the new tunnel the old one only was in service. When No. 505 came along it was sent through the new hole without the slightest difficulty.

When the work was started, nearly a year before completion, the steam shovels leveled a hill that ran east and west from the old structure. Street car and Pennsylvania Railroad freight tracks crossed above the old tunnel and these had to be kept intact throughout the building operations. The new tracks were laid as soon as the hill was cleared away. Then came the task of joining the new tracks to the old ones without the holding up of traffic. It was necessary to make six cuts or changes in the line to get the result desired. Before each cut was made it was necessary to plan carefully so that there would be nothing to hinder the operations through the old tunnel. To complicate matters, it was necessary to tear down the interlocking



FIRST TRAIN THROUGH TUNNEL

tower that formerly controlled the operation of the switches at the terminal. All switches thereafter had to be manipulated by hand power. When the material is available a new interlocking plant will be constructed, but indications are that it will be many months before this can be accomplished. During the reconstruction of the tracks plans were

carefully laid so that there were two ways out of every difficulty and in this respect the job was a most novel and interesting one. At times the track forces worked under pressure to insure against hold-ups and to the credit of all who took part in the work it can be said that none faltered when the critical time arrived.

Generous in Aiding United War Work



OFFICIALS and employes in Baltimore were very generous in contributing to the United War Work Campaign, which collected for the seven big agencies that are providing comforts for the soldiers and sailors who are in service in this country and abroad. In the Baltimore jurisdiction of Federal Manager A. W. Thompson there was collected in cash and pledges \$53,086, coming from 6,323 individuals.

Of this amount \$2,400 was subscribed by Western Maryland Railroad officials and employes, the remainder coming from Baltimore and Ohio men. Every department of the latter road in Baltimore gave generously, and their efforts contributed much to the early attainment of the goal set for the Maryland

metropolis. When Baltimore went far above its allotment within the week assigned for the campaign, it was realized that the railroad men had done much to stir up enthusiasm.

The work of directing the campaign among railroad men and women was carried on by W. W. Wood, special representative, as chairman of the committee appointed by Mr. Thompson, and F. H. B. Bullock, chief of the voucher bureau, as secretary. Heads of all departments in the Baltimore and Ohio Building enthusiastically entered into the drive, and it came near being another 100 per cent. attainment. The average subscription of Baltimore and Ohio men was \$8.40, and that of the Western Maryland men \$9.00.

The Day

By Henry Chappel

Railway Porter, Bath, England

You boasted the day, you toasted the day,
And now the day has come!
Blasphemer, braggart and coward all,
Little you reck of the numbing ball,
The blasting shall on "the white arms" fall,
As they speed poor humans home!

You spied for the day, you lied for the day,
And woke the day's red spleen;
Monster who asked God's aid divine,
Then strewed his seas with the ghastly mine;
Not all the waters of all the Rhine
Can wash thy foul hands clean.

You dreamed for the day, you schemed for the day,
Watch how the day will go!
Slayer of age, and youth, and prime,
(Defenseless slain for never a crime,)

Thou art steeped in blood as a hog in slime,
False friend and cowardly foe!

You have sown for the day, you have grown
for the day,
Yours is the harvest red,
Can you hear the groans and the awful cries?
Can you see the heap of slain that lies,
And sightless, turned to the flame split skies,
The glassy eyes of the dead?

You have wronged for the day, you have longed
for the day,
That lit the awful flame;
'Tis nothing to you that hill and plain
Yield sheaves of dead men among the grain;
That widows mourn for their dear ones slain;
And mothers curse thy name!

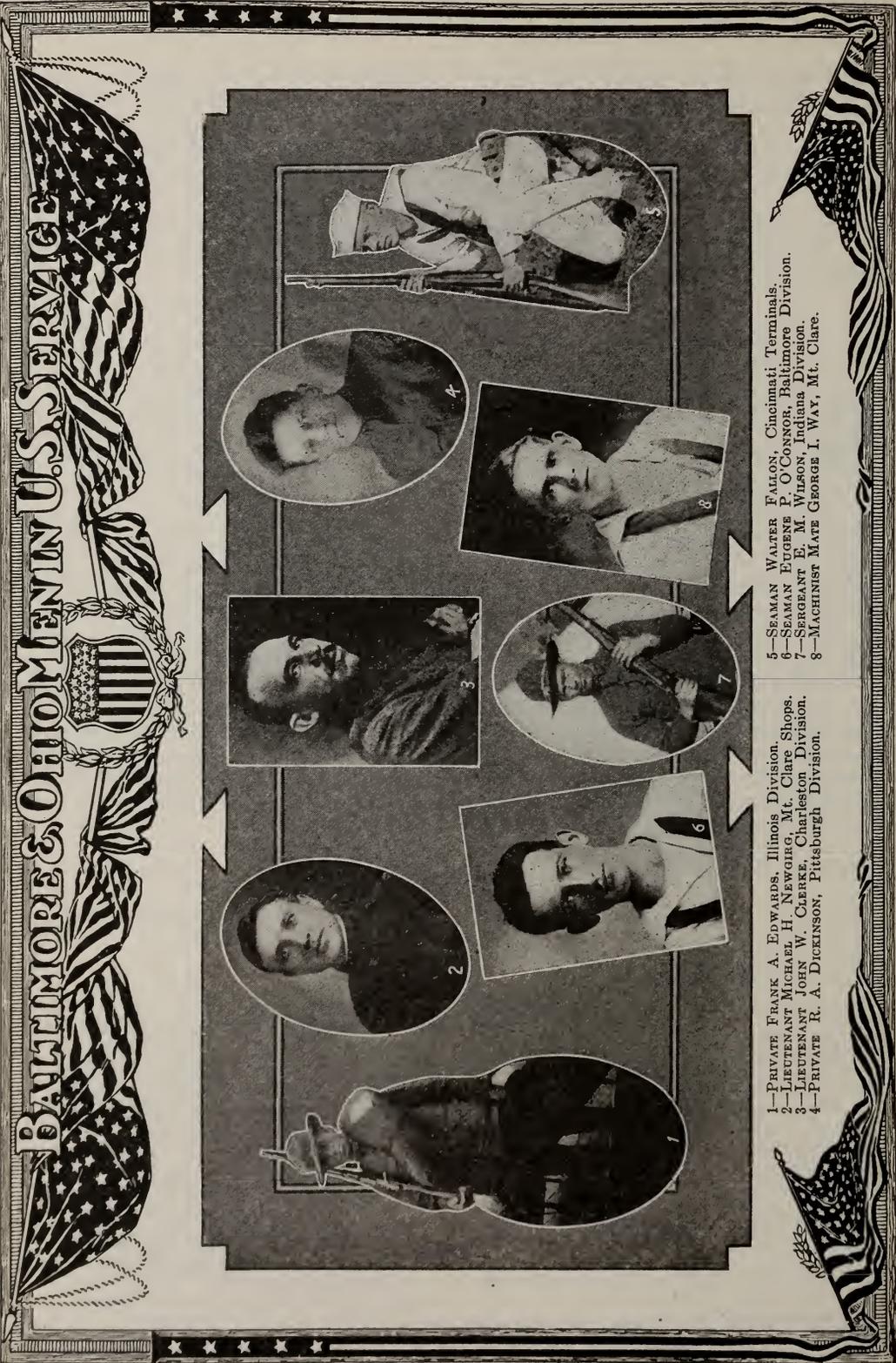
But after the day there's a price to pay,
For the sleepers under the sod;
And he you have mocked for many a day,
Listen! and hear what he has to say:
"Vengeance is mine, I will repay!"
What can you say to God?

BALTIMORE & OHIO MEN IN U.S. SERVICE



1—PRIVATE FRANK A. EDWARDS, Illinois Division.
 2—LIEUTENANT MICHAEL H. NEWGIRG, Mt. Clare Shops.
 3—LIEUTENANT JOHN W. CLERKE, Charleston Division.
 4—PRIVATE R. A. DICKINSON, Pittsburgh Division.

5—SEAMAN WALTER FALLON, Cincinnati Terminals.
 6—SEAMAN EUGENE P. O'CONNOR, Baltimore Division.
 7—SERGEANT E. M. WILSON, Indiana Division.
 8—MACHINIST MATE GEORGE I. WAY, Mt. Clare.



P. Frank Finnegan Returns to Baltimore and Ohio

IT was with genuine satisfaction that P. Frank Finnegan was welcomed back to the service of the Baltimore and Ohio Railroad when, on November 1, he took up the duties of traffic manager of the Western Lines and became one of the most valuable of Federal Manager Galloway's assistants. He came to Cincinnati fresh from his experience as assistant to Edward Chambers, director of the

Division of Traffic of the United States Railroad Administration.

Soon after taking up his new work Mr. Finnegan expressed the satisfaction he feels in being again "in the game" with his old friends. He said that he sees a big field for his endeavors and he has entered upon his new duties with much energy. Just in the prime of life, he gives promise of accomplishing much in keeping traffic conditions on the



P. FRANK FINNEGAN

Western Lines at a high state of efficiency. Of sturdy build and strong character, he tackles a job without fear and usually accomplishes what he sets out to do.

Mr. Finnegan takes the place of the late C. L. Thomas. Baltimore and Ohio methods are not new to him, for he was conscripted by the railroad administration from the Northwestern District of this railroad. Born November 4, 1877, he was too busy planning to take up his new work in Cincinnati to even notice his forty-first birthday slipping by and he belies his age.

He was educated in Chicago and first took up railroad work during his vacation periods from school. He entered the service of the Baltimore and Ohio in 1895 as stenographer to the train-

master at South Chicago. He next was in succession telegrapher, fireman and brakeman. In 1900 he was appointed claim clerk in the general offices at Chicago and in 1903 chief rate clerk. He became chief clerk in the general freight office in Chicago in 1905.

When the Baltimore and Ohio bought the Chicago terminals Mr. Finnegan became general freight and passenger agent in charge of traffic and industrial work until the reorganization of the traffic department in November, 1916, when he was named general freight agent of the Northwestern District. He served in this capacity until April, 1918, when the Railroad Administration called him to Washington. He remained there until his most recent appointment.

Agent John Draper Inspires Fellow Workers

In a stirring address at a flag raising at Chicago, Freight Agent John Draper scored the Kaiser and his ruthless conduct of the war and complimented the men on their contribution towards the purchase of a service flag which now flies from the flag staff. In his address before the large gathering of workers, Mr. Draper said:

"My Fellow Employes—It was with the greatest pleasure I just learned of the reasons for your gathering together here today and I want to say that it gives me the greatest comfort and satisfaction to speak to you on this occasion and to join with you in showing your patriotism to your country and respect and admiration for the brave ones from amongst you who have gone forward in response to their country's call to aid in the destruction of that great military force which has sought for years by intrigue and deception to upset the peace of the world and bring within its power the nations of the earth.

"Your actions in making a voluntary contribution for the purchase of the service flag, shows that within your breasts beats the heart of true Americans, loyal to your country and to your comrades, many of whom are already 'Over There' fighting the common enemy, the beast of Berlin, and helping, as our illustrious President has said, to make this world 'A decent place to live in.'

"Fellow employes, to the boys who have left

us, whether they be 'Over There' now, or preparing to go, we meet here today to extend to them our best feelings of respect and esteem and to show that while we all cannot be with them at the front we are with them in spirit and that we are ever mindful of the grand and glorious principles for which they fight, to destroy the power of that insidious beast of Berlin, who through an imagination created by its own power has come to think that '*He and Gott*' must rule the universe. The devil, whom the Bible tells us goes around the world seeking whom he may devour, is the only fit companion with whom I would compare this monster of the age, and he, like the devil, will be in the near future confined to the limits of that sphere to which he rightfully belongs. O what a grand thing it is to be conscious of doing your share in the destruction of that force, which would in time ensnare us all!

"There are no doubt many amongst you who later on will be called to arms and others who must remain at home. To the former, we extend the same feelings of pride and regret so unstintingly given to those who have already gone. To the latter I say, because they cannot go for one or more good reasons, you must not feel you are not doing your part. Your work at home is just as necessary for the aid of the men in the fighting field as it is for the gun to have powder."

A Valuable Asset to Correct Time

By W. C. Donnelly

Supervisor Time Service

JUST a few suggestions why a man should have his watch compared and inspected as often as possible:

1. So much depends upon the accurate time piece, especially to the railroad man.
2. It regulates the starting of all trains.
3. It regulates the passing points of all trains.
4. It will provide a safeguard against trains being started ahead or behind time.

An engineer, conductor or trainman is always on the alert to avoid accident, particularly so when an irregularity seems apparent with the engine, with the train, with some crossing, bridge, siding or other visible objects; and yet the same man will be careless about comparing time and having his watch regularly inspected.

A watch is an exceptionally small piece of machinery. Like an engine, which is propelled by the power of steam, the watch is propelled by the power of a main-spring. The engine's speed is regulated by the throttle, while the time of the watch is regulated by the hairspring and balance wheel. The balance will make eighteen thousand beats an hour.

The engine is run a certain distance for a certain number of hours and is then turned into a roundhouse to be looked over, inspected, oiled and put in proper condition (by the proper men assigned to that duty) before that engine goes out again.

The watch, being wound up and running, continues to run a full twenty-four hours each day. It does not have any rest any oil or any attention, which it should have (by the proper men assigned to that duty by the Watch Inspector). But after

it has been inspected, time compared and card properly filled out, then you can go out on your train with a clear conscience. You have done your best for SAFETY.

This precaution should be taken, because a watch is very delicate and yet it must be perfectly correct. The balance wheel must be perfectly true, thoroughly poised and adjusted to heat, cold, isochronism and positions in order to keep correct time.

All of these adjustments can so easily be ruined by a slight jar, knock or fall and so often is your watch hit while in the pocket and you are not aware of the accident to your watch in the least. In such cases your watch might vary and just at the time when you are not expecting it to be wrong.

We are quite sure that every man is desirous to do what is best, so when he reads of some of these things that can so easily happen and positively have happened many times, he will have his watch compared as often as possible, not only the maximum, or twice a month, but as many more times as his run will permit, so as to be on the side of SAFETY for yourself, the traveling public and for the maintenance of the railroad equipment.

Order for watch inspection, Form C. T. 90-A properly filled out, will be issued to each employe coming under inspection rules, and addressed to the Local Watch Inspector, who has jurisdiction. Upon receipt of Form C. T. 90-A, employe will present his watch to the designated inspector for examination.

The time for the annual watch inspection is at hand, January 1, which means quite some work for the superintendent of each division, the head of the department in which employe is working and the local watch inspector.

Women Success as Station Guards at Camden

ALL ABOARD!" rings out in a shrill, feminine voice through the passage ways of Camden Station, Baltimore, these days as trains are ready to leave. For many weeks now women have taken the places of the men who formerly called the trains and inspected tickets at the gates of this famous old station.

The public has taken kindly to the innovation. In their natty blue uniforms the women command respect, for they are most business-like in all their

undertakings. During the Laurel race meeting the new gatekeepers had a real test, for several thousand excited, shoving men had to be handled daily and none got through the gates without showing his transportation. There has been heavy business because of the military camps near the city and this also the women have met in fine fashion.

One feature that recommends the new gatekeepers is the feeling of content that women patrons have. A woman traveler is usually ill at ease in a station and will



CAMDEN STATION'S CREW OF WOMEN GUARDS

ask half a dozen times the time of departure of the train she is about to take and whether it is on time, etc. With unfailing courtesy and consideration, the Camden Station crew has answered these questions and has put many a traveler at ease. Passengers with children tugging at their hands or carrying babies always get the best attention. Aged women and young girls always have the solicitude of the station attendants also. Men seem more reserved in their attitude when in the station since the women came and it is said that very few men have spoken harshly to the gatekeepers.

Most of the eight guards now employed

are either wives, widows, sisters or other relatives of former employes. They are railroad women to the core. They have the interest of the Baltimore and Ohio always at heart and Camden Station seems cheerier and more homelike since they have been on duty.

Officials say that the men who instructed the women in their duties when they first took charge should receive commendation for the kind and thorough way in which they explained to the new gatekeepers their duties. It was not long before the women learned all the intricacies of station work and it is believed that they will be a permanent fixture, at least in the Baltimore station.

To Supervise Women Employes

WITH the employment of many women on the Baltimore and Ohio there came a big problem and to give these employes proper attention there was created a Woman's Section of the Safety and Welfare Department, of which J. T. Broderick is superintendent. Miss B. M. Clark has been appointed supervisor of the section.

Miss Clark will deal more with the welfare of the women in overalls than with that of the women employed in the offices. She is making a tour of the Eastern Lines and getting in touch with the female employes and their working conditions. Her headquarters will be at Baltimore.

It is realized that women have done valuable service in filling the places of men who were called to war. In some instances they have been indispensable in keeping the traffic moving. She will

see to it that all female employes are provided with proper dressing, rest and washing facilities. She will see to it that the proper uniform is worn by the women employes in the shops and yards and that there are no flowing ends to the garments that might cause a mishap. Their health also will be investigated and each task that they attempt will be studied to see that there is no lifting or shoving of heavy material to be performed.

Miss Clark is familiar with the working conditions of women. She was in the service of the Baltimore and Ohio from 1905 for several years and after the war started she went into some of the big industrial plants where many women were employed and studied their capability and adaptability. On October 1 she was appointed Supervisor of the Women's Section, Safety and Welfare Department.

Federal Manager Thompson Outlines Aims and Plans of the Welfare Department

IN an announcement to all officials on the lines under his jurisdiction Federal Manager A. W. Thompson outlines the aims of the Welfare Department, of which J. T. Broderick is superintendent. Mr. Thompson urges that full cooperation be given by all officials and employes so that the greatest benefits will be obtained.

Welfare is so linked up with SAFETY, Mr. Thompson declares, that the preservation of the health of the employes is the first essential feature of their well being. He points out that the comfort of women employes is another essential and announces that proper supervision must be given the facilities provided for them at all points. The advantages of employes working with good will and in perfect contentment are pointed out by Mr. Thompson and he urges that the fullest cooperation be given the Relief Department.

The announcement by Mr. Thompson is as follows:

To guard the health of employes is the first essential feature for their SAFETY and comfort. This is the principal function of the work in which the Welfare Department is engaged. The scope of its work is—

1. The care of the health of the employe through definite health promoting and disease preventing measures.

2. Promotion of healthful recreation and methods of social activities to promote harmony between officers and employes.

3. To urge the compliance with State,

Municipal and Federal health laws on part of management and employes.

4. Proper supervision of facilities for the comfort of women employes and supervising their work.

5. To assist the Relief Department in the appointment of "First Aid" Shop Welfare Committees and through them correcting improper acts and conditions, minimizing grievances and otherwise gaining the good will, support and cooperation of employes to the mutual advantage of employe and management.

6. To give educational talks and publish articles on health, food, clothing, hygiene and sanitation in the MAGAZINE.

7. To assist in providing rest house and Y. M. C. A. facilities and supervising their sanitary maintenance. To do this intelligently and successfully the Welfare Department should be informed when improvements are contemplated by the management for the use and benefit of employes.

8. Investigation of camp conditions and inspection of restaurants operated for the traveling public and employes.

9. The work of the Welfare Department will be handled direct with heads of departments and, when necessary to facilitate action, direct with the superintendents.

10. Please instruct heads of departments reporting to you to give full cooperation in all the work in which the Welfare Department is engaged, to insure the greatest benefits.

11. The Welfare Department will perform such other duties as may be assigned it by the Federal Manager.

Railroad Administration Proposes Course of Study in Accident Prevention for Schools

INSTALLING the principles of personal SAFETY into the minds of the children in the public and private schools of the country is an undertaking of the United States Railroad Administration. The Baltimore and Ohio, through the Safety and Welfare Department, is cooperating with the Federal administration and already plans are under way to introduce into schools along the Eastern and Western Lines a SAFETY curriculum that will make the children appreciate the value of guarding against accidents.

Children, always venturesome, thoughtless as regards the dangers that lurk around a railway line and ignorant of the movement of trains, can be made to realize the necessity of conserving life and limb and the lessons learned in early life will remain with them all their lives.

It is proposed that the teachers give lectures or short talks upon the topics outlined in the proposed curriculum. Then the children will be asked to put their observations into writing and in this way they will become SAFETY delegates and will transmit their findings to their parents and others in their homes.

The proposed course of study on accident prevention is as follows:

First Grade

THE HOME

Slogan:—"Better be Safe Than Sorry."

1. How I may help: (a) Put away playthings; (b) Straighten rugs; (c) Keep halls and stairways clear; (d) Put sand or ashes on icy walks.
2. Dangerous playthings: Pointed scissors, knives, toy pistol, snowballs, firecrackers.
3. Dangerous places to play: Near lake, river or canal, fences, porch rails, banisters, high windows and trees.
4. Caution against: (a) Scalding liquids; (b) Tasting of unknown things—medicines, plants; (c) Teach the "Poison" label; (d) Animal bites and kicks; (e) Interfering with gas fixtures, stoves, lamps, etc.

Second Grade

COMMON SCHOOL ACCIDENTS

Slogan:—"You have no right to take a chance; someone else may have to take the consequences."

1. Responsibility for the care of younger children.
2. The danger of pushing, shoving or tripping others.
3. Danger of riding a bicycle or of roller skating near the school.
4. Danger of throwing snowballs, stones or other things.
5. Necessity for order in fire drills.
6. Care for ourselves and for others in games and at periods of relaxation.

Third Grade

STREET ACCIDENTS

Slogan:—"Folks who have no wings must use their wits."

1. Traffic officer.
2. How street accidents may be avoided: (a) Play in yard or playground; (b) Look both ways before crossing the street; (c) In passing behind a moving vehicle always look to see what is coming; (d) When crossing the street look first to the left and then to the right.
3. Why is there a city ordinance against playing ball or snowballing in the street?
4. Notify the superintendent of streets if you find dead branches or hanging limbs in trees.
5. Never touch a wire that is swinging or on the ground. In case you find one stand guard over it until someone comes. Have them notify the wire department of the electric company.

Fourth Grade

STREET CAR ACCIDENTS

Slogan:—"Get the Safety Habit, Practice it and Preach it."

1. Things to be observed when using a street car: (a) Always ride inside the car; (b) Knew the right way to get on and get off; (c) Be cautious when crossing opposite bound tracks from behind a car.

Fifth Grade

TRAVEL ACCIDENTS

Slogan:—"Stop, Look, Listen."

The essential part of the work of this grade shall be to educate the pupil in the rules of the road. Have children collect and make caution-

ary signs and make practical use of the best of them.

1. Railroad wrecks—their cause and prevention.

2. Safety first campaigns of transportation companies.

3. Danger of standing on the platform of a car or of letting any part of the body project from the car.

4. The danger of grade crossings.

5. Traffic regulations: (a) Speed regulation for automobile and motor cycle; (b) Keep on the right side of the street; (c) Care when turning at sharp corners; (d) Lights on vehicles at night.

Sixth Grade

INDUSTRIAL ACCIDENTS

Slogan:—"And the end is that the boy shall grow up to enjoy his manhood and the girl her womanhood; that parents shall not be deprived of the delight of their children in youth or of their support when old age comes; and that cripples and helpless wrecks, who might have been strong men and women, shall no longer be a by-product of our community life.

1. The right of the worker to be protected from accident. 2. Dangerous types of employment. 3. Purpose of factory inspection by state and city. 4. Safeguards on machines and dangerous places. 5. Foolishness of taking unnecessary risks. 6. Consideration for other workers.

Seventh Grade

SAFE LIVING CONDITIONS

1. Duties of the Fire Marshal. 2. The Building Codes of the municipality. 3. Discuss the essential elements of safety in: (a) A single dwelling; (b) A two-family apartment; (c) A tenant house.

Eighth Grade

ECONOMIC LOSS THROUGH ACCIDENTS

Discuss with the class the great economical loss involved when society loses the life production of some boy or girl who has been killed by accident.

What it means to the family when the father, the wage earner, is killed or incapacitated by accident.

The economic value of an arm or an eye.

Discuss in a general way: Employers' Liability Laws; Workingmen's Compensation Acts; Accident Insurance.

Lieutenant Ritchie Killed in France

News of the death in France of Lieutenant Edgar Barrack Ritchie, formerly employed in the office of George W. Squiggins, general passenger agent of the Baltimore and Ohio Western Lines, at Cincinnati, was a severe blow to the many friends he made while in the service of the railroad. He entered its employ July 10, 1908, as messenger in the general passenger office and was furloughed September 8, 1917, on account of military service. He entered the second Officers' Training Camp at Fort Benjamin Harrison, Indianapolis, Ind., and was commissioned a first lieutenant November 15, 1917. The following month he was assigned to Fort Riley, Kansas, and made assistant divisional signal officer. In May, 1918, he was assigned to Supply Company, 355th Regiment of Infantry, and in June, 1918, went to France with that organization.

Lieutenant Ritchie died in that gallant charge of Americans when they cleaned out the St. Mihiel salient. His friends can well

understand how he was in the thick of the fighting, for in his railroad work he was aggressive, never standing back waiting to be told what to do, but was always amongst the leaders. He typified the courageous young American who immediately answered the call of the country when war was declared. Before entering the nation's ranks of fighters, he asked Mr. Squiggins whether he should wait to be drafted or volunteer (although he had his heart set on the latter) and his superior advised that he enter the training camp. In speaking of his deep personal loss, Mr. Squiggins said:

"Young Ritchie was a splendid type of manhood. He was a Christian boy, beloved by every one who knew him, bubbling over with enthusiasm and anxious to see results emanate from his work with the Baltimore and Ohio. On being ordered from Camp Funston to New York, he was greatly disappointed because his train was not routed over the Baltimore and Ohio lines, indicating his lasting love for the road."

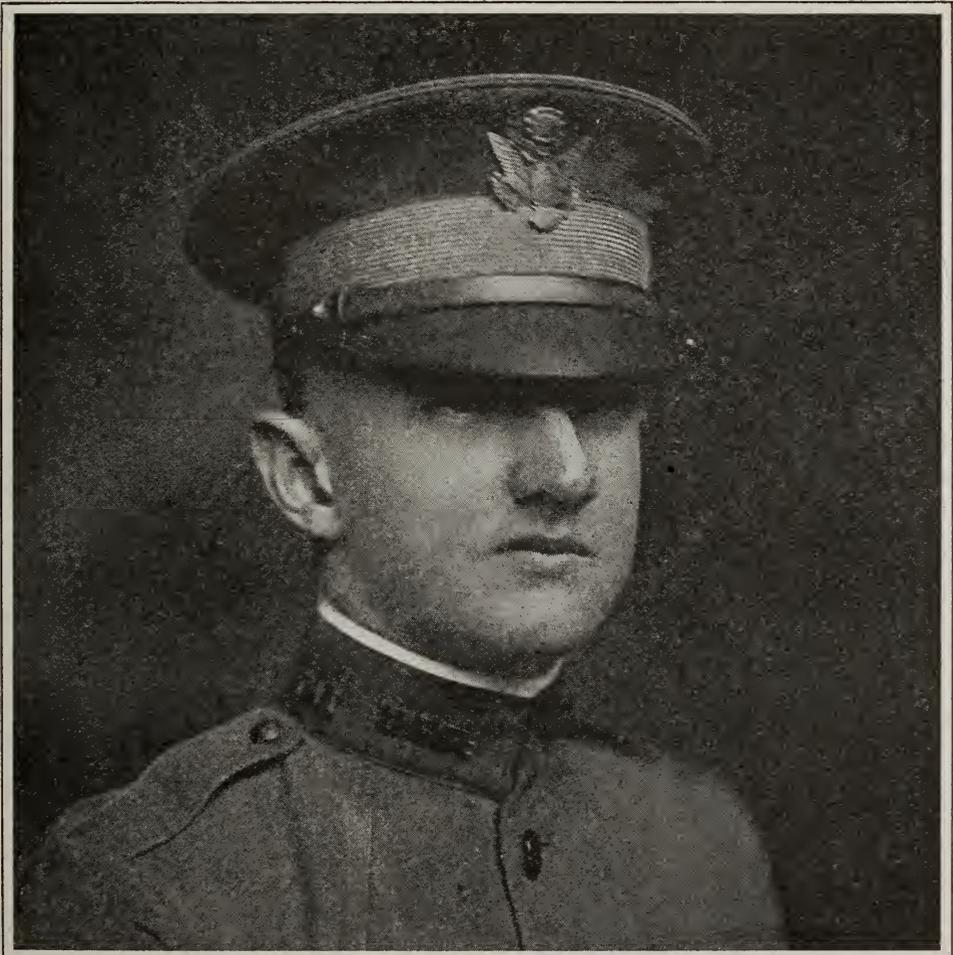
Lieutenant Pfaff Dies in France

The news of the death on October 15 of Lieutenant H. F. Pfaff was a severe shock to his many friends of the railroad, when they heard that he was a victim of influenza in France. Mr. and Mrs. H. U. Pfaff, 4204 Harford Terrace, Baltimore, received a letter from the Red Cross in France telling of the death of Lieutenant Pfaff, who was a member of the 539th Engineers.

Lieutenant Pfaff was twenty-four years old and a graduate of the Baltimore Polytechnic Institute. He entered the service of the Baltimore and Ohio as a draftsman in Mr. Rieman's

office, and was transferred to the Valuation Department, in charge of Major Jenkins, where he remained until entering military service. He was sent to the First Officers' Training Camp, where he was commissioned second lieutenant and assigned to Camp Jackson, Columbia, S. C. Later he went to Camp Gordon, Atlanta, where he won his silver bars. He sailed for overseas in September with the Engineers.

He is survived also by three sisters, Mrs. Elmer Fink, Mrs. Harry C. Gaffney and Miss Thelma Pfaff.



THE LATE LIEUTENANT H. F. PFAFF



CHANGES AND PROMOTIONS

Eastern Lines

General Offices

L. C. Sauerhammer is appointed superintendent office organization, with headquarters at Baltimore, Md. He will prescribe and inaugurate uniform methods and practices for the handling of office routine, reports and records in various offices.

L. C. Sauerhammer

Mr. Sauerhammer has served in many capacities with the Baltimore and Ohio, and after nineteen years of service he is named at the head of a department that will supervise an important branch of railroad work. Until his appointment to the present position he was chief clerk to the Federal Manager and filled that post with much satisfaction. Born September 7, 1883, at Littlestown, Pa., he first entered the railroad service on December 9, 1899, as clerk in the offices at Piedmont. He was named stenographer to the division engineer of the Cumberland Division on September 20, 1901, accounting clerk to the division engineer on February 1, 1902, chief clerk on September 1 the same year and secretary to the chief engineer maintenance of way, Baltimore, on April 21, 1907. On October 13, 1907, Mr. Sauerhammer was named assistant chief clerk to the engineer maintenance of way and on September 1, 1911, chief clerk to the superintendent at Baltimore. From July 1, 1913, until February 1, 1916, Mr. Sauerhammer was chief of the bureau of federal and state commission reports. He then was appointed chief clerk to the general manager in New York and June 1, 1917, he became chief clerk to the vice-president,

operating, at Baltimore. He held this position until named chief clerk to Federal Manager Thompson on July 1 of this year.

T. M. Jones has been appointed chief clerk to the Federal Manager of the Eastern Lines, succeeding L. C. Sauerhammer, and will have his headquarters in Baltimore.

T. M. Jones

As the successor to Mr. Sauerhammer, Mr. Jones comes into the office well fitted by a railroad career of a little more than seventeen years to carry on this important work. A native of St. Louis, Mo., he was born there November 15, 1886. He was educated in the schools there and attended Douglass Business College. He entered the employ of the Baltimore and Ohio first as yard clerk at Connellsville on August 9, 1901. Three years later he was promoted to clerk to yardmaster and on March 1, 1906, was named secretary to the superintendent of the Connellsville Division. On July 28, 1908, he was appointed assistant chief clerk to superintendent of that division and remained at that post until July 11, 1911, when he was assigned as chief clerk to superintendent of the Pittsburgh Division. He became chief of the bureau of federal and state commission reports on January 25, 1916, and came to Baltimore. Mr. Jones remained in that office until July 10, 1918, when he became chief clerk to assistant to Federal Manager.

Freight Claim Agent

C. C. Glessner has been appointed freight claim agent in charge of loss and damage freight

claims and their prevention on the Eastern and Western Lines. His department is now under the jurisdiction of the general solicitor. His offices will be in Baltimore.

C. C. Glessner

Formerly auditor of freight claims, and in charge of all business relating to loss and damage claims as well as overcharge claims and prevention of loss and damage, under the Federal regulations Mr. Glessner will confine his jurisdiction to loss and damage freight claims only. He is one of the most popular and efficient heads of departments in the Baltimore and Ohio building in Baltimore. He began his railroad career July 1, 1884, when he was a clerk in the general auditor's office of the Chicago, St. Paul, Minneapolis and Omaha Railway at St. Paul, Minn. Eventually he was promoted to assistant chief clerk and then traveling auditor. He next became general bookkeeper. On August 20, 1900, he was named auditor of the Cleveland, Lorain and Wheeling Railroad, with offices at Cleveland. When that road was absorbed by the Baltimore and Ohio in February, 1902, he was sent to Baltimore as auditor of coal and coke receipts. He held this position until named auditor of freight claims on July 17, 1916.

Auditor's Department

S. W. Hill, assistant auditor of disbursements, has issued the following under date of October 1:

J. A. Davis, division accountant, New Castle Division, having severed his connection with the railroad as of September 30, 1918, until further notice the business of that office will be conducted in the name of J. R. Boring, acting division accountant.

Mr. Hill, under date of November 11, made the following announcement:

Effective November 16, Philip H. Grccsup, division accountant, Illinois Division, is promoted to division accountant, New Castle Division, with headquarters at New Castle Junction, Pa., vice J. A. Davis.

Effective November 16, F. L. Sheakley, chief clerk to division accountant, Cleveland Division, was promoted to division accountant, Illinois Division, with headquarters at Flora, Illinois.

General Storekeeper

T. C. Hopkins has been appointed storekeeper at Glenwood, Pa., and takes the place of T. H. Baker, assigned to other duties.

T. B. Cushing has been named assistant storekeeper at Foxburg, Pa., and takes the place of A. D. Rosier, assigned to other duties.

L. A. Abear has been named assistant storekeeper at Allegheny, Pa., taking the place of S. W. Adams, who has been assigned to other duties.

C. S. Filler has been appointed storekeeper at Keyser, W. Va., vice E. A. Workman, transferred.

Engineering Department

H. A. Lane, chief engineer, has announced the following:

J. T. Wilson is appointed consulting engineer, effective October 16, 1918.

Richard Mather is appointed district engineer, with headquarters at Baltimore, Md., effective July 1, 1918.

A. C. Clarke is appointed district engineer, effective November 15, 1918.

Shops

T. R. Stewart has been named superintendent of shops at Cumberland, Md. T. F. Perkinson, formerly at Riverside, Baltimore, has been named master mechanic of the Cumberland shops, succeeding Mr. Stewart.

Franklin W. Fritchey takes the place of Mr. Perkinson as master mechanic of the Riverside, Baltimore, shops.

Pittsburgh Division

J. F. Miller has been appointed as of September 16 as trainmaster of the Northern District, Pittsburgh Division, with headquarters at Butler, Pa. He succeeds T. W. Barrett, who has been promoted.

Keyser Division Created

With the approval of Federal Manager A. W. Thompson, General Manager S. Ennes announced on November 12 that a new division of the Eastern Lines of the Baltimore and Ohio has been created and that T. J. Brady has been named superintendent. The order of Mr. Ennis was as follows:

Keyser Division is created and will consist of that portion of the Cumberland Division formerly known as the West End, west from Viaduct Junction, Cumberland, to the east end of Grafton Yard.

Cumberland Division is changed to cover that portion which was formerly known as the East End, extending from Viaduct Junction, Cumberland, to the west end of Brunswick Yard, including the Romney and Berkeley Springs Branches, and the line between Patterson Creek and McKenzie.

M. H. Cahill, general superintendent, announced the following appointments affecting the new division:

T. J. Brady is appointed superintendent of the Keyser Division, with headquarters at Keyser, W. Va.

C. B. Gorsuch is appointed acting superintendent of the Cumberland Division, with headquarters at Cumberland, Md.

Upon taking over the superintendency, Mr. Brady announced the following appointments:

The following officers will be in charge of the Keyser Division:

E. P. Welshonce, assistant superintendent, with headquarters at Keyser, W. Va.

A. H. Hodges, master mechanic, with headquarters at Keyser, W. Va.

M. A. Carney, trainmaster, with headquarters at Keyser, W. Va.

L. Cramblitt, road foreman of engines, with headquarters at Keyser, W. Va.

T. F. Donahue is appointed roadmaster in charge of Maintenance of Way and Structures, with headquarters at Keyser, W. Va.

Wheeling Division

Federal Manager A. W. Thompson has made the following announcement:

Effective October 1, that portion of the Wheeling Division of the Baltimore and Ohio Railroad between Gaston Junction and Fetterman, W. Va., will be operated as a part of the Monongah Division. Officers and employes will report to the superintendent at Grafton, W. Va.

Western Lines

Federal Manager C. W. Galloway announced on October 19 the following appointment:

W. L. Robinson is appointed supervisor of fuel consumption, with headquarters at Cincinnati, Ohio.

General Storekeeper

T. H. Baker has been appointed storekeeper at Ivorydale, Ohio, and succeeds E. A. Forbriger, who has been assigned to other duties.

Indiana Division

The C. I. & L. and the Baltimore and Ohio passenger stations at New Albany, Ind., have been consolidated, and all business will be transacted at the Baltimore and Ohio station. L. S. Hollis has been appointed joint agent, vice C. Frey.

Paying Passengers Have Preference

The following circular was issued October 12 by the Pass Bureau of the Baltimore and Ohio Eastern Lines:

The extent to which free transportation is being issued to employes and their families is undoubtedly affecting the limited train accommodations and the pay passengers in many instances are inconvenienced.

It is important that travel be confined to necessary business requirements and it is felt that employes should restrict their travel to that which is really necessary. Specific instances have been cited from which it appears that pay passengers have been obliged to stand, due to the fact that holders of free transportation were occupying seats.

There is no desire to place any restrictions other than those at present in effect on the issuance of free transportation; however, the earnest cooperation of employes, at least to the extent that they discontinue the practice of traveling for pleasure, is expected.

By placing this important matter before the employes the inconsistency of a condition which makes it necessary to deny to pay passengers accommodations, which they have purchased, and the necessity for a reduction in travel will be apparent and result in an immediate response.

The conductor should see that holders of free transportation give up their seats to pay passengers when necessity arises and circumstances warrant such action.

BALTIMORE & OHIO MEN IN U.S. SERVICE



Top left—CORPORAL VERNON A. HASTINGS, Illinois Division. Lower left—SEAMAN GEORGE EICHNER, Auditor Passenger Receipts' Office. Left center, PRIVATE EDGAR MILLER, Washington Freight Station, Illinois Division. Right center—PRIVATE GEORGE T. PRADER, Illinois Division. Top right—PRIVATE RALPH SHAW, Newark, Illinois Division. Bottom right—CORPORAL RUSSELL SANDY, Morongah Division.



Baltimore and Ohio Employees Magazine

WILLIAM F. BRADEN, *Editor*
Office, Mount Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*

"Peace on Earth"

WHAT a joyous Christmas looms up before us!

For the first time in four years we can all say joyously "Peace on earth, good will to men."

The desecrator of "peace on earth," the destroyer of "good will to men" is dethroned; an outcast, an expatriate.

The Gospels command us to love our enemies, so in the glad prayers we offer for our deliverance from the dangers of bondage let us not forget to ask the Divine Infant to bring to those who for four Christmas days ravaged the world, the light to see their sins in all their blackness; and to repent.

Prospects are that some of our soldier and sailor sons, brothers, fathers and friends will be with us again for Christmas, 1918, the most glorious anniversary of the Savior's birth that the world has ever known. Let us prove our "good will" towards them.



The Greatest Mother Calls

THE Greatest Mother in the World calls.

That wonderful Mother who has laid her cool, cheering hand on many a fevered brow on the battlefields of France and Belgium asks us in

the coming days to sustain her for the further work she has to perform for humanity.

We of the railroads have seen her dispensing joy and comfort to our soldiers and sailors on the way to cantonments and to the ports from which the transports sail. We have seen her gladden hearts with those little comforts that a soldier or sailor boy so sorely needs when he is in the khaki or the blue.

Hundreds of thousands of our boys are to pass through the Baltimore and Ohio stations again on their way to demobilization. The Greatest Mother in the World will be there to welcome them with the same fervor as she bade them God-speed since April, 1917. Her work in France and Belgium and England and the other European countries must go on; and to go on funds must be provided.

The Christmas Roll Call of the American Red Cross will be started soon after you read these lines. Sustain her hands.



When the Boys Come Home

IT WILL not be long now before those dear friends who were in the offices, shops and terminals with us and who were called away by Uncle Sam to serve in his Army for Humanity will be back with us again.

They have faced death in many forms on land and sea. They did it for those of us who remained at home, yet backed them up so gloriously by buying Liberty bonds and subscribing to necessary war funds.

Let us show them that we appreciate what they have done. Let us make the welcome to them so warm that they will glow with pleasure and satisfaction. They are the heroes, whether they had the opportunity to slay a Hun or not. They were ready.

Hold Your Liberty Bonds

THERE is a notion very prevalent in the United States that when the American soldiers return home they are going to feel very kindly toward the subscribers to the Liberty Loans. Liberty Bonds are incontrovertible evidence that the purchaser has supported his Government, has supported our soldiers abroad in this war. Keep that evidence in your possession until the boys come home.

Don't surrender your Liberty Bond, conditionally or unconditionally.



A Nation of Incendiaries

From the "New York Sun"

PRESIDENT WILSON'S Fire Prevention Day message to the people of the United States included these words: Preventable fire is more than a private misfortune; it is a public dereliction." The President does not overstate the fact. The fire kindled in carelessness that spreads into a destructive blaze, consuming property and imperiling lives, is the concern of the State, of the population generally, as much as it is of the individuals who suffer immediately from it. The official statistics of fires in Manhattan, The Bronx and Brooklyn

prepared by the National Board of Fire Underwriters show exactly where the responsibility for this dereliction lies. Of the 22,083 fires in these three boroughs last year, 12,385 were in places of residence, and study of their causes reveals this:

"The largest single causes of fires last year were the careless handling of cigars, cigarettes and smoking pipes, and children playing with matches."

In other words, the carelessness of individuals in handling their own property and in managing their own households is the most potent factor in burning up the property and destroying the lives of themselves and others. The caution common sense and experience suggest is not practised among the people of this country. For this reason we are forced to admit the accuracy of the subjoined table, in which the losses from fire per capita in eight countries in the year 1913 are set forth:

United States.....	\$2.10
France.....	.49
England.....	.33
Germany.....	.28
Italy.....	.25
Austria.....	.25
Switzerland.....	.25
Holland.....	.11

In many countries the public authorities prosecute criminally those who are responsible for fires. It may be that the American people will be forced to provide for such prosecutions if we are to be saved from the destruction of property and loss of life our recklessness with fire entails on us.





Home Dressmaker's Corner

Courtesy "Pictorial Review"

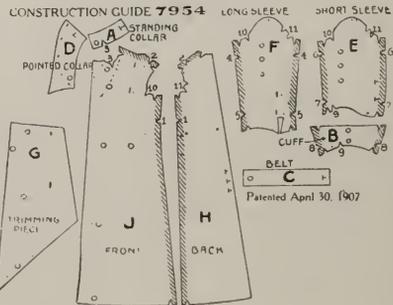


Inexpensive and Very Smart Looking



effectiveness. Suitable for almost any informal occasion is the dress pictured today. It is a one-piece model, with the fronts laid in plaits on the shoulders and finished with long, plaited trimming pieces. The trimming piece is lined with tub satin which also forms the collar. There are no cuffs for the sleeves, which are made simply to flare at the wrists. To reproduce this model in medium size requires $4\frac{3}{4}$ yards 36-inch voile, with $\frac{3}{4}$ yard satin for the collar and facing.

In cutting the trimming piece, it would be well to cut the facing at the same time. The facing should extend only from the second large "O" perforation to effect a saving of material.



A DRESS OF CHECK VOILE TRIMMED WITH TUB SATIN, WELL WITHIN THE INCOME REDUCED BY WAR

THIS one-piece frock of check voile is unusually smart and is well within the means of the woman who has not a great deal to spend on clothes. Voile will be worn until very late in the season.

Many patterns are so dainty that the material needs no contrasting trimming to increase its

The front of the skirt, the sleeve and trimming piece are cut from an open width of material, placed on the cutting table double fold. Each section is laid on the voile with large "O" perforations resting on a lengthwise thread.

Now, take the remaining material and fold in half. Along the lengthwise fold place the "T" and triple "TTT" perforations of the collar and back, respectively. The straight edge of the belt runs parallel with the selvage

of the material. To make the neck with V outline, cut out the neck edge of front section along small "o" perforations.

For the finishing touch arrange the belt around the waist with centerbacks even. Bring lower edge of belt to double small "oo"

perforations near center-back. Lap right end of belt on left with center-fronts even and finish for closing.

Pictorial Review COSTUME No. 7954. Sizes, 14 to 20 years. Price 25 cents.

Pictorial Review patterns on sale by local agents.



7930—LADIES' MORNING DRESS (25 cents). Eight sizes, 34 to 48 bust. Width at lower edge about $1\frac{5}{8}$ yard. Size 36 requires 6 yards $27\frac{1}{8}$ -inch material. Without lining. The front of dress is gathered to a square yoke having V-shaped neck finished with a collar which is square at back and has pointed tabs in front; the collar is perforated in front to be made without the tab extensions. Long one-piece sleeves, perforated for shorter length with turnback cuffs. The pockets are gathered to straight bands. The fulness in dress is held in with a straight belt. Length of dress at center-front from waistline to lower edge 39 inches.



7911—LADIES' MORNING DRESS (25 cents). Nine sizes, 34 to 50 bust. Width at lower edge of skirt about $1\frac{5}{8}$ yard. Size 36 requires $6\frac{5}{8}$ yards $27\frac{1}{8}$ -inch material, $\frac{1}{2}$ yard $27\frac{1}{8}$ -inch contrasting material for collar. Dress is closed at front. Open neck, and square collar rolled at sides and buttoned. The back of waist extends over the shoulders in yoke effect and is joined to the gathered front. Long one-piece sleeves perforated for shorter length and finished with turnback cuffs. Four-piece gathered skirt attached to waist at slightly raised waistline and closed in front. The pointed patch pockets may be omitted. Length of skirt at center-front from natural waistline to lower edge 39 inches.





The Needleworker's Corner

Knitted Comforts that the Small Girlie Will
Need for the First Cool Days of Winter

By Kathryn Mutterer

Courtesy of "Pictorial Review"

FOR the little four-year old a sweater is one of the most useful of wraps, especially when there is a cap to match it. Of these the most attractive are made by hand and are equally successful either in knitting or crochet. So one needs only choose

foot of the sweater, a band on the collar and also the part of the cap which is turned back from the face. The remaining portions of both garments are white, including the pompons on the cap. A narrow ribbon finished with woolen tassels laces the sweater at the neck.



Nos. 1009-1010—COSY AND CHIC

the method which one prefers working. The sweater with sleeves illustrated here and the cap worn with it, are carried out entirely in single crochet worked loosely enough to be soft and pliable. A soft shade of Delft blue was used to make the cuffs, the turn up band at the



Nos. 508-509—HAT AND SWEATER

The other sweater, which is a sleeveless knitted one, was worked out in sand color and chocolate brown. An unusually pleasing effect was gained by reversing the proportions of the colors in the cap and sweater, for while the cap is brown trimmed with sand color the sweater is sand color with a stripe of brown in the collar, though a band of brown may be worked around the bottom if desired and this band may be

turned up or worn straight down according to the fancy of the wearer. Four-old Germantown worsted was used for the model, though a heavy mercerized cotton gives wonderful results. For the crocheted sweater a thread lighter in weight should be used. The most serviceable colors for children's sweaters are dark red, blue

and gray, but the bright shades are so pretty that their lure is irresistible.

Pictorial Review CAP AND SWEATER Nos. 1009-1010. Directions for making, 10 cents. 'Nos. 508-509. Directions for making, price, 10 cents.

Pictorial Review patterns on sale by local agents.

News of the Veterans' Association

Officers for the ensuing year will be elected by the Baltimore Division Veteran Employees' Association at its annual meeting, to be held January 6, 1919, at the Junior Order Hall, Baltimore, and all members have been urged to be present by Secretary Shaw. At the last meeting a list of nominations was submitted and indications are that there will be lively contests for several of the offices. C. H. Pennell and J. M. Smith are candidates for the presidency and both have strong backing by their respective cohorts. Other nominations are as follows: For vice-president, E. R. Sparks; for treasurer, C. B. Snapp; for recording secretary, W. H. Shaw; for financial secretary, W. H. Harrigan and W. E. Miles; for sergeant-at-arms, J. P. Stouffer; board of directors, A. Abel, Jr., J. A. Wall, H. A. Baumont, John Russum, Gil-

bert Bateman, A. H. Baumont, F. Fraft, G. T. MacMillen, J. D. Riley, F. H. Schley, J. Dobson, John Tudor, F. B. Milnor, George W. Sturmer, C. R. Weir, S. La Barrer, J. A. Hilton. J. F. Espey and F. H. Whitson. Ten are to be selected for the board.

James D. Burch, sixty-nine years old, died at his home on Pennsylvania Avenue, Martinsburg, W. Va., after an illness of about two years. Mr. Burch was one of the older class of railroad men, having entered the employ of the Baltimore and Ohio in 1869. In 1912 he received an injury in the performance of his duty from which he never fully recovered, although he continued to work at different occupations until he was finally retired. His last occupation was that of pumper at the pumping station in the yard here. He was a member of the Baltimore and Ohio Veterans' Association.



GEORGE W. STURMER
CANDIDATE FOR DIRECTOR

The Man in Over-alls

R. K. Neff, in "Brush and Pail"

The man that wears the over-alls,
 Moves our old world today,
 But in legislative halls
 He never gets his say.
 He's the world's big motor power,
 The strength of our old land;
 While all the clans at Washington,
 Are feasting from his hand.
 You'll always find him at his post,
 Wherever duty calls,
 He stands for justice, peace and right,
 The man in over-alls.
 Although he's never recognized,
 While struggling for his rights,
 But Uncle Sam depends on him,
 When our old nation fights.
 He's ready to protect his home,
 Though on battlefield he falls;
 Then praise and honor to the man,
 That wears the over-alls.



Safety First Roll of Honor

Eastern Lines

Philadelphia Division

As extra east 4066 was passing tower at Poplar, Md., on September 30, Operator J. F. Elste and Conductor F. L. Medicus noticed defective equipment on a car and signalled rear end with flag and train was stopped and car was set off. Both men have been commended.

When Operator D. D. Young on September 16 noticed defective equipment on a freight car he notified crew and car was set out. He has been commended.

Cumberland Division

While extra 4504 east was passing Carney's Dump, west of Piedmont, on October 10, Section Foreman J. A. Ohaver observed defective equipment on a car and notified the crew, who stopped train for examination. Foreman Ohaver has been commended.

Cleveland Division

M. Stembal, brakeman, on October 17 fired engine 4291 from Beach City to Lorain, account of Fireman E. P. O'Brien leaving engine at Beach City. He has been commended by the superintendent.

Conductor W. E. Butts, in charge of train No. 3-87, engine 4209, October 24, while looking his train over at Beach City discovered fifteen inches of flange broken from wheel of a car. He set car out and has been commended by the superintendent.

Newark Division

J. Harry Starr, engineer on passenger train on Shawnee Branch, discovered some tripple valves on right-of-way, October 7, near McElroy, stopped train, picked them up and turned them over to the master mechanic at Newark. His

action in assisting in the conservation of material has been commended.

G. F. Altmeyer, electric welder in the Newark shops, discovered a broken car wheel under car in shop machinery yard on the morning of October 26 and immediately notified the general foreman, who had the wheels under car changed. No doubt if this car had gotten out on line of road it would have caused a serious accident and Mr. Altmeyer has been commended for the interest displayed.

Connellsville Division

G. W. Iser, employed as a carpenter at Connellsville shops, while on his way to work on the morning of October 9 observed engines 7131 and 2522, with no one in charge, moving down the lead near the coal tipple. He boarded the engines, closed the throttle, applied the brakes and stopped them. Mr. Iser always has been interested in the welfare of the railroad and his fellow employes, and his recent prompt action has been commended. Mr. Iser entered the service of the Baltimore and Ohio July 1, 1918.

Pittsburgh Division

On September 28 Conductor R. M. Davis, while standing at Bessemer station, discovered a N. Y. C. box car loaded with lumber on fire. He notified Yardmaster Rush, applied extinguisher and conquered fire. He has been commended.

On October 12 Yardmaster Rush, while standing at Demmler station, noticed a large stone was about to fall between two cars. He notified the nearest brakeman. He has been commended.

On July 29 George Pointer, while working at Dexter, Pa., found a broken rail at the east end of No. 4 track. He also noticed that one of the yard engines was coming down that track. He flagged the engine.

On October 23 David Nicol, while inspecting cars at Versailles, discovered that an automobile truck had been stalled on the main tracks at the Versailles station. It was about time for No. 9 and the work train was coming also. He flagged the work train and threw the cross-over for No. 9. He was commended.

On October 20 Conductor John Deane, while walking along No. 4 freight track at Dexter, discovered broken rails. He immediately notified General Yardmaster Rush to have his men look out for this place. He has been commended.

Staten Island Rapid Transit

Conductor M. W. McGarvey, on October 30, discovered fire under platform of the North Shore Terminal. He immediately secured fire extinguisher and extinguished fire before much damage was done. He has been commended for his keen observation and prompt action.

Western Lines

New Castle Division

On October 19 F. R. Gault, signal maintainer at Lodi, observed defective equipment on a car of extra 4314. He immediately notified operator by telephone, who handed on message to the crew and train was stopped and repairs made. Mr. Gault has been commended.

On October 12, while coupling up No. 17 track at New Castle Junction, Yard Brakeman Lewis Williams discovered a car with ten inches of flange missing. The car was cut out of train and taken to repair track. Mr. Williams has been commended by the superintendent.

On October 10 as Newark Division train, engines 2739-2582, was pulling out of Willard yard, W. O. Wink, engineer on the New Castle Division, noticed car in this train with about seven inches of flange gone. He notified the crew and the car was set off. Mr. Wink has been commended by his superintendent.

Section Foreman Gaski, of Charlestown, noticed the bridge at that point on fire and with some assistance extinguished the blaze after it had burned thirteen planks.

H. C. Robinson, car inspector, Newton Falls, while returning from Wayland discovered bad joint in eastward main track and on arrival at

Newton Falls notified officials at New Castle, who had same repaired.

On November 5 B. Jones, lampman at Newton Falls, noticed truss rod down and bent under truck of car in extra 4093 west. He notified conductor, who repaired same.

Chicago Division

On September 1 Brakeman F. J. Jones, while working with extra east, engine 2286, in inspecting train at Wellsboro, discovered broken flange on car, which was set off at Wellsboro for wheels. He has been commended.

M. A. Slyger, operator at Walkerton, on September 4, when very dangerous condition was caused by train over-running home signal, relieved the situation by relining all tracks, thus eliminating possibility of accident. He was commended.

Brakeman F. W. Waud, with extra west, while at Mark Center for train No. 7, observed defective equipment and immediately took steps to have train stopped and condition corrected before accident could occur. He has been commended.

N. R. Grogg, operator at Alida, on September 21, on which date there was a derailment at Alida, handled the situation with superior judgment so that possibility of delaying train No. 8 was prevented.

South Chicago

While extra 4279, Conductor Rang, was passing Pine tower on October 7, Edward Ness, signal tower foreman of N. Y. C. R. R., discovered about seven inches of broken flange on a car. He immediately got in touch with Conductor Rang and car was set off at Indiana Harbor. The prompt action of Mr. Ness has been commended.

Ohio Division

On October 7 Conductor R. T. Lobban, Engineer L. Dotson and Brakeman C. E. Hildebrand found two barrels of apples east of O'Bannon and realizing that they must have fallen out of some car, carried them in their caboose to Stock Yards, where they learned that a car checked short two barrels of apples. Their efforts in conserving freight in transit was commended.

On October 28 as Telodo Division extra 2928 was passing Byers Junction, First Trick Operator E. J. Brooks noticed defective condition on a car. He immediately notified conductor and was commended for his close observance.

Indiana Division

H. F. Cass, operator, Dillsboro, Ind., on October 11, noting sand board down on car in extra 2760 east, Conductor A. Hodapp, immediately arranged to stop train at Cochran in order that this board could be removed. Operator Cass has been commended.

Cincinnati Terminal

On October 10 Switchtender William F. Bratt, at Eighth Street, Cincinnati Terminals, noticed sparks flying from journal box on a car in Big Four extra 6682, moving east. He reported to the dispatcher, who had train examined at Hopple Street. He has been commended.

Illinois Division

On September 30, while on his vacation, Yardmaster J. C. Laws, of Flora, happened to be at the station at Claremont about nine o'clock in the morning and noticed defective equipment on a car in an eastbound extra, stopped the train and had repairs made. Although "Jack" was on a vacation he could not withstand the temptation of going out and watching the trains go by and in doing this in all probability prevented an accident and was commended.

On October 19 Flagman L. H. Nimnicht turned in to the storekeeper at Flora forty-four pounds of babbitt, six pounds of old brass and five old air hose, which he had picked up along the road. Mr. Nimnicht picks up all old brass and babbitt pieces he finds on the track and keeps them in a keg in his caboose until he accumulates considerable of the material and then turns it in. He has been assured by the superintendent that such work is greatly appreciated.

Toledo Division

While extra 4205-742 was passing Sidney, Ohio, on the night of October 9, Night Clerk Henry Horn noticed something dragging under the train and also that several crossing planks had been torn up. He notified the dispatcher and also stopped and notified extra 5044 south to run carefully. Investigation of the former train proved that brake rigging was down under a car. Mr. Horn has been commended.

The Burlington Smashes

Mail the Coupon TODAY for Free Watch Book

All Watch Competition 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.

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 its superiority.

\$2.50

Only **2** A Month

And all of this for \$2.50 — only \$2.50 per month—a great reduction in watch price—direct to you—positively the exact prices the wholesale dealer would have to pay. 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 only \$2.50 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 watch makers skill. A timepiece adjusted to positions, temperature and isochronism.

Free Watch Book

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 book and our offer.

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19th St. and Marshall Blvd.
Dept. 7439 Chicago, Ill.

Please send me (without obligations and prepaid) your free book on watches with full explanation of your cash or \$2.50 a month offer on the Burlington Watch.

BURLINGTON WATCH CO.
Dept. 7439 19th St. & Marshall Blvd.
Chicago, Ill.
Canadian Office:
355 Portage Ave. Winnipeg, Man.

Name.....

Address.....

United States Railroad Administration Orders and Circulars

Reemployment of Soldiers

The United States Railroad Administration issues the following:

WASHINGTON, November 1, 1918.

GENERAL ORDER No. 51

The majority of railroads under Federal control have already made announcement with respect to the preservation of seniority rights for employes who have entered the military service of the Army and Navy, and have indicated that so far as practicable preference in reemployment or reinstatement would be given to soldiers and sailors when mustered out of the service.

1. In order that as nearly as practicable there shall be a uniform treatment of this matter, the following general principles will govern:

(a) In the case of an employe having established seniority rights, so far as practicable, and where the employe is physically qualified, he will be restored to such seniority rights.

(b) In the case of employes who do not have seniority rights under existing practices a consistent effort will be made to provide employment for them when mustered out of military service.

2. Upon railroads where the assurances given on this subject have been more specific than the provisions of paragraph (1) hereof, such assurances shall be observed.

W. G. McADOO,
Director General of Railroads.

Recent Appointments

The Central Advisory Purchasing Committee of the Division of Finance and Purchases, United States Railroad Administration, has issued the following circulars:

CIRCULAR No. 3

Announcement is made of the appointment of the following district managers of the procurement section:

J. G. Stuart, Chicago district; headquarters, Chicago, Ill.

W. A. Hopkins, St. Louis district; headquarters, St. Louis, Mo.

Oscar V. Daniels, Pittsburgh district; headquarters, Pittsburgh, Pa.

W. F. Jones, eastern district; headquarters, West Albany, N. Y.

H. B. SPENCER,
Chairman.

CIRCULAR No. 4

Announcement is made of the establishment of the forest products section of this committee. This section is attending to the committee's crosstie, lumber and kindred forest products business, and correspondence relating thereto should be addressed to Mr. M. E. Towner, Southern Railway Building, Washington, D. C., who is in charge of this section.

H. B. SPENCER,
Chairman.

Modified Order On Politics

U. S. RAILROAD ADMINISTRATION
OFFICE OF DIRECTOR GENERAL

October 22, 1918.

GENERAL ORDER No. 48

This order is issued in lieu of and as a substitute for General Order No. 42 and Supplement No. 1 thereto.

The issuance of General Order No. 42 was for the purpose of extending to officers, attorneys, and employes in the railroad service of the United States substantially the same regulations as to political activity which have been applied for many years through civil service laws and Executive and departmental orders and regulations to other employes of the United States. These laws, orders and regulations conform to a wise policy which has long had the support of the people of the United States regardless of political parties. Since the Government has taken control of the railroads and their former officers, attorneys and employes have become public servants, it is necessary that the same policy as to political activity

be extended to them as to other employes of the United States. As employes of the Government, they can not be properly exempted from the policy applied to other Government employes.

It has developed, however, since General Order No. 42 was issued that there are many communities in the United States which are composed largely, and in some respects almost wholly, of railroad employes and their families, and that the proper civil administration of such communities makes it necessary that railroad employes should hold municipal offices. It is clear that in such cases exceptions should be made. Such exceptions have been made by the Government in other cases (such as navy yards in certain localities) where the population consisted wholly or in large part of Government employes and where it was necessary for proper administration of civil affairs such Government should hold local political offices.

It has, therefore, been determined to permit railroad employes to hold municipal offices in the communities in which they live, provided they do not neglect their railroad duties as a result thereof, and also to limit section (2) to a prohibition against railroad employes acting as chairmen of political conventions or using their positions in the railroad service of the United States to bring about their selection as delegates to political conventions in order to harmonize said section (2) with existing civil-service rules and departmental regulations.

It is therefore ordered that no officer, attorney, or employe shall—

1. Hold a position as a member or officer of any political committee or organization that solicits funds for political purposes.

2. Act as a chairman of a political convention or use his position in the railroad service of the United States to bring about his selection as a delegate to political conventions.

3. Solicit or receive funds for any political purpose or contribute to any political fund collected by an official or employe of any railroad or any official or employe of the United States or any State.

4. Assume the conduct of any political campaign.

5. Attempt to coerce or intimidate another officer or employe in the exercise of his right of suffrage. Violation of this will result in immediate dismissal from the service.

6. Neglect his railroad duties to engage in politics or use his position in the railroad serv-

ice of the United States to interfere with an election. An employe has the right to vote as he pleases and to exercise his civil rights free from interference or dictation by any fellow employe or by any superior or by any other person. Railroad employes may become candidates for and accept election to municipal offices where such action will not involve neglect on their part of their railroad duties, but candidacy for a nomination or for election to other political office or the holding of such office is not permissible. The positions of notaries public, members of draft boards, officers of public libraries, members of school or park boards, and officers of religious and eleemosynary institutions are not construed as political offices.

7. In all cases where railroad officers, attorneys and employes were elected to political offices prior to the issuance of General Order No. 42, August 31, 1918, they will be permitted to complete their terms of office, so long as it does not interfere with the performance of their railroad duties. After the completion of said terms of office they will be governed by the provisions of this order.

8. In all cases where railroad officers, attorneys and employes were nominated for political offices and had become candidates therefor prior to the issuance of General Order No. 42, August 31, 1918, they will be permitted to hold and complete the terms of office to which they may be elected at the general election to be held in November, 1918, to the extent that the holding of such offices shall not interfere with the performance of their railroad duties. After the completion of such terms of office they shall be governed by the provisions of this order.

Railroad men have given ample proof of their loyalty to their Government. I am confident that they will gladly and patriotically accept now those reasonable governmental regulations concerning political activity which their welfare and America's cause demand. They are the same regulations in their general scope and application as all other Government employes have lived under for many years without the loss of any essential rights and with added dignity to their citizenship.

W. G. McADOO,
Director General of Railroads.

Approved:
WOODROW WILSON.

Marine Insurance Head

The United States Railroad Administration issues the following:

October 22, 1918.

CIRCULAR No. 60

Effective October 8, 1918, the marine insurance section has been established in the division of finance and purchases and Mr. William C. De Lanoy appointed manager thereof with office in Washington, D. C. In supervising this section Mr. John Skelton Williams, the director of the division, will be assisted by Mr. Theodore H. Price, actuary of the Railroad Administration.

The marine insurance section will be charged with the duty of providing for such insurance as the Director General may desire against marine and war risks on vessels and floating equipment under the control of the United States Railroad Administration, and on the contents of such vessels and floating equipment, and with adjustment of marine insurance losses, and shall perform such other duties as may be assigned to it by the Director General as to insurable risks connected with the operation of such vessels and floating equipment.

W. G. McADOO,
Director General of Railroads.

Announces Change in Name

The United States Railroad Administration issues the following:

October 22, 1918.

CIRCULAR No. 54-A

The name of the Insurance and Fire Protection Section, established by Circular No. 54, dated September 3, 1918, is hereby changed to The Fire Loss and Protection Section.

W. G. McADOO,
Director General of Railroads.

To Enforce Safety Statutes

The United States Railroad Administration issues the following:

GENERAL ORDER No. 46

The records of the Interstate Commerce Commission and the reports of their inspectors show so many instances of violation of Federal statutes for the promotion of safety that it is evident that sufficient attention is not being

paid to paragraph 1 of the General Order No. 8 of February 21, 1918, reading as follows:

"All acts of Congress to promote the safety of employes and travelers upon the railroads, including acts requiring investigation of accidents on railroads, and orders of the Interstate Commerce Commission made in accordance herewith, must be fully complied with. These acts and orders refer to hours of service, safety appliances, and inspection."

Enforcement of the provisions of this paragraph will be placed under the direction of Assistant Director of the Division of Operation, Frank McManamy, who will receive reports of such violations and handle them either with the regional directors or direct, if found necessary.

All necessary investigations in connection therewith will be conducted by the assistant director of operation and reports of such violations will be sent to regional directors for correction and not for further investigation.

W. G. McADOO,
Director General of Railroads.

Care of Rolling Stock

The United States Railroad Administration, division of operation, issues the following:

WASHINGTON, October, 7, 1918.

MECHANICAL DEPARTMENT CIRCULAR No. 5

INSPECTION OF ASHPANS AND SPARK ARRESTERS
To Railroads:

The following rules will govern in the care and inspection of ashpans and spark-arresting appliances in locomotives used on railroads under Federal control:

1. A careful and thorough inspection of every part of the spark-arresting appliances in front end of locomotives, must be made every time the front end door is opened for whatever purpose; but at intervals of not more than seven days, and at the same time, the ashpans, hoppers, slides, or other apparatus for dumping cinders and dampers must also be inspected. Observe if the slide or hopper operates properly and closes tight. When conditions such as extreme drought or the state of adjoining property or crops require it, this inspection must be made at least once every twenty-four hours.

2. A record of condition on arrival must be made under the proper heading on an approved form, immediately following each inspection,

with the date made, together with a complete statement of any repairs or renewals required. The above record to be made and signed by the person who made the inspection.

3. Nettings and spark arresters must be put in perfectly tight and serviceable condition before the locomotive is put into service. Renew netting and plates in front end when worn thin or defective, instead of patching them. Ashpans and hoppers must be tight, and dampers, slides, or apparatus for dumping cinders must be in good working order, closing tight.

4. Record of repairs and renewals made must be entered under the proper heading on an approved form when repairs have been made, with the date; the entry to be made and signed by the person doing the work.

5. These are the minimum requirements, and local conditions or regulations requiring additional precautions are not affected hereby.

FRANK McMANAMY,
Assistant Director.

Approved:

C. R. GRAY,
Director, Division of Operation.

MECHANICAL DEPARTMENT CIRCULAR No. 4

CARE OF JOURNAL BOXES

To Railroads:

1. It is desired that all freight-car journal boxes be repacked with properly prepared packing at least once every twelve months, at which time all packing will be removed from the boxes and the boxes cleaned; dust guards to be renewed when wheels are changed.

2. The date and place where the work is done must be stenciled on the car body in one-inch figures and letters, using the same station initial that is used for air-brake stencil.

3. This work to be done as far as possible when cars are on repair track undergoing heavy repairs. When on repair track for heavy repairs, cars which have not had boxes repacked within nine months will have all boxes repacked and the record stenciled on the car as above.

4. This does not contemplate any change in the intermediate packing of boxes when it is necessary to do so. No change should be made in the stenciling unless all boxes are repacked.

FRANK McMANAMY,
Assistant Director.

Approved:

C. R. GRAY,
Director, Division of Operation.

Rolling Stock Maintenance

The United States Railroad Administration, Division of Operation, issues the following:

MECHANICAL DEPARTMENT CIRCULAR No. 1
To Railroads:

1. The preservation of freight-car equipment of all railroads under Federal control will be maintained by necessary repainting and stenciling. When paint on freight-equipment cars has become perished to the extent of permitting the steel to rust and deteriorate or the wood to become exposed to the weather they should be repainted. The car body (including roof) should be entirely repainted if for any reason it is found necessary to repaint one-third or more of the car. Before applying paint to steel it should be scraped so as to clean off all blisters and loose paint, including removal of protruding nails and tacks.

2. The station marking showing where car was last reweighed should not be changed unless the car is reweighed.

3. When repainting freight-equipment cars, two coats will be applied to all new parts and old parts of body which have been reworked causing removal of paint. One coat will be applied to parts where old paint is in good condition. Should the old paint be found in such condition requiring two coats, they may be applied.

4. The stenciled letters and numbers on all freight equipment cars will be maintained and identity kept bright. When the lettering or numbering is found in bad condition, renew the identity by either repainting the car or by applying new stenciled letters and numbers. In selecting cars for this purpose, preference should be given those on which the marking and painting is in the poorest condition.

5. If there is not sufficient paint on car to properly retain the new stenciling and condition of car does not justify entire repainting, one coat should be applied as a panel back of the stenciling so that the paint used in applying the numbers and letters will hold, otherwise the marking applied will soon become illegible and make it necessary to again apply the identity marking within a short period.

6. Detention of equipment from service for painting should be avoided, when possible. A great deal of this work can be done to open cars in transportation yards when under load in storage.

These instructions apply equally to all cars owned by railroads under Government control,

and all should be repainted in accordance with the above instructions when on repair tracks, regardless of ownership.

FRANK McMANAMY,
Assistant Director.

Approved:

C. R. GRAY,
Director, Division of Operation.

MECHANICAL DEPARTMENT CIRCULAR No. 3
LOCOMOTIVE MAINTENANCE

To Railroads:

Numerous instances are being brought to my attention where it was necessary for inspectors of locomotives for the Interstate Commerce Commission to order a number of locomotives out of service for repairs. Upon investigation it was found that these locomotives were in violation of the Federal laws in many ways, and the defects were of a character which indicated willful disregard of Federal laws and of the Director General's Order No. 8.

Attention has also been directed to locomotives in service which, while not in violation of any of the Federal laws, were not in condition to render either efficient or economical service, and that this was well known to the officers whose duty is to supervise and correct these conditions.

With the number of railroad employes in various capacities who exercise supervision over the condition of locomotives they should not, in any case, be offered for service in a condition which would make it necessary for Federal inspectors to order them held for repairs. So that this may be avoided in future, master mechanics and shop and roundhouse foremen will be required to know that locomotives are in good condition before leaving terminals.

Road foremen of engines or traveling engineers, or men with a different title who perform similar duties, will be required to carefully supervise the condition of locomotives in serv-

ice to see that they meet Federal requirements, and that they are in a condition to render efficient and economical service. If not, they should order the necessary repairs to be made, and such orders will be observed as if issued by Federal inspectors of locomotives.

Locomotives that are in violation of Federal laws or that are not in condition to make a successful trip should be repaired before being offered for service.

FRANK McMANAMY,
Assistant Director.

Approved:

C. R. GRAY,
Director, Division of Operation.

Cashing Employes' Wage Checks

WASHINGTON, D. C., September 9, 1918.

P. S. & A. CIRCULAR No. 29

Agents of some carriers are refusing to cash employes' pay and discharge checks because of an assumption that they are prohibited by the provisions of paragraph 9 of General Order No. 25, the last part of which reads that "Checks are not to be taken for cash by agents under any circumstances, except for transportation charges."

The sentence in the paragraph referred to is intended to prevent the former promiscuous practice which obtained on some roads of cashing personal and other checks as accommodations, which transactions should ordinarily be conducted at banks.

It is not intended by the paragraph referred to in the order to prevent or stop the practice of permitting carriers' agents, when properly authorized by their officers, to pay wages by cashing pay checks, discharge checks, or pay drafts, provided that the payee is properly identified to the agent. Agents of one carrier are not permitted to cash evidence of wages due employes of another carrier.

C. A. PROUTY,
Director.





From the Boys "Over There"

The following letter was received by J. S. Murray, assistant to the president, Baltimore, from Lieutenant Orndorff, who was storekeeper at Mount Clare:

My Dear Mr. Murray—Several days ago I received a copy of the Baltimore and Ohio EMPLOYEES MAGAZINE for August and read it with a great deal of interest, advertisements and all. The letters from Messrs. Hunt and Du Bois reminded me that I had not written you as promised.

We have been on the go ever since we landed, doing everything from soup to nuts. At present we are located at one of the largest, if not the largest, railroad shops in France. The buildings are all of stone and concrete, completed only a few months ago. We have been setting up the cranes, installing machinery, laying track, building barracks for our men and doing military police duty and have now gotten every thing pretty well under way, have all modern and the latest devices for handling the largest locomotives. We are repairing American, English, Belgian and French built engines, both standard and narrow gauge. These shops are much larger than Mt. Clare and we are doing fine work with little or no friction, thanks to military discipline. Here a buck private thinks twice before he refuses to obey the order of a corporal or sergeant, for court martial can deprive him of his liberty and probably his pay for thirty, sixty or ninety days without batting an eyelash. Everybody is in dead earnest and gladly do their part without urging, for every engine gotten out of the shop on or ahead of the schedule means another nail added to the Kaiser's coffin. While many of us would prefer to be up on the front line giving the Huns fits, we know that we are helping the fighting men by keeping them supplied with transportation, and transportation is everything in this war. When we see those American trains pull into the station, every thing American, engine, cars and men, we almost forget we are in France.

We are about five hours from Paris and a short day's journey from the front. All traffic to Paris, also to the front, passes close to our

shops. We see hundreds and thousands of American soldiers both going and coming from the front. There are many hospitals here and they are all crowded. They are short of doctors. We brought three over with our outfit, but they were all taken away and a new man from the States has just arrived to replace them.

Since arriving in France, July 18, I have run across the following Baltimore and Ohio boys: Lieutenant-Colonel Grammes, Captains McDonough, Woodworth and Street and Lieutenant Hanley. We have with our outfit Captain Starr and Lieutenant Newgirk of the Baltimore and Ohio.

We had a fine trip across the pond—some excitement. Got credit for one "sub" sunk and one driven away. No loss on the part of our convoy. Made the trip in nine days. Could have done better, but we did not sail in a direct course and had a slow steamer in the convoy that held us down to her speed. We were on one of the Kaiser's finest and fastest boats and certainly enjoyed the novelty. The weather was wonderful, only one storm and very few cases of seasickness, although we were packed like sardines and every bed had both a day and a night sleeper.

The weather is very severe, the changes from hot to cold and raw are sudden and cause lots of sickness. Men who spent the winter here last year say that it was the most trying they ever experienced. They could not keep warm and from the way it has started off, it appears that this winter will be equally as hard. Fuel is scarce in France and it has to be portioned out. The amount is sufficient to keep us warm if we get our allowance. However, with the ever increasing army over here it will be a difficult task to keep up the supply.

We have a fine lot of officers and men. They never complain about what their allowances are, but kick like Texas steers if they don't get their allowance. It keeps me on the jump to see that they are well taken care of, for that is part of the duty of a good supply officer; food, clothing, fuel and pay comes first and we get ours on schedule every month.

Hope this finds you enjoying the best of health. Kindly give my regards to all inquiring friends. With best wishes, I remain,

Yours sincerely,

J. R. ORNDORFF,
First Lieutenant C. of E., U. S. A.

Address:

Lieutenant J. R. Orndorff,
50th Regular T. C., U. S. A. P. O. 708,
A. E. F., via New York.

The following letter was received from J. Bernard Moriarity, former secretary to Mr. P. C. Allen, superintendent, and former correspondent for the EMPLOYEES MAGAZINE:

My Dear Mr. Allen—Just a few lines to let you know that I arrived in the best of health and spirits. Had a wonderful trip over; never missed a meal and not a touch of seasickness. There were only two men on the ship who did not get seasick, another fellow and myself, and we both have our doubts about each other. I am permitted to say that we came over on the same ship with Secretary of War Baker and his party. The Secretary gave several very interesting talks enroute.

I am still hammering the keys and I am beginning to believe that I have used a typewriter in every conceivable manner except in an airship; and I might do that before very many months roll by. I am treated fine, get plenty of eats, and sleep like the proverbial dog. I never felt better physically in my life, and if I keep on at this rate, I will be a real man when I return home.

Of course, home never looked better, but at the same time this is a wonderful experience. Any fellow who can and does not get into this "Big Game" surely will regret it. Honestly, I would not have missed it for anything. Whilst we are serving Uncle Sam, Uncle Sam at the same time is giving us a tuition that could not be had at the best of our colleges in the States.

I was very sorry that you did not have a chance to see me in my uniform (and stripes) before I left, but I hope it won't be long before I have the pleasure of presenting myself and then I hope to have some real stripes to show you, service stripes, et al.

Give my regards to Mrs. Allen. I trust she has fully recovered from her recent illness. Tell Lieutenant-Colonel Grammes every time the names of some of these places over here are mentioned, I think of him. I met some of the staff at Camp Meade when departing and also had the pleasure of meeting more at Camden Station; really, it was a pleasant start "Over Here." Give my regards to John Publow and tell him that I wish him all the success in the world in his new job and I know he will straighten it out.

Have you heard lately from our friend Mr. Hays? I dropped him a line shortly before I left Camp Meade. I don't know where you got that equipment that made up our trains out of Camp Meade, but it must have come from all

over the country. There were coaches that I had never seen the like of; in fact, there was everything from real Pullman coaches to immigrant coaches. Some of them were fitted up with nothing but narrow barber chairs and some had railings around the platforms that would look good on a "Sykesville Special." I am not going to say what kind of a coach I rode in, but the whole outfit had something on "Over Here."

This is a beautiful country and the more we see of it the prettier it gets. The people seem to be of a quiet and home-loving nature. All we see are women, girls, children and old men. Never see a young or middle-aged man unless he has on a uniform. It is amusing to hear the little children as you parade by singing in perfectly good English: "Hail! Hail! The Gang's all here. What the 'ell do we care. What the 'ell do we care?" etc., and the word "Hello," they all know how to say that.

I am going to close for the present, but will drop you a line in a short while. With best regards to yourself and staff and asking that you remember me to them, I remain,

Corporal J. B. MORIARITY.

Care of Adjutant General,
American Expeditionary Forces, France.

The following letter received by W. H. Tarr, chief clerk to superintendent of the Baltimore Division, from Samuel B. Bosley, former clerk to road foreman of engines, Riversid:

Dear Jack—I received your letter yesterday and was certainly glad to hear from you and wish you would tell all of my friends to write, as letters are a great comfort to the boys "Over Here." Well, Jack, I am feeling fine and in good health and have certainly seen some parts of this country. Tell Barney I wish him good luck.

You, no doubt, know how our boys are gaining victories and you can look for them to continue. Give my regards to Mr. W. E. Cavey and all the rest and tell them how I am feeling and that I am with the rest of the boys from the Baltimore Division and they are all well. Hoping this letter will find you well, I remain,

SAMUEL BOSLEY.

313th Infantry, A. P. O. 771,
A. E. F., via New York.

The following letter was received by Dr. E. M. Parlett, of the Welfare Department, from A. L. Spurr, formerly of Federal Manger Thompson's staff:

September 7, 1918.

My Dear Doctor—I know it is a long time between drinks on this course we are playing, but it is so full of hazards, bunkers, woods and long grass and then there are so many playing the course, that the tees are crowded and I can never even approach the putting green. Your fine letter of July 8th reached me August 25th, so that you may see not all the blame falls on

my shoulders. I am once more back at my old sort of work. For about two weeks I was a trainmaster on our biggest division, but got transferred into the general superintendent's office and am now in charge of same, handling much the same sort of work as Louis S. or Walter Ward would handle with especial attention as to reports of operations. I would rather be back on the road again, as that was real live stuff and mighty fascinating and interesting. We were handling just the sort of stuff you would expect us to and at times it is mighty exciting, such as being chased by aeroplanes on high and all that sort of film stuff that you would expect from playing over a course like this.

I have not as yet received the MAGAZINE, but saw a copy yesterday in the hands of Harvey Harper, of F Company, who was at one time the night yardmaster at Garrett, Ind. Harvey and I have great times talking over Baltimore and Ohio days. We have several Baltimore and Ohio men in the company and several others in the regiment. You should have heard me just now parleying francais avec un francais lute who infests our office and refuses to be shut off because I can rattle the stuff off to him now.

It is mighty fine of you to want to give me a whiff of the old aroma and I am inclosing a signed request "O. K.'d" by my major, who is commanding officer of our battalion. I have been smoking French "tabac" all day, and I've got a taste in my mouth like the inside of a motorman's glove. The major has just come back and is much surprised to find that all the mail is ready for him, that wires have been sent and matters attended to in his absence. I did not know if I was going to be commended or get chewed, but he was only pleased and handed me a Roi Tan, which now does well in the absence of the Edgeworth.

Hear from Bill Baker and Dietrich once in a while. Was not far from C. A. Thompson for a while and then saw Joe Chatterton, whom you may know. Have not seen Grammes, but suppose you know that he has been made a Lieutenant-Colonel. Well, it's 11 p. m. and the office opens at 7 a. m., despite the fact that it is Sunday and supposed to be a day of rest, but the boche does not rest, so why should we. Best regards to all the M. A. C. and any of my Baltimore and Ohio friends I may forget to mention.

Sincerely yours,

A. L. SPURR.

Headquarters 21st Engineers, L. R.

The following interesting letter is from one of the former employes of the Washington Freight Station, who is now probably at the "big works" that he mentions. He shows what some of the Baltimore and Ohio boys from this station are doing. Irwin Stein was a stenographer there for a long time, and his experience in a railroad office has served him to good purpose in his work at the front. J. W. Eyler was employed on the platform and the letter indicates that he too has made good "Over There."

Dear Old Hayghe—Your very welcome letter of July 8 received in the mail about half hour ago, our second big batch of mail from the States, and was very glad to hear from you so soon, thanks to someone in the service of Uncle Sam. You mentioned that you had received my card of arrival in France and your letter was dated the 8th, which was a whole lot sooner than we actually arrived here, as you said. We did not arrive until ———, on my birthday, and it was five days later before we got settled here. We were at sea, though, when you received the card. We were about three weeks in making the trip over, but it was not all steady traveling. Did not have anything exciting happen on the way over and everything was very quiet. One evening while we were below at mess one of the destroyers in our convoy dropped several depth bombs which shook us up a little, but that was about all. Did not get sick on the whole trip and enjoyed it all very much, especially the great amount of sleep that I got during the time.

Have seen a good bit of this country since we left Camp McClellan and some very interesting scenes, too. Was in England for a day or two and traveled quite a little distance to this place from a port in northern France. Have not seen a map, but think we are somewhere in southern France. We are billeted about the country with the people and in the buildings about seven miles from Poitiers (Vienna), which is quite a large city as well as being an old place. We came in on the railroad there late in the evening and did not have an opportunity to see much of the place, except that it was very old and had some very pretty old buildings, a lot of which were built away up on cliffs and hills with steps cut right out of the stone up to them. I am billeted at a little place called Masseur, near Quincay. Nothing much but a few houses and two or three wine shops. Have lots of them over here, you know.

This is the first place that I was ever in where I couldn't get anything to smoke, so you can judge by that what a hearty welcome some they "Piedmonts" will receive, but I don't think can come through without a signed request from me O. K.'d by the major, which I am enclosing.

Yes, Stein and Eyler came over with the division, but they left Camp McClellan some days ahead of my outfit and I have not seen them since, as they are both with headquarters troop and we do not know where they are located. Am sure they are "Over Here" though. You see we are scattered all about the country now and every battery almost is separated from the others. Eyler is orderly for Captain Murray A. Cobb (of Story and Cobb, real estate dealers on Connecticut Avenue), aide-de-camp to Major-General Morton and has it pretty soft.

Must close now, old man, as I have said about enough to tire the censor, so with best regards to all the boys, and hoping to hear from you all very soon again, I am,

Sincerely yours,

LEE SANTMAN.

The following letter was received by a friend at the Printing Department from Private J. Lloyd Harr, a former keyboard operator and a member of Company E, 316th Infantry. His home is in Perkasia, Pa. He took part in the battle of Montfaucon, which from all accounts must have been "some" battle. He was trained at Camp Meade and left for France in July.

SOMEWHERE IN FRANCE,
October 15, 1918.

Dear Old Pal—Received your welcome letters, also copies of the overseas Baltimore *Sun*, quite some time ago, but this is really the first opportunity I've had to do any writing for a long time. Been busy getting ready to give Fritz a surprise party.

No doubt you've read in the papers about the good work our boys have been doing in the recent drive and, old pal, our boys have had the honor of being in the thick of it. In fact we (the boys of Meade) started it off in our sector and the first town taken was called the "Little Gibraltar," which was occupied by us the second night of the drive.

It certainly was a peculiar feeling when we started off over the top and across No Man's Land. For a day we traveled across what was once a forest, but nothing remained standing but the stumps of trees and the ground was so covered with shell holes that it was almost

impassable. But just the same we kept on going right through it all until we got "Old Jerry" out in the open and then he sure did travel.

There are many incidents I would like to mention, but the censor not permitting, I'll have to wait until I see my dear friends back home to tell them more about it. I must say that I was very fortunate in getting through the way I did, not even getting a scratch, but just the same I lost some close friends, who laid down their lives for the big cause.

By all accounts the war seems to be near at an end and I sincerely hope you will never be called upon, as I think by the time this reaches you the trouble will all be ended.

I certainly am very grateful to you for the encouraging letters you have written me, and also appreciate the copies of the overseas *Sun* and now that I've gone through this much of it, I hope to see the good old U. S. A. again before long, and then we'll have a wonderful reunion and I can tell you all about the happenings in France.

Remember me to all of my old friends of the Baltimore and Ohio and give them my best wishes for a Merry Christmas, one full of good cheer, and hope to see them all early next year.

Your old friend,

Private J. LLOYD HARR.

Analysis of Liberty Loan Subscriptions

(Continued from page 18)

to \$21,050, \$15,100 of which was raised at Pier 22 North River.

Auditor Coal and Coke Receipts

This office has again shown that it is 100 per cent. American, for every employe, from the auditor to the office boy, subscribed to at least one bond. The campaign in this office started on September 28, when in less than one hour eighty-nine subscriptions were obtained for a total amount of \$5,350. During the first week this amount was increased to \$7,350 with 116 subscribers for a percentage of 96.66 of the office, and when on October 7 it was announced that every one of the 121 employes had taken at least one bond with total subscriptions amounting to \$7,750, there was much satisfaction. Heeding the words of the Director General and Federal Manager, to lend to the utmost, a goal of \$10,000 was set, and with that figure in mind another push was started, with the result that on October 16 the office had 124 subscribers for a total of \$10,000.

With the idea of shaking loose a few of the indifferent, L. A. Lambert addressed the office force on the afternoon of October 18, giving his

views of the Loan question, the dire results of its failure to go over the top, and, as he vividly pictured our boys over there, who, after repeated charges, put their all in a final attack, likewise we, after the close of his remarks, made the last and final dash, which was started by a \$50 subscription, made by J. P. Miller, who challenged the rest of the office to match him, and when the last tabulation was made, the results showed as follows: 124 subscriptions, 100 per cent., \$12,650, average subscription \$102.

To the same committee as compose the War Savings Societies in the office is due the credit for this fine showing; however, special mention should be made of the untiring efforts of T. P. McHale, who did great service in bringing in subscriptions, not only in the office, but from the outside as well. In addition to the American and Service Flags, the office is now flying an Honor Flag. This is a repetition of the efforts during the third Liberty loan drive when 100 per cent. subscriptions was obtained.

Washington Freight Station

Our fourth Liberty loan campaign closed with a total of \$11,700, a sum that all are very proud of.

Cincinnati Terminals

The Cincinnati Terminals has again proven its loyalty to the Government and to the Railroad Administration. It closed the very successful fourth Liberty loan campaign and made Cincinnati Terminals 100 per cent. Many employes subscribed, thought the matter over, subscribed again, and a number came the third time. Patriotism of this nature cannot be beat. Many employes put all of their back pay, as well as total increases in salaries received, in the bonds, thereby not only proving their patriotism, but their business sense. A special train was run over the terminals and not an employe was missed. We received 2,381 subscriptions for a total of \$167,600, which amount was 50 per cent. in excess of the total amount of the third loan subscribed at the terminals. Among the larger subscribers were the following: J. H. Meyers, superintendent; C. H. Wiehe, yardmaster; C. J. Cleary, trainmaster; Mark Langdon, assistant car foreman; T. J. Bowns, assistant trainmaster; C. E. Fish, terminal agent; W. P. Abbott, assistant engineer; T. H. Albert, yard engineer; H. S. Prather, car inspector; N. Gentila, track laborer; Frederick Schmidt, machinist; Thomas Fay, yard conductor; D. E. Todd, chief dispatcher; P. C. Stanhope, dispatcher; H. T. Crosse, machinist; Richard Miller, crossing watchman; H. Eckerle depotmaster; T. M. Maloney, yardmaster; R. E. McKenna, yardmaster; T. Mahoney, track supervisor; Edwin Budd, engineer; D. W. Dwar, engineer; J. P. Fallon, assistant trainmaster; T. W. Calvin, assistant trainmaster; A. Eisman, machinist; O. S. Walters, yard conductor; G. H. Pyne, cashier; George E. Mahoney, clerk; H. W. Meyer, car foreman; J. Sullivan, carpenter; A. T. Cushing, yardmaster.

One of the machinists at Storrs, Mr. Neilhaus, was so enthusiastic in buying bonds that he applied all his back pay as a cash payment on a bond. As this was not enough, he went out and borrowed \$35 from a fellow-workman. Of course the taking of the above number of subscrip-

tions was not all easy sailing. We occasionally ran up against an employe who was a little inclined to refrain from buying. The solicitors were rather insistent. "Jack" Noonan was so insistent that he aroused the ire of one of the employes, who went after him with a hatchet, but after things quieted down the employe came around, said he was sorry his temper got the best of him and subscribed for a \$100 bond.

Illinois Division

We were advised at the opening of the fourth Liberty loan campaign that the quota for the Illinois Division was \$215,000. As is customary when starting a campaign on the Illinois Division, the chief clerk to superintendent, F. A. Conley, took full charge of the matter and began to do business. Every man on the division was solicited and almost every one bought bonds. Mr. Conley organized a \$500 club and at the close of the campaign there were 113 members in the club, that is 113 persons on the division had subscribed \$500 or more. The credit for the wonderful success of this club is mostly due to the personal efforts of Mr. Conley. The Illinois Division subscribed \$275,900, an average of between \$90 and \$100 per employe.

Cleveland Division

Miss Mary Tracy, chief clerk to trainmaster at Lorain, whose picture is shown above, has earned the gratitude of the Ladies' Committee for the fourth Liberty loan at Lorain for the way in which she handled the roadmen for the committee. She was at the office to meet all the

men on arrival and made a thorough canvass and in the drive for additional subscriptions was successful in getting doubled subscriptions amounting to \$7,600 in the two days allotted and her total subscription from the roadmen was \$21,600. The committee desires, through the EMPLOYEES MAGAZINE, to acknowledge the sterling efforts of Miss Tracy and know that she can be counted on in the fifth Liberty loan. Miss Tracy is

Table titled 'SUBSCRIBERS OF 4TH LIBERTY LOAN YARD EMPLOYEES' with columns for names and amounts. Includes names like Nat G. Gallahan, J. H. Neekers, E. L. Tompkins, etc.

LIBERTY LOAN CHART IN NEWARK YARDS

the daughter of Engineer M. J. Tracy, and her loyalty is doubtless inherited from him.

Ohio Division

Ohio Division as usual went over the top in the fourth Liberty loan, oversubscribing its quota set for this territory about thirty per cent. The quota was \$200,000, and total subscribed was \$260,000, with 2,218 subscriptions. A Liberty loan special went over the division the last three days of the drive, netting a total of \$33,000, the majority of which represented "Take Another Bond" buyers. The division officials wish to take this means of thanking all those who assisted in putting the Ohio Division over the top.

Newark Division

At the start of the fourth loan drive a committee was appointed to canvass Newark yard. It originated the idea of a having a board erected on the yardmen's shanty next to the yard office and upon it the names of the subscribers to the fourth loan were printed.

The thermometer was gradually raised as the subscriptions came in and when the last name was printed the thermometer "boiled over." Stars were placed on the board opposite the names of those who purchased the second time.

A good portion of the success was due to the efforts of J. H. Thompson and E. L. Schnaidt. The division is justly proud of the results and it shows that Newark yard men are awake to the needs of the country and can always be relied upon to do their part.

Below is photograph showing the division Liberty loan special train, the picture having been taken while the train was standing at Willard station. The Newark Division em-

ployes shown in the photograph, reading from left to right, are: S. D. Stephens, fireman; A. M. Cornell, engineer; W. H. Arnold, trainmaster; L. C. Vernon, brakeman; W. A. Tomlinson, conductor; C. A. Nunes, track supervisor; C. H. Titus, superintendent; William Streck, trainmaster; S. A. VanDemark, brakeman, J. T. Overstreet, engineer; C. H. Boylan, fireman; Daniel Carl, conductor.

Chicago Terminal

It is very gratifying to record that 100 per cent. was obtained in subscriptions in the recent fourth Liberty bond drive at the Chicago Terminal Railroad. In the final report of the Regional Director for the Northwestern Region, the average of the mechanical forces at the terminal stands among the leaders. The Chicago Heights Terminal Transfer Company, which is also under the management of Mr. Batchelder, is well up in the list with an average of \$166.66 per man. A summary follows:

CLASSIFICATION	AMOUNT SUBSCRIBED	NO. SUBSCRIBING	AVERAGE SUBSCRIPTION
Officers and General Office Employees...	\$ 20,450	116	\$176.29
Agents and Station Employees.....	41,150	332	124.00
Engineers and Firemen.....	18,650	156	119.55
Conductors and Trainmen.....	27,300	218	125.23
Roadway Employees...	32,300	464	69.61
Mechanical Employes	83,250	563	147.87
Miscellaneous Em- ployes.....	33,450	337	99.26
Total.....	\$256,550	2,166	\$117.34

Helped to Get Him a Home

WILLARD, OHIO, November 3, 1918.

MR. W. J. DUDLEY,
Superintendent Relief Department,
Baltimore.

Dear Sir:—Will you please arrange to send the mortgage, abstract of title and fire insurance policy to Mr. Christian, the Baltimore and Ohio Attorney, at Willard, Ohio, as I wish to make a final payment on my home * * * * *

Thanking you many times for the courteous treatment you have given me in the past, * * * * * I can say that, if it had not been for the Baltimore and Ohio Loan Department, I would not have a home today, and I can hardly thank you for it.

Yours respectfully,
(Signed) PRICE T. GRAHAM, Painter,
Willard, Ohio.

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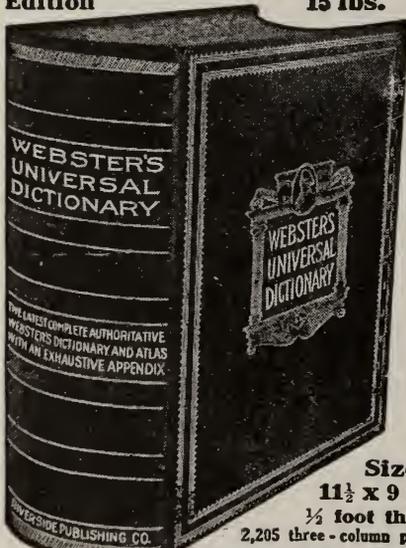
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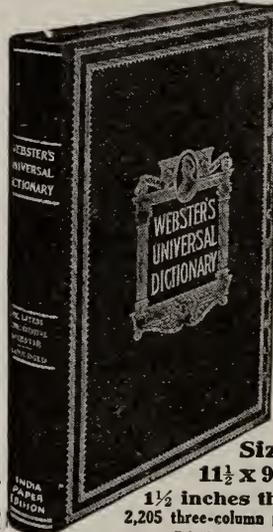
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8. Dictionary of Abbreviations and Contractions
9. Pronouncing Dictionary of Biography
10. Signs and Symbols Used in Writing and Printing
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13. List of Amended Spellings
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H. E. SEVER, Treasurer

140 South Dearborn Street, Chicago.

Please ship for my examination Webster's Universal Dictionary, India Paper Edition, patent thumb index, bound in full Red Russia. If after five days' examination I am entirely satisfied with the work, I will send you \$1.00 as first payment and \$3.00 per month thereafter for five months until your Special Before Publication Price of \$16.00 is paid. If not satisfactory I will notify you within five days and return to you as soon as I receive shipping instructions.

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AMONG OURSELVES

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Auditor Passenger Receipts' Office

In a group on page 43 is a photograph of our former MAGAZINE correspondent, George Eichner, who is now stationed on a submarine chaser. George is a third class quartermaster and has had quite a number of thrilling experiences at sea during his short period of service in the Navy.

The Bo-Day-Do contest had as contestants Thomas E. Sherlock, Robert Machin and Harry S. Phelps. Mr. Phelps, who is from Laurel, the "Midway City," exhibited his famous "Blush" potato, the crop averaging a pound for each spud, although he stated only running two and three to a hill. His largest potato weighed nineteen ounces. "Uncle Tom" Sherlock brought forth his famous "Golden Coin," grown at Relay, the largest weighing seventeen

ounces. Robert Machin, of Arlington, entered his "Dakota Red," the largest weighing sixteen ounces. Mr. Phelps was declared the winner. He grew sixteen bushels, while the other two gentlemen raised about six bushels each. Charles Rogers, better known as "Pap" Rogers, was not able to get a flat car large enough to haul his famous "spuds" and did not enter the contest, but was awarded a medal last year for the raising of corn, the stalks standing twenty feet high. "Some Corn." He usually eats one-half dozen ears of the corn at a sitting.

Auditor Coal and Coke Receipts' Office

We are sorry to have to report the death of Miss Myrtle O. Tull, one of the young ladies of this office. Miss Tull died at her home Sunday, October 6, a victim of influenza, which developed into pneumonia. Her body was taken to Westminster, Md., for burial.

According to a story brought in by French Gartrell, "Big Joe" Heine came within an ace of being locked up by the constable at Ellicott City on Hallowe'en night. The man who dishes out the law claimed that Joe was wearing a mask and, according to the story, Joe had quite a time convincing the officer that he was not. However, be that as it may, Joe still claims that he did not drop the "Von" from his name, as a war or safety first measure.

To the whole Baltimore and Ohio family—
A MERRY CHRISTMAS.

**The Soldier Boys Must Be Brought
Home. War Saving Stamps
Will Help To Do It.
Buy Some Today**

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*
W. J. SCOTT, *Shop Clerk*

T. P. Smith, agent, Kiamensi, Del., has been off several weeks on account of sickness.

J. M. Hill, agent, Yorklyn, Del., was off several weeks on account of sickness.

There was a great deal of sickness in Philadelphia and on the Philadelphia Division, caused by what appeared to resemble a plague, but designated as epidemic influenza. A number of Philadelphia Division employes and their families were affected and a number succumbed to the disease.

J. A. Jones, passenger conductor, died October 5; J. A. Connor, passenger conductor, died October 9; H. H. Hurley, an old yard trainman and recently crew dispatcher at East Side, died October 16.

These men were all members of the Veteran Employes' Association.

Below is a photograph of George Bolton, a native of the West Indies and a British subject now serving in the English Army. He formerly was employed for several years as baggage porter at Philadelphia.

On Sunday, November 3, peace reigned supreme over the offices at Twenty-fourth and Chestnut Streets, Philadelphia. Upon in-

quiry, we learned that the superintendent was absent, unaccountably absent. He, who usually is on deck, failed to materialize. Anxious inquiries by some of his staff resulted in a revelation of the secret. The ducking season having opened on the Susquehanna flats, our respected "boss" was the guest of honor at the Hunting Lodge, on Swan Creek, where this beautiful river pours its limpid flow into Chesapeake Bay, presided over by the assistant trainmaster and with a jolly good company present. A sumptuous spread was on the boards and the appetites had been whetted by a spin across the bay in a motor boat. Duck reigned supreme.

On the motor trip, the guest of honor was supplied with a field glass to look for duck. He protested, as this was unfair to the duck, but thought possibly in view of the fact that it was Sunday, and there was no artillery aboard, it made precious little difference to the duck, as he saw more ducks that day on the Bay than you would see in Indiana in a life time. The Hoosier State was never like this. When the meal was over and there was still more of the duck, duck gravy, lima beans, potatoes, "real" corn cakes, celery, and coffee, all present leaned back in their chairs with sighs of contentment, and terminal delay was forgotten. All hands united in praising the handiwork of the official chef, Howard F. Lane. Ample justice had been done, and it was late in the evening when the party wended its way home, sluggish, of course, due to the ballast taken aboard, and gratified with an invitation to come again to the shad bake in the Spring.



GEORGE BOLTON

Baltimore Division

Correspondents

- W. H. TARR, *Superintendent's Office*, Camden Station
- J. A. CLARKSON, *Assistant Yardmaster*, Locust Point
- E. K. SMITH, *Secretary Y. M. C. A.*, Brunswick, Md.
- P. P. PURGITT, *Shop Draftsman*, Riverside Shops

Divisional Safety Committee

PERMANENT MEMBERS

- P. C. ALLEN Chairman, Superintendent
- W. E. NELSON Vice-Chairman, Assistant Superintendent
- T. E. STACY Secretary to Y. M. C. A.
- DR. E. H. MATHERS Medical Examiner
- R. B. BANKS Division Claim Agent
- J. J. MCCARRON Captain of Police
- C. A. MEWSHAW Trainmaster, Passenger
- J. A. LEAHY Trainmaster
- J. W. CAVAY Road Foreman of Engines
- E. E. HURLOCK Division Operator
- C. A. THOMPSON Signal Supervisor
- D. A. BARRINGER Storekeeper
- S. C. TANNER Master Carpenter
- W. H. TARR Secretary to Superintendent
- W. T. MOORE Agent, Locust Point
- L. J. CROSSLEY Agent, Camden Station

ROTATING MEMBERS

- J. B. WILLIAMS Agent, Washington Junction, Md.
- W. R. MCCARDELL Operator, Gaither, Md.
- C. C. HENKLE Assistant Division Engineer
- C. RITER Signal Maintainer
- J. FLANIGAN General Bridge Foreman
- R. W. MITCHELL Carpenter Foreman
- E. B. OWENS Passenger Engineer
- J. E. SUNSTROM Freight Engineer

R. F. WAGNER.....	Passenger Fireman
H. G. HOERNIG.....	Freight Fireman
N. E. REESE.....	Passenger Conductor
C. G. BASTIAN.....	Freight Conductor
W. L. KIMMETT.....	Passenger Brakeman
E. E. FISHER.....	Freight Brakeman
J. W. RONEY.....	Yard Conductor
C. PERKINS.....	Car Repairman
J. C. SNYDER.....	Machinist
E. W. STINER.....	Car Repairman

Riverside Shop Committee

PERMANENT MEMBERS

F. W. FRITCHEY.....	Chairman, Master Mechanic
D. M. AMBROSE.....	General Foreman
G. B. WILLIAMSON.....	General Car Foreman
D. A. BARRINGER.....	Storekeeper
MISS E. E. COMRA.....	Secretary

ROTATING MEMBERS

C. B. BOSIEN.....	Machinist
C. BAHR.....	Boilermaker
E. O. LEWIS.....	Pipefitter
E. COLLINS.....	Foundryman
F. BRUNSHEAR.....	Tender Repairman
H. MALEY.....	Blacksmith
L. N. CHEW.....	Electrician
J. W. BOYD.....	Electric Welder
P. P. PURGITT.....	Material Distributer
W. F. DORSEY.....	Car Builder
M. WASCHE.....	Car Builder
F. E. BURGESS.....	Car Builder
F. E. LEWIS.....	Car Builder
E. S. SOMMERS.....	Car Builder
S. ROLLINSON.....	Carpenter
C. G. EDMONDS.....	Painter
C. E. HUGHES.....	Millwright

Camden Freight Station Committee

PERMANENT MEMBERS

L. J. CROSSLEY.....	Chairman, Agent
L. H. MARTYNE.....	General Foreman
C. F. HANNA.....	O. B. Foreman

ROTATING MEMBERS

C. SCHAUB.....	Tallyman
B. OLIVER.....	Trucker
I. THOMAS.....	Cooper

Locust Point Pier Committee

PERMANENT MEMBERS

W. T. MOORE.....	Chairman, Agent
R. BARKLEY.....	General Foreman
W. H. SCHNEIDER.....	Marine Supervisor

ROTATING MEMBERS

R. H. STEEN.....	Platform Foreman (Inbound)
J. O'CONNOR.....	Platform Foreman (Inbound)
L. ROMIG.....	Platform Foreman (Inbound)
G. CRAIG.....	Platform Foreman (Outbound)
E. E. WILLIS.....	Platform Foreman (Outbound)
J. E. GARNETT.....	Foreman Locomotive Cranes
W. W. CARR.....	Elevator Foreman
W. A. MALIA.....	Checker
J. M. NEENAN.....	Trucker
J. ZAMINSKI.....	Cooper
J. J. SCHMIDT.....	Tug Fireman

Port Covington Safety Committee

PERMANENT MEMBERS

J. A. LEAHY.....	Chairman, Trainmaster
A. B. COOPER.....	General Foreman
W. RIECHENBECKER.....	Car Foreman
J. W. DIEBEL.....	Car Foreman
W. T. HUNTER.....	Agent
M. J. RYAN.....	General Foreman
P. A. WIEGART.....	Foreman Coal Pier
E. E. HAMMOND.....	Assistant Engineer, Maintenance of Way
W. N. STYLES.....	General Foreman, Maintenance of Way

ROTATING MEMBERS

W. J. COLE.....	Yardmaster
C. P. HARMON.....	Yardmaster
W. R. BOWMAN.....	Fireman
W. A. ROSE.....	Conductor
C. HUFFMAN.....	Brakeman
H. A. HAND.....	Engineer
J. J. CARRIGAN.....	Electrician

Brunswick Yard Committee

PERMANENT MEMBERS

W. O. SHIELDS.....	Chairman, Assistant Superintendent
C. W. SUTER.....	General Yardmaster (Day)

J. F. HEDGES.....	General Yardmaster (Night)
J. J. GOOD.....	General Foreman
W. E. SHANNON.....	Transfer Agent
M. E. AKERS.....	General Car Foreman
C. K. SMITH.....	Secretary Y. M. C. A.
G. D. COLEMAN.....	Road Foreman of Engines
C. A. SIGAFOOSE.....	Hump Foreman
G. A. CRIM.....	Secretary, Chief Clerk

ROTATING MEMBERS

G. W. HARRINGTON.....	Yard Engineer
M. S. RICE.....	Yard Conductor
R. C. PRICE.....	Yard Conductor
J. C. KENNEY.....	Yard Fireman
G. B. WATSON.....	Yard Clerk
J. E. LAPOLD.....	Car Inspector
R. C. ADAMS.....	Car Inspector
E. B. VOEGLE.....	Electrician

Brunswick Shop Committee

PERMANENT MEMBERS

J. J. GOOD.....	Chairman, General Foreman
M. E. AKERS.....	General Car Foreman
J. W. MORIARTY.....	Storekeeper
DR. H. S. HEDGES.....	Company's Surgeon
C. W. SMITH.....	Supervisor Machine and Hand Tools
H. L. DUBLE.....	Electric Crane Engineer
R. E. SIGAFOOSE.....	Secretary, Shop Clerk

ROTATING MEMBERS

J. J. HESKETT.....	Machinist
H. W. NUCE.....	Boilermaker
W. I. STEWART.....	Pipefitter
C. G. MANN.....	Tender Repairman
E. R. TRITAPOE.....	Blacksmith
E. B. VOEGLE.....	Electrician
F. C. BADGER.....	Car Builder
E. L. FORREST.....	Electric Welder
M. M. F. BLESSING.....	Machine Operator
C. H. SEAGLE.....	Carpenter
W. A. CHAMBERS.....	Painter
MISS O'BRIEN.....	Labor Forewoman
MISS SIMMONS.....	Labor Forewoman

Brunswick Transfer Committee

PERMANENT MEMBERS

W. E. SHANNON.....	Chairman, Transfer Agent
--------------------	--------------------------

ROTATING MEMBERS

G. C. CASTLE.....	Foreman
H. E. LYNN.....	Foreman
S. D. GRIMES.....	Cooper
H. H. BOOTH.....	Tallyman
C. E. SPRINGS.....	Trucker
E. L. TALBOTT.....	Cooper
T. E. GRAMS.....	Stevedore
C. V. POTTER.....	Tallyman

On page 26 is a photograph of Seaman Eugene P. O'Connor, formerly assistant file clerk in the vice-president's office, Baltimore. He was in the employ of the railroad service for nearly two years.

Mt. Clare Shops

MISS M. L. GOETZINGER, *Acting Secretary to Superintendent, Mt. Clare, Baltimore*

In a group on page 30 is a photograph of Lieutenant Michael H. Newgirk, former boiler foreman at Mount Clare, and was taken in France. Before coming to Mt. Clare he was general boiler inspector of the Maryland District. Lieutenant Newgirk received his commission last July and shortly afterwards left with the Engineers for France, where he is now working in the railroad shops.

On page 30 is a photograph of Machinist Mate George I. Way, formerly machinist apprentice at Mount Clare. He is a son of J. I. Way, passenger engineer.



SCENES NEAR WASHINGTON, D. C., FREIGHT STATION

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

As this will undoubtedly be the Christmas number for this year it will be in order to send the heartiest of Christmas Greetings to all our readers from the Capital City of the nation. We all certainly have far better reason to look forward to a happier Christmas-tide this year than was our lot one year ago, when things did not look so cheering as they do at the present time. We are now looking forward to the day when we will be privileged to greet our returning heroes as they come back to us crowned with victory, honor and glory. If ever a war-weary world had reason to give thanks for the blessings that have been showered upon us it is at the present time, when victory has crowned the efforts of the armies of right against might and peace appears to be once more secure.

The accompanying photograph of the two healthy looking children of our car record clerk, K. D. Fox, indicates that the air of Washington, D. C., is good for children. Karl feels proud that he has presented to the community two such bright, stocky citizens as Clifford and Catherine.

The following extract from a letter received from one of the boys from this station, Private



CLIFFORD AND CATHERINE FOX

Edgar Miller, written to his former foreman, J. T. Mathews, will be of interest to many who worked with him while he was with us as tallyman. The letter illustrates the optimistic spirit that prevails among our boys "Over There" and shows that they can be happy in spite of having teeth pulled! Private Miller's picture is shown in a group on page 43 and from the determined look on his face we may well imagine the sweet time that an unsuspecting Hun would have if he ran up against our soldier boy Edgar. The letter is as follows:

September 10, 1918.

Dear Friend—I thought I would drop you a few lines to let you know that I am having a good time now. I have not had much time to write. Give my regards to all the boys and believe me things look good to me over here. France is one pretty country; it is about the prettiest country I have ever seen. I am now in the Y. M. C. A. on my way back to camp, having just had a tooth pulled out. Good-bye.

Yours very truly,

EDGAR MILLER.

We are indebted to two of Washington's patriotic war workers, Mr. and Mrs. Leon Prahar, who are at present living with the writer of these notes, for the above photographs of scenes near this station. One is a picture of a portion of our upper freight yard, taken from the T Street bridge. It shows a number of the industries located on the tracks of the Baltimore and Ohio, the most prominent of which are the Barber and Ross works and the buildings occupied by U. S. Engineer Corps, from which many carloads of war material have been shipped during the past year.

The other picture is of the T Street bridge. It is from this bridge that a view of the entire city of Washington can be obtained. The figure in this picture is Mrs. Prahar, whose husband caught her in the act of "holding up the bridge."

We extend a welcome to Mrs. Carrie A. Kirk and Miss Mary M. Lipscomb, who recently have come amongst us as co-workers in the great task of keeping the railroad moving. Miss Pauline Bond, who has been our telephone operator, has left us to engage in other fields of usefulness.

The epidemic of influenza did not pass us by in the way that we could have wished. Quite a number of our force fell victims to it, although we are very glad to state that none of the cases were fatal. Amongst those who were stricken were Agent D. M. Fisher, Yard Delivery Clerk T. P. DeVaughan, Delivery Clerks C. J. Beall and M. M. Phelps, and the following office clerks: W. E. Hayghe, H. V. Hayghe, S. F. Mehlfelt, J. C. White, H. G. Howard, Miss E. M. Shaffer, Miss Della Porton and Miss M. L. DeVaughan. It is, however, a great pleasure to be able to report that all of these have recovered sufficiently to return to their accustomed desks, with the single exception of Yard Clerk DeVaughan, and he is reported as getting stronger every day. We look forward to welcoming him back before very long. Our veteran delivery clerk, Cyrus R. Heller, who has been previously reported on the sick list, has not, we regret to say, been able to return to duty, although we still hope to see his silver locks on the platform again.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

W. C. MONTIGNANI, *Secretary Y. M. C. A.*

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

The brick building, known as the company's house, located on William Street, opposite the Queen City Park at Cumberland, was re-



T. F. PERKINSON

modeled, improved and painted in order that additional office room could be provided. The improvements were completed early in November and the rooms are used by the assistant superintendent of transportation, terminal trainmaster, general yardmaster and captain of police.

The Baltimore and Ohio has erected at Sir John's Run what is known as a clam shell, for the purpose of unloading coal from cars for the use of locomotives during the coming winter. This arrangement will not only permit of an adequate supply of locomotive fuel being accumulated, but will enable cars to be released more promptly for industrial needs.

George Michael Grove, sixty-five years old, died at his home, 208 East Martin Street, Martinsburg, W. Va., from dropsy. Mr. Grove entered the employ of the Baltimore and Ohio when young and remained in active service until about a year ago, when his health became such that he was compelled to give up his labors. For over forty years he gave his energies to this railroad. His last position, and one he held for many years, was that of conductor. He was a member of the Order of Railway Conductors and Knights of Pythias.

Martinsburg Shops

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

The recent epidemic of influenza claimed a heavy toll along the Cumberland Division. At the shops here at one time there were 109 men out of 152 suffering with the disease. The loss of life throughout Martinsburg and Berkeley County was appalling. From our roll the Grim Reaper claimed three—J. W. Hipsley, Jr., Edward Sirbaugh and Thomas Myers.

Mr. Hipsley had charge of switch stand repairs and boiler work. He had a service record of over fifteen years, having entered the shop shortly after it opened, in 1903.

Mr. Myers was a helper on friction saw and an employe of this shop for several years.

Mr. Sirbaugh, yard laborer, had not been in the shops very long but was considered a splendid hand.

Charles A. Rockwell, Jr., twenty-three years old, was a trainman on the Baltimore and Ohio and son of Machinist Charles Rockwell.

Clarence C. Rhinaman was an engineer, thirty-two years old, and a splendid young man.

Thomas Alvin Rickel was a fireman, twenty-three years old. He died at King's Daughters Hospital.

Other victims of the disease were:

Mrs. Hattie Baker, wife of Trainman Jacob Baker.

Mrs. Grace A. Piper, wife of Trainman J. W. Piper.

L. G. Wroe, fireman, twenty-six years old.

W. E. Eversole, brakeman, thirty years old.

Frank McKeever, thirteen years old, son of Arthur McKeever, employed in the frog shop.

A. D. Parker, engineer, forty-six years old.
 Veigie Gerbrick, twenty-four years old, and
 Vendola Gerbrick, thirty-four years old,
 daughters of C. R. Gerbrick.

Mildred L. Duke, one year old, and Virginia
 Duke, fourteen years old, daughters of A. L.
 Duke.

Keyser Division

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

Storekeeper E. A. Workman has been appointed material distributor and our old friend "Colonel" Fuller has been appointed storekeeper in his place.

Several of our shop men fell victims to the "flu" and died. Car Foreman Emory Rice was one of them.

Monongah Division

Correspondents

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, Trainmaster
 G. F. EBERLY, Division Engineer
 M. E. MULLEN, Master Mechanic
 C. F. DOTSON, Road Foreman of Engines
 F. E. FUGA, Division Operator
 DR. C. A. SINSEL, Medical Examiner
 W. S. GIBSON, Captain of Police
 J. O. MARTIN, Division Claim Agent
 A. B. SMALLWOOD, Signal Supervisor
 T. L. NUZUM, Storekeeper
 W. T. HOPKE, Master Carpenter
 MRS. M. L. HOFFMAN, Representative of Female Employees
 W. E. CLAYTON, Secretary, Assistant Chief Clerk to Superintendent

ROTATING MEMBERS

M. E. NUZUM, Yardmaster
 S. H. WELLS, Agent
 C. M. BAKER, Operator
 I. L. FAULKNER, Track Supervisor
 RAY HAWKINS, Signal Repairman
 E. M. GARNER, Bridge Foreman
 J. W. LEITH, Carpenter Foreman
 W. H. PUFFINBARGER, Bridge Carpenter
 C. O. THAYER, Passenger Engineer
 F. F. SEWELL, Freight Engineer
 H. E. KNIGHT, Passenger Fireman
 A. B. REED, Freight Fireman
 JOHN HANLEY, Passenger Conductor
 C. C. MORAN, Freight Conductor
 T. J. ROSE, Train Baggage-master
 L. VALENTINE, Freight Brakeman
 C. E. WARE, Yard Brakeman
 E. G. HAZMOND, Car Inspector
 W. B. WILLIAMS, Locomotive Shopman
 WALTER EVANS, Car Shopmen

Fairmont Terminal Committee

PERMANENT MEMBERS

E. BARTLETT, Chairman, Trainmaster
 J. S. BARTHOLOW, Night Yardmaster
 J. B. GATRELL, Foreman, Car Department

C. D. SUMMERS, Foreman, Locomotive Department
 DR. A. C. ERNEST, Medical Examiner
 T. D. CONNELL, Agent
 MISS BLANCHE BARTLETT, Secretary

ROTATING MEMBERS

C. M. SHAW, Yard Engineer
 T. R. SHROYER, Yard Fireman
 C. KERNS, Yard Conductor
 F. D. HAGER, Yard Brakeman
 F. J. SWISHER, Yard Clerk
 F. HADDIX, Shopman, Car Department
 A. H. SPRINGER, Shopman, Locomotive Department
 GEORGE SPURLING, Car Inspector
 J. F. SHAFFERMAN, Foreman

Grafton Shop Committee

PERMANENT MEMBERS

M. E. MULLEN, Master Mechanic
 W. J. DIXON, General Foreman
 H. L. MILLER, Car Foreman
 T. L. NUZUM, Storekeeper
 DR. J. E. R. ELLIS, Surgeon
 MISS BERTHA BISHOP, Secretary

ROTATING MEMBERS

H. D. COLE, Machinist
 S. E. JACKSON, Boilermaker
 J. J. PENDERGAST, Pipefitter
 J. R. JONES, Tender Repairman
 J. B. LEAMAN, Blacksmith
 C. E. CORBIN, Electrician
 A. MATTHEWS, Electric Welder
 JAMES SUTLER, Material Distributor
 Z. COFFMAN, Car Builder
 A. GEORGE, Carpenter
 W. G. WOLF, Painter

Fairmont Shop Committee

PERMANENT MEMBERS

M. E. MULLEN, Chairman, Master Mechanic
 C. D. SUMMERS, General Foreman
 J. B. GATRELL, Car Foreman
 J. F. PLUM, Storekeeper
 DR. J. H. BROWNFIELD, Surgeon
 MISS MARY CARICOFF, Secretary

ROTATING MEMBERS

A. SPRINGER, Machinist
 HARRY CONNER, Boilermaker
 WILLIAM WALKER, Pipefitter
 HUGH WATKINS, Tender Repairman
 WILLIAM SATTERFIELD, Blacksmith
 W. J. HENDERSON, Electrical Welder
 J. H. NELSON, Car Builder
 A. A. ATHAL, Carpenter
 W. A. JOHNSON, Painter

In a group on page 43 is a photograph of Corporal Russell Sandy, who is now in Company D, 78th Infantry, located at Camp Custer, Mich. He was one of the best section foremen on the Monongah Division.

Miss Ethel Bradford, secretary to Superintendent Van Horn, has returned from a well-deserved vacation.

F. P. McGough has been appointed division engineer on the Monongah Division to succeed G. F. Eberly, assigned to other duties.

The interior of the offices at the Grafton passenger station has been repaired and presents a beautiful appearance.

Edward Duffy, who was clerk for fifteen years to road foreman of engines at Grafton, has been transferred to Baltimore as clerk to road foreman of engines on the Baltimore Division.

E. O. Shaffer has been appointed as Mr. Duffy's successor.

The Spanish influenza has worked a hardship on the Monongah Division. Quite a number of deaths occurred. One was that of B. Nuzum, general yardmaster at Grafton. In the death of Mr. Nuzum the railroad lost a valuable man.

Wheeling Division

Correspondents

- C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.
- D. F. ALLREAD, *Agent*, Folsom, W. Va.
- JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

The following was contributed by "M-FY" and seems to be an effusion for no special reason:

"I, Am no poet & I know it"—but here she goes.

1—they say he was A good one once upon A time when he had A roll that would choke an ox and asked the boys to dine.

2—when you travel over the road from the east to the Rio-Grande, its mighty fine to meet an old pal to take you by the hand.

3—then talk about ups and downs of all the knights of the rail, to recall some old time meomerys, bring up some good old tales.

4—sometimes you will find the bad ones along with the good, aint it so? but it all comes out in the wash, for the clearer the water the longer the flow.

5—so her's to the fellow who keeps right along like the train dispatchers clock, no matter how things are going, he sticks just like A rock, for we know its mighty easy when things flow along like A song, but it takes A man to do the job when things are going dead wrong.

Ohio River Division

Correspondents

- S. S. ROUSCH, *Office of Superintendent*
- MISS HELEN WRIGHT, *Office of Division Engineer*

Divisional Safety Committee

PERMANENT MEMBERS

- J. W. ROOT.....Chairman, Superintendent
- F. C. MORAN.....Trainmaster
- F. R. DAVIS.....Terminal Trainmaster
- L. E. HAISLIP.....Division Engineer
- O. J. KELLY.....Master Mechanic
- J. G. KIRCHER.....Road Foreman of Engines
- C. F. CASPER.....Chief Train Dispatcher, Division Operator
- DR. J. P. LAWLOR.....Medical Examiners
- E. C. FRIEND.....Captain of Police
- W. E. KENNEDY.....Division Claim Agent
- F. P. COE.....Signal Supervisor
- MISS JUNE TAYLOR.....Master Carpenter
- S. S. ROUSH.....Representative of Female Employees
- S. E. EASTBURN.....Secretary
- F. A. CARPENTER.....Agent-Yardmaster, Huntington
- C. M. WESER.....Agent, Parkersburr

ROTATING MEMBERS

- C. F. STEINHOFF.....Yardmaster
- W. G. UMPLEBY.....Agent
- J. G. STOERER.....Operator
- JOHN LANDERS.....Track Supervisor
- J. W. WOLF.....Bridge Foreman
- J. F. TAYLOR.....Passenger Engineer
- S. T. ARCHER.....Freight Engineer
- C. L. PARR.....Passenger Fireman

- B. E. STARKEY.....Freight Fireman
- T. C. HOGAN.....Passenger Conductor
- B. D. WEBB.....Freight Conductor
- E. V. PARTRIDGE.....Train Baggage man
- C. E. LEISURE.....Yard Brakeman
- C. M. ELLISON.....Car Inspector
- C. L. MASON.....Shopman, Locomotive Department
- C. S. HAWKINS.....Shopman, Car Department

Parkersburg Terminal Committee

PERMANENT MEMBERS

- F. R. DAVIS.....Chairman, Terminal Trainmaster
- W. T. O'NEAL.....Day Yardmaster
- J. E. WISE.....Night Yardmaster
- C. M. DEEM.....Foreman, Car Department
- J. W. RICHARDSON.....Foreman, Locomotive Department
- H. COOPER.....Electrician
- F. A. CARPENTER.....Agent
- MISS NINA GRIMM.....Secretary

ROTATING MEMBERS

- W. KIRKBRIDE.....Yard Engineer
- H. OWENS.....Yard Fireman
- S. M. CORE.....Yard Conductor
- C. R. HOWELL.....Yard Brakeman
- W. B. MCCOY.....Yard Clerk
- G. W. BYRD.....Shopman, Car Department
- J. McMANUS.....Shopman, Locomotive Department
- S. W. SCOTT.....Car Inspector
- H. G. BAILEY.....Track Foreman

Parkersburg Shop Committee

- O. J. KELLY.....Chairman, Master Mechanic
- J. G. GUINN.....General Foreman
- J. R. PRINCE.....General Car Foreman
- C. M. WESER.....Storekeeper
- T. H. LOCKER.....Secretary

ROTATING MEMBERS

- J. H. FOWLER.....Machinist
- M. M. SPENCER.....Boilermaker
- C. B. CLOUSE.....Pipefitter
- H. C. SMITH.....Blacksmith
- J. V. TRISSELER.....Electric Welder
- B. F. JOHNSON.....Tender Repairman
- C. S. HAWKINS.....Car Builder
- A. G. GILBERT.....Machine Operator
- F. WARREN.....Upholsterer
- W. V. BURK.....Painter
- F. M. SAGER.....Carpenter
- H. COOPER.....Electrician

Parkersburg Freight Station Committee

PERMANENT MEMBERS

- F. A. CARPENTER.....Chairman, Agent
- MISS CAMILLE JOHNSON.....Secretary

ROTATING MEMBERS

- H. F. MCPHERSON.....Platform Foreman (Outbound)
- E. E. ARCHER.....Platform Foreman (Outbound)
- A. T. HUTCHINSON.....Platform Foreman (Inbound)
- T. B. HUTCHINSON.....Checker
- W. E. WAYMAN.....Trucker
- C. E. McDOUGLE.....Cooper

Huntington, Freight Station Committee

PERMANENT MEMBERS

- S. E. EASTBURN.....Chairman, Agent-Yardmaster

ROTATING MEMBERS

- J. J. FLAHERTY.....Platform Foreman
- JOHN LANDERS.....Track Supervisor
- C. B. M. LONG.....Track Foreman
- H. G. WADE.....Chief Clerk to Agent
- H. S. RHODES.....Rate Clerk
- S. FULLERTON.....Claim Clerk
- CHARLES HEFFNER.....Check Clerk
- V. KISER.....Correction Clerk
- R. CALVERT.....Utility Clerk

T. H. Locker, clerk to master mechanic, is taking his vacation.

J. B. Morris, chief clerk to division engineer, has returned from his vacation, spent at his old home in Weston.

Fireman C. L. Parr, who was a victim of the "flu," has recovered and returned to duty.



A. E. ANDERSON

Above is a photograph of A. E. Anderson, train baggageman on the Ohio River Division. Mr. Anderson has been in the service for twenty-five years, has an excellent record and renders good service. He is known over the division as "Ring" and during his entire career he has run on what is known as the "Spencer Accommodation." He is known to all the residents between Parkersburg and Spencer and his personality has won him innumerable friends. He is the father of thirteen children, nine of whom are living, having two sons in the army. Mr. Anderson is a conscientious worker and let us hope that we will see his smiling face on the Ohio River Division for years to come.

"Smoky" Woods, the popular car distributor, has returned after a two-week vacation.

B. F. Johnson and C. W. Licklider, clerks in the office of the superintendent, have returned to work after an attack of the "flu."

Fireman J. W. Farry (better known as "Shrimp") has returned to duty after a short illness.

H. Frank Owens, former secretary to Superintendent Root, has returned to Philadelphia, where he holds a position in the office of the Regional Director.

J. V. Mayhall, chief clerk to storekeeper, has returned from Baltimore and Washington, where he has been in conference with representatives of Brotherhood of Railway Clerks.

Engineer C. C. Mader, who for some time has held a turn on the R. S. & G. Branch, has moved to Parkersburg, and has taken a run out from this point.

J. W. ("Briney") Burk, popular baggage master at Ann Street station, and wife have returned from an extended trip in the south.

Engineer A. M. Sayre, of the R. S. & G. Branch, who was recently seriously injured in an accident, is rapidly recovering.

Engineer J. C. Barry, who has been seriously ill with pneumonia, is somewhat improved and all hope for his speedy recovery.

Supervisor S. S. Johnson is spending his vacation hunting. Mr. Johnson took a motor truck with him to bring back the game.

Miss Ethel Owens, stenographer to division engineer, has returned from Philadelphia, where she was called by the serious illness of her brother, H. Frank Owens.

Miss Helen Wright, former correspondent for the EMPLOYEES MAGAZINE at this point, now employed by a large steel company of Pittsburgh, has returned to Pittsburgh after spending her vacation at her home in Belpre, Ohio.

The stork recently visited the home of G. C. Nease, and Grover has since been busy instructing the young engineer on the new Book of Rules.

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent, Cleveland, Ohio*

Divisional Safety Committee

PERMANENT MEMBERS

H. B. GREEN.....	Chairman, Superintendent
G. B. GYMER.....	Secretary
A. R. CARRER.....	Division Engineer
J. J. POWERS.....	Trainmaster
H. C. BATCHELDER.....	Trainmaster
J. C. HAHN.....	Trainmaster
J. FITZGERALD.....	Trainmaster
G. R. GALLOWAY.....	Master Mechanic
P. C. LOUX.....	Road Foreman of Engines
G. H. KAISER.....	Road Foreman of Engines
C. H. COTTON.....	Traveling Fireman
M. E. TUTTLE.....	Division Operator
DR. A. A. CHURCH.....	Medical Examiner
R. A. PENNELL.....	Captain of Police
G. J. MAISCH.....	Division Claim Agent
E. G. SLATER.....	Signal Supervisor
W. H. DEAN.....	Stoiekeeper
L. H. DOUGLAS.....	Master Carpenter
A. J. BELL.....	Terminal Agent
A. H. GENSLEY.....	Terminal Trainmaster
T. McDERMOTT.....	Terminal Trainmaster
T. C. SMITH.....	Terminal Trainmaster
T. L. CALCOTE.....	Supervisor
L. C. SWANSON.....	Supervisor
J. DRENNAN.....	Supervisor
C. C. BIERIE.....	Supervisor
J. I. MALONE.....	Supervisor
B. C. MEEK.....	Relief Agent
J. P. COOPER.....	Relief Agent
J. R. STARRY.....	Electrical Foreman
P. O'MILLION.....	Car Foreman

ROTATING MEMBERS

F. E. WEEKS.....	Train Dispatcher
F. ESPOSITI.....	Section Foreman
T. RIDLEY.....	Carpenter Foreman
W. L. CUTLER.....	Engineer
E. C. HAVILAND.....	Engineer

T. MENKE.....	Fireman
W. E. BUTTS.....	Conductor
D. ROBINSON.....	Brakeman
N. WILBOIS.....	Yard Conductor
W. MESSMER.....	Chief Car Inspector
E. JONES.....	Chief Car Inspector
J. J. HURLEY.....	Enginehouse Foreman
V. LUCAS.....	Steel Car Foreman
J. J. McNEIL.....	Machinist

Cleveland Terminal Committee

A. H. GENSLEY.....	Chairman, Terminal Trainmaster
E. M. STEPHENSON.....	Secretary
E. W. WITCRAFT.....	Day Yardmaster
J. A. HACK.....	Night Yardmaster
G. B. MOON.....	Assistant Car Foreman
C. D. SEELEY.....	Assistant Agent
J. LESKEY.....	Yard Engineer
H. B. WOOD.....	Yard Fireman
G. K. STEPHENSON.....	Yard Conductor
W. R. LAIRD.....	Yard Brakeman
A. GROBARICK.....	Yard Clerk
M. CITINO.....	Section Foreman

Akron Terminal Committee

T. C. SMITH.....	Chairman, Terminal Trainmaster
P. SOURS.....	Secretary
W. S. BILLMAN.....	Night Yardmaster
H. B. BURKHOLDER.....	Night Yardmaster
J. N. FOLLO.....	Car Inspector
W. G. HARRIS.....	Assistant Agent
J. RILEY.....	Yard Conductor
R. C. WAND.....	Switchman
J. W. KINNEY.....	Engineer
M. R. CHALFANT.....	Fireman
M. CARANO.....	Section Foreman
J. EDWARDS.....	Car Clerk

Lorain Terminal Committee

T. McDERMOTT.....	Chairman, Terminal Trainmaster
MISS M. TRACY.....	Secretary, Day Yardmaster
C. M. SEYMOUR.....	Night Yardmaster
E. E. FERGUSON.....	Assistant Terminal Agent
V. BAILEY.....	Yard Engineer
J. LISISKY.....	Yard Fireman
R. C. CURRY.....	Terminal Supervisor
J. E. DAVIES.....	Yard Conductor
E. KETCHUM.....	Yard Brakeman
G. M. WILLIAMS.....	Yard Clerk

Lorain Shop Committee

G. R. GALLOWAY.....	Chairman, Master Mechanic
A. C. LEPKOWSKI.....	Secretary
J. A. SUBJECK.....	General Foreman
C. A. BURDGE.....	General Foreman
W. K. GONNERMAN.....	General Car Foreman
E. H. MECKSTROTH.....	Car Foreman
W. H. DEAN.....	Storekeeper
DR. W. P. TINSLEY.....	Medical Examiner
J. ROBINSON.....	Assistant Master Carpenter
T. J. KEATING.....	Machinist
JOSEPH SMITH.....	Boilermaker
W. J. O'CALLAHAN.....	Pipefitter
J. HOLZHAUER.....	Tender Repairman
C. J. WILSON.....	Blacksmith
W. NOVAK.....	Electrician
W. A. TRAWINSKI.....	Electric Welder
J. KREISEN.....	Material Distributer
H. SMARSCHE.....	Car Builder
A. SWENDEG.....	Machine Operator
F. HORAK.....	Painter
J. F. FISHER.....	Millwright

Cleveland Freight Station

PERMANENT MEMBERS

A. J. BELL.....	Chairman, Terminal Agent
R. B. MCGINLEY.....	Assistant Agent

ROTATING MEMBERS

WILLIAM DEE.....	Pier Foreman
T. O'HARA.....	Foreman, Inbound
F. BERKERCHER.....	Foreman, Outbound
J. W. DUFFEY.....	Checker
W. POWERS.....	Trucker
WILLIAM DANTZ.....	Cooper

Corporal Wells M. Peebles, who was furnished from the superintendent's office for military service in July, died at Camp Sherman from influenza on October 14. Funeral services



CORPORAL W. M. PEEBLES

were held at his home in Cleveland and he was buried at Clarksburg, W. Va. This is the first gold star in the Cleveland Division service flag. A floral tribute expressive of our esteem was sent by the office force. His genial disposition endeared him to all. His picture appears above.

Yardmaster E. J. O'Connor, of Akron, Ohio, is with Company A, 36th Engineers, in France. He reports a delightful trip over without seeing any "tin fishes." From what he has seen, Edward says he is willing to stay till "It is over, over there."

Relief Agent Burley C. Meek,
Took a quiet little sneak
And unto himself took a wife,
Which step he declares is for life.
Once before he tried to go to France,
Bought his uniform, even to the pants,
And then hoped his war days were o'er,
But he's taken a load on his shoulder,
Which he will have to battle to conquer,
Or the victor will sure be Miss Conger.
Our best wishes go out to the twain,
And hope on the job he'll remain.

Engineer John A. Steiner passed away at his home in Lorain, October 17, after a two-weeks' illness from pneumonia. Mr. Steiner entered the service as a fireman in 1898 and was promoted in 1901 and his railroad record is as clean a page as his family life, containing no black marks. The sympathies of the division go to the wife and two daughters who mourn his loss.

Up to and including September 15, there were dumped into the boats at Lorain, 3,114,000 tons

of coal. This exceeds the record for the entire year of 1917, when 3,023,841 tons were dumped. The season has been very steady and there has been no congestion either of boats or cars at this point. The officials in charge are to be congratulated on this showing.

From August 1 to November 1 delay to trains leaving Lorain amounted to but two hours, due to lack of crews or shortage of men. This is due to the patriotic spirit and loyalty of the men and is appreciated and acknowledged.

Assistant Medical Examiner J. H. Minor volunteered his services in the "flu" epidemic at Cumberland and spent three weeks there in the great work of relief. He returned home November 2, himself a victim of his devotion to duty and we are glad to report that he is convalescent and hopes soon to be back on the job. "More power to you, Doc."

S. L. McCutchin, conductor, was stricken with heart trouble, while walking in the country, October 24. His funeral was conducted by Ellsworth Lodge of Masons, October 28. Mr. McCutchin entered the service on the Cleveland Division in 1884. Our sympathies are extended to the family.

We are glad to report that Engineer J. E. Owens has recovered sufficiently from his long illness to accept the position as clerk in the office of the medical examiner at Cleveland. The boys are sure glad to see "Jimmy" on the swivel chair.

The Valuation Department in this district is thoroughly in spirit with the boys at the front, having subscribed 178 per cent. to the fourth Liberty loan.

C. R. Hannum was called by Uncle Sam on September 1, and was assigned to Columbus Barracks as drum major to the kitchen police.

J. H. Bowditch, pilot engineer, makes the statement that regardless of the fact that he is not in New York, yet his office commands a cosmopolitan force, as he has at present the following nationalities: one Scotchman, one Japanese, one Bohemian, two Hollanders, one German, one English-

man and twelve Americans of varied descent. Every member is a loyal American, and every one a "Baltimore and Ohio booster."

W. H. Morris, draftsman, is convalescent after a two weeks' illness with Spanish "flu."

Fred Walthuis, computer, is at his table after a short quarantine on account of the illness of his son.

R. D. Eagle, transitman, has returned from Charleston, W. Va., where he was called on account of the death of his sister.

Newark Division

Correspondents

W. E. SACHS, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark (Ohio) Shops

Merited praise has come to the crew of the commuter train between Columbus, Ohio, and Government Warehouse, East Columbus. In five months the train has carried about 150,000 passengers to and from their work and there has not been an injury to any person and no accident to the train. In a letter to Superintendent Titus, Trainmaster D. F. Host, of the C. & N. Division, calls attention to the record performance of the train crew and suggests that the men be commended. The service recently was discontinued. Mr. Host's letter says in part:

"The train has been making daily trips, handling from 800 to 1,300 passengers per day for the last five months and during this period has never had an accident of any kind or injured any one in any way. The train has been in charge of Conductor N. Savey, Brakemen C. E. Ryan and C. Stillion, Engineer J. B. Gough and Fireman R. Moffit."

Opposite is photograph of James A. Parlin, carpenter foreman at Marietta. Mr. Parlin has been in the railroad service sixteen years and is well known on the division. His hobby during the past two years has been the purchase of Liberty bonds.

In a group on page 43 is a likeness of Ralph



JAMES A. PARLIN



EARL AND WILLIAM HOLMAN

Shaw, former secretary to Division Accountant Johnston, now in France. Ralph is head bugler of the 324th Heavy Field Artillery and assists in calling the men in the morning and notifies them when to put the lights out at night.

Above is a photograph of Earl Holman, at left, shop order clerk in the storeroom at Newark and known among fellow employes, as the most genial man around the plant. On the right is William Holman, blacksmith apprentice, who bears a similar reputation. It has been noised around the shops for a number of years that Earl's record as a fisherman stood above the average and that he knew the haunts of the finny tribe and just how to hang a bait on the hook. Earl delights in telling us of the joys of fishing in Wisconsin and about some of the fish that he has caught, but not until this picture was received did we believe that his stories of fish and fishing were anything more than dreams and all were somewhat in doubt as to whether the photograph was "phony" or not. Upon asking William how much it weighed, how long it took to land it, etc., he stated that it was a secret, but that it was a twenty-five pound "musky" caught a number of years ago at Lake Charalin, Wisconsin (Earl's favorite fishing lake) and mounted for the eyes of the followers of "Isaac Walton" to look upon.

Opposite is photograph of James Pool, employed as a machinist helper in the Newark enginehouse and who is now past his sixtieth year in life and the many employes of Newark Shop will recognize in the picture one of the Baltimore and Ohio's "young" and faithful employes for, as Mr. Pool recently stated, "if I felt any better, I would have to call a doctor."



JAMES POOL

Connellsville Division

Correspondents

- P. E. WEIMER, *Office of Superintendent, Connellsville, Pa.*
 S. M. DEHUFF, *Manager of Telegraph Office, Connellsville, Pa.*
 C. E. REYNOLDS, *Superintendent's Office, Connellsville, Pa.*

Below is a photograph of Engine 1109, which is regarded as the neatest and cleanest engine on the Baltimore and Ohio Eastern Lines. The engine crew, some of which are shown hereon, consists of the following: C. Collins, engineer; O. D. Wolfe, fireman; E. O. Hartman, brakeman; O. Frye, brakeman; R. Vernon, conductor; J. W. Bowman and R. R. Crosslam, firemen.



THEY KEEP HER SPICK AND SPAN

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office, Pittsburgh, Pa.*

Divisional Safety Committee

T. J. BRADY	Chairman, Superintendent
J. D. BELTZ	Vice-Chairman, Assistant Superintendent
C. P. ANGELL	Vice-Chairman, Assistant Superintendent
M. L. McELHENY	Trainmaster
H. H. HARSH	Division Engineer
JOHN HOWE	Superintendent of Shops
A. H. HODGES	Master Mechanic
C. R. BURNS	Road Foreman of Engines
G. W. C. DAY	Division Operator
DR. A. J. BOSSINS	Medical Examiner
R. C. BLEDSOE	Captain of Police
FRANK BRYNE	Claim Agent
J. P. BUZZARD	Signal Supervisor
T. C. HOPKINS	Division Storekeeper
H. L. FORNEY	Master Carpenter
M. D. CADWALLADER	File Clerk
E. C. RINGER	Secretary, Secretary to Assistant Superintendent

A. J. Whitaker, yard clerk at Demmler, Pa., has resigned to accept a position as principal of the High School at Fairview, near Erie, Pa. Professor Whitaker, while on his vacation, spent the summer months at Demmler yard. We will miss him very much, and we hope that he will come back next year.

Miss Elizabeth Lucy, stenographer in the general superintendent's office, and Gertrude Clay, stenographer in the superintendent's office, have returned from a vacation spent in Atlantic City. They surely were missed very much.

B. J. Kessler, former report clerk in the superintendent's office, has been moved from Camp Meade, Maryland, to Camp Benjamin Harrison, Indiana. He is with the engineers there.

J. A. Lloyd has been appointed chief clerk to superintendent at Pittsburgh.

W. G. Urner has returned from a vacation spent in St. Louis and Kansas City, Mo.

In a group on page 30 is a photograph of Private R. A. Dickinson. He is with the 111th U. S. Infantry, somewhere in France. Private Dickinson was an employe of the coal freight department in Pittsburgh.

Glenwood Shops

Correspondent, CHARLES J. ROCH

Did you notice in the November issue the showing made by the Pittsburgh Division in the fourth Liberty loan drive? Glenwood shops threw the throttle wide open, which resulted in going over the \$200,000 mark.

"Shorty" Tomlinson sunk his increase as well as his back pay in an automobile. "Shorty" says that his car will not need a wind shield, as the body of the car will be protection enough.

We are pleased to know that Miss Frances Leeper has been advanced to statistical clerk, vice P. J. Wawrzynski, who was transferred to the office of the district superintendent of motive power. Miss Leeper has the congratulations of all her fellow employes.

Congratulations to E. H. Berg, who has been promoted to chief clerk in the roundhouse.

"Doc" Marshall is engaged to "Kitty" Farrell, both of the storekeeper's office, and the wedding day is set for February 28, next. F. W. Adams was appointed best man and T. C. Hopkins was restless upon hearing this, as "Kitty" is one of his best.

Charleston Division

Correspondent, C. L. WEST, *Operator, Gassaway, W. Va.*

In a group on page 30 is a photograph of John W. Clerke, second lieutenant, American Air Service, France. He is twenty-four years old and was born in New York City and was graduated from the Jamaica High School. He was a student at Rutgers College when he entered U. S. service on June 10, 1917. He was graduated from the Princeton Aeronautical School as Flying Cadet on November 12, 1917, and has been in France since November 26, 1917, receiving his commission May 18, 1918. Lieutenant Clerke is the son of Captain of Police Clerke of the Charleston Division.

We learn with regret of the death, from Spanish influenza, of Engineer Thomas E. Anawalt at Richwood. Our sympathies go out to the bereaved relatives and friends.

We are glad to see Engineer M. T. Hail at work again after being incapacitated for several months. It will be remembered Mr. Hall was in an accident at Rollyson on the morning of February 26 last in which his engine went through a bridge which had been weakened by high water, he being pinioned beneath his engine in water that almost completely covered his body. He lay thus for several hours before being released. Engineer Worthy Moor lost his life in this accident.

Approximately 300 Charleston Division employes were absent because of Spanish influenza on November 1.

W. C. Barnes, formerly of Grafton, has been appointed division accountant. Mr. Barnes will bring his family here in the near future.

We regret to learn of the death of R. E. Shinn, former chief dispatcher of the Coal and Coke Railway, which occurred at Rainelle, W. Va., October 27. Interment was at Charleston, Sunday, October 29. Mr. Shinn was a former employe of the Baltimore and Ohio, serving as agent at Erbacon, W. Va., for some years, succeeding his father there. He later accepted a

position with the Coal and Coke Railway, which is now a part of the Charleston Division. Being advanced to chief dispatcher, he was later promoted to chief dispatcher. He served in this capacity until July 1, 1918, at which time he resigned to become superintendent of the Sewell Valley Railroad at Rainelle, which position he held until his death. He leaves a wife, father, mother, four brothers and one sister.

W. C. Pembroke, division engineer, has resigned to enter military service. He is succeeded by T. H. Gordon, from the Philadelphia Division.

W. C. Kinney, of Baltimore, who came here as acting chief clerk to division superintendent during the period of permanent organization and establishment of divisional headquarters at Gassaway, has returned to his home. The division superintendent's and division engineer's offices were moved here from Elkins, the Accounting Department was organized and everything is running smoothly in every department. While here Mr. Kinney made many friends, who regret to see him leave. He is a man of wide and varied experiences, knowing the railroad game from "A to Z." It was the writer's privilege and pleasure to be associated with Mr. Kinney some years ago at Grafton, when he was serving as private secretary to former division superintendent, the well-beloved U. B. Williams. In token of the high esteem in which he is held, the general office force presented him a handsome present on the morning of his departure. W. H. Shide has been appointed chief clerk to superintendent.

The news of the appointment of E. G. Moore, of Flatwoods, to the position of master carpenter will be welcome to a host of employes and friends, both on this and the Monongah Division. Mr. Moore served for years as carpenter foreman on the Monongah Division under Master Carpenter W. T. Hopke. He succeeds M. Russell.

Dispatcher J. F. Fordyce is the happy father of a new baby girl. Congratulations, Forrest!

Dispatcher J. F. Staples is taking a much needed vacation, being relieved by Extra Dispatcher J. S. Copp, from Grafton.

Trainmaster Deegan is on a vacation, being relieved by Road Foreman of Engines P. D. Marsh.

Trainmaster J. D. Nicholas is on a vacation, being relieved by Trainmaster O. C. Fansler, from Elkins.

Conductor L. D. Morris has again resumed his run on trains Nos. 35 and 36, after an illness of several weeks.

Agent W. H. Cole, at Porters, has recently taken unto himself a wife. Congratulations!

Dispatcher W. D. Rollyson, off with an attack of Spanish influenza, was relieved by Extra Dispatcher A. C. Mason.

Western Lines

Central Offices

Correspondent

J. C. KELLY, *Train Schedule Clerk*
Carew Building, Cincinnati, Ohio

New Castle Division

Correspondents

W. W. McGAUGHEY, *Chief Clerk to Superintendent*,
New Castle, Pa.

C. S. MAYNARD, *Operator*, Chardon, Ohio

V. P. McLAUGHLIN, *Operator*, BD Tower, Akron
Junction, Ohio

Below is a picture of the dwelling of Leon B. Humphries, car inspector at Niles, Ohio. He purchased it through the Savings Feature of the Relief Department..

Mrs. Everett, mother of Misses T. L. Seiring, wife of Operator Seiring, Newton Falls, died suddenly in October from heart failure.

Mrs. F. H. Willard, wife of Engineer Willard, Akron Junction, was seriously ill at her home at Akron, Ohio, from heart trouble.

Examiner O. C. Bedell, Newton Falls, was off a few days in October, suffering with the grip.

Dispatcher Garner, of Painesville Division, was called to his home in Tennessee on account of the death of his brother. Mrs. Garner accompanied him.



HOME OF L. B. HUMPHRIES

Operator E. R. Post was called to Ohio Junction to work the third trick because Operator Masters was absent on account of sickness. Operators McLaughlin and Seiring doubled at Newton Falls.

Frank Bricker, who has been lampman at Newton Falls for a number of years, resigned to take effect November 1. His place was filled by "Ben" Jones, who was section foreman a number of years just east of Newton Falls. Mr. Bricker purchased a farm about three miles west of town. We all wish him success.

The operators on the New Castle Division have no more home than a rabbit at the present time. There is so much sickness and a lack of extra men that regular men are moved from one place to another to avoid infringement of the eight-hour law.

We are sorry to announce the death of Mrs. M. P. Sloan, wife of Agent Sloan at Wayland, which occurred November 6 from influenza. She left a husband and three children.

Operator Honeycutt, of Haselton yards, was killed on the night of November 10 by a P. & L. E. train. He was on his way home and in attempting to avoid a train that was approaching on one track stepped directly in the path of another coming in the opposite direction. He leaves a wife and three children.

A. L. Browning relieved Agent Sloan at Wayland during the sickness and death of Mrs. Sloan.

Operator Titus, of "BD" Tower, relieved Operator Pearce at Youngstown, who had the "flu."

Operator Siering, of Newton Falls, was called to Edenburg because of the serious illness of his grandmother, and while there was taken down himself with the "flu."



"BOB" O'FERRALL, ELECTRICAL FOREMAN,
CHICAGO DIVISION

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

C. E. Talbert, passenger conductor, died October 5 at his home on South Cowen Street from influenza and pneumonia. Mr. Talbert was employed as agent for the Baltimore and Ohio at Albion, Ind., for two years, after which he came to Garrett and was employed as brake-



GARRETT (IND.) STEAM WRECKER AND ITS CREW

Left to right: A. E. TREESE, Wreckmaster; A. CHRIST, Cranesman; G. A. HUGHES, E. PUTT, R. TREECH, A. LEIS, M. BLOOM, W. A. MILLER, H. C. W. BARTLES, J. NEUBAUER, Wreckmen, and C. BOWMAN, Cook



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man from January 4, 1889. He was promoted to freight conductor January 6, 1896, and to passenger conductor September 1, 1913. Mr. Talbert also served in the capacity of assistant trainmaster for seven years before being promoted to passenger conductor. Mr. Talbert is survived by his wife, and two sons, Pierre, a sergeant in the army and now stationed at Camp Sheridan, Montgomery, Ala., and Glenn, a sergeant in the 46th Engineers, who has been in France for the last four months, and three brothers, Conductor M. C. Talbert, of Garrett, DeWitt Talbert, of Indianapolis, and Fred Talbert, of Albion.

Fireman M. L. Gardner died at his home on East High Street October 9 after an illness of ten days from influenza, followed by pneumonia. Mr. Gardner was employed as fireman August 6, 1909.



THE LATE E. H. MATTINGLY, JR.

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Correspondent, MRS. BERTHA A. PHELPS,
Wheelage Clerk

We all extend to General Car Foreman Edward H. Mattingly and Mrs. Mattingly our sincerest sympathy in their deep sorrow in the loss of their little son, Edward H. Mattingly, Jr., who was crushed beneath the wheels of a street car near their home in Windsor Park a few weeks ago. Such a loss, coming as it did when Mr. Mattingly was just recovering from an attack of influenza, is almost too much for the parents to bear.

Edward Bendykowski has returned to his desk in the general foreman's office after a severe attack of influenza.

Extensive improvements are being made at the roundhouse at this station which will add fifteen new stalls and a number of other things which were badly needed.

A letter received from Frank Kerwin, former employe of the Baltimore and Ohio, states that his company is all ready to leave for overseas with the 87th Engineers.

Miss Florence Berry, daughter of our Veteran Engineer Thomas Berry at the roundhouse, has accepted a temporary position as stenographer in General Foreman Quigley's office during the absence of Miss Flo Cameron, who has been furloughed because of ill health.

Trainmaster Huggins, General Foreman Quigley and Chief Clerk Hufton are among those who were afflicted with the "flu," but were fortunate enough to recover.

The employes at South Chicago are very sorry to hear of the death of E. J. Leedy, of Willard, Ohio, who was gang foreman in the department of Car Foreman Kleist at this station. J. McDermott succeeds him.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

The epidemic of influenza has severely crippled the working forces at this point, but at present it looks as though progress was being made in the fight against the disease.

Frank Kadletz, painter in the roundhouse, Robey Street, died from an attack of pneumonia. He was ill a week.

Ohio Division

Correspondents

W. L. ALLISON, *Operator*, DO Office, Chillicothe, Ohio

RALPH H. WEST, Chillicothe, Ohio

Many of the employes on the Ohio Division were affected by the Spanish "flu," but are now back at their posts of duty.

The many friends of Leo Mullen, efficient tonnage clerk in division accountant's office, were grieved to learn of his death, October 21, due to pneumonia, after several days' illness, brought about by the Spanish "flu."

It is with deep regret that we learn of the death of Passenger Brakeman George Keating from pneumonia, as a result of contracting the Spanish "flu."

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

E. C. Harrington, formerly connected with the superintendent's office as file clerk, and now

located at the Naval Training Station, Great Lakes, Ill., made a flying visit to Seymour Sunday morning, October 19, but did not have sufficient time to see all of his "friends." We hope he will have a longer furlough next time.

L. F. Ackerman, former stenographer in superintendent's office, now in military service and located at Franklin Training College, Franklin, Ind., was a visitor in Seymour.

Lill.—"Have you seen Earl's picture in his sailor suit?"

Luella.—"Oh, I have several of them."

If you are so unfortunate as to become ill and be taken to the hospital, do not overlook fixing it with the superintendent of the hospital so that your friends can get to you. It is very disappointing to make several trips and invariably be told "not receiving company," when it is a well known fact that about everybody else in town is getting in.

Indiana Division employes again came to the front in their subscriptions to the Fourth Liberty loan, all employes participating, with an average per subscriber of \$107.

W. J. ("Bill") Myers, who was formerly employed in the division accountant's office at Seymour, Ind., and furloughed September 1, died of pneumonia, caused by influenza, at Indianapolis. Up to the present time the division accountant's office has furloughed thirteen clerks for military service and this is the first gold star to be entered on its service flag. "Bill" entered the railroad service as caller, May 7, 1913, and was promoted to tonnage clerk in division accountant's office on October 16, 1916, and had been employed in that office up to the date of his furlough. He was very popular with the road men, as well as with the office force, and his many friends regret very much to learn of his death.

C. S. Roegge, maintenance of way material clerk, was on vacation.

T. H. Miles, time clerk in division accountant's office, has returned from two weeks' vacation spent in Chicago. We have missed his contributions to "Luke McLuke." Get busy, Tom.

C. H. Oesting, maintenance of way accountant, has returned from a two weeks' vacation spent at home taking a much needed rest.

Cash McOsker and E. W. Sargent, time-keepers, are making strenuous efforts to break into the Officers' Training Camp.

Miss Katherine Hancock, income tax clerk, division accountant's office, heard the call of our country through one of the Seymour boys now located at Camp Beauregard, Alexandria, La., and could not resist a visit to that point regardless of distance. She has not returned and there may be another item later.

B. M. Spillman, with several years' service as yard clerk, brakeman and fireman and who is

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now serving his country at Great Lakes Training School, was here on a furlough visiting family and friends.

Miss L. M. Osterman, stenographer in superintendent's office, was on vacation and made a number of short trips. Miss Osterman has three brothers in military service, but in one of her visits to a cantonment it was rumored she is also just a little interested in some other girl's brother.

Below is a picture of Fred Sprickerhoff, former track foreman at Dillsboro, Ind., who served the Baltimore and Ohio very satisfactorily for a great many years, and who died August 13, 1918. He is standing beside his wife in the photograph.

Mr. Sprickerhoff was born June 8, 1833 and immigrated to the United States in 1848. In September, 1861, he enlisted in the Union Army in Company C, 37th Indiana, and served until September, 1864. He was taken a prisoner in the battle of Stone River, and placed in Libby Prison. Shortly after his return from the army he was employed as section hand on the O. & M. Railroad, now the Baltimore and Ohio, and remained in service until a short time ago, when he was honorably retired on pension. He was a member of the G. A. R., Masons, Odd Fellows and Knights of Pythias.



THE LATE FRED SPRICKERHOFF
AND HIS WIDOW

In a group on page 30 is a picture of Sergeant Earle M. Wilson, Company H, 166th Infantry, with the American Expeditionary Forces in France. Private Wilson formerly was connected with the Line Gang in this territory.

Harry Purkhiser, who has been in service on this division as brakeman and conductor since December 27, 1910, was promoted to yardmaster at Storrs on September 25.

S. A. Rogers, road foreman of engines, who was in the Schneck Memorial Hospital for two weeks as result of minor operation and some complications, is very much improved.

J. H. Demann, dispatcher, Cincinnati Sub-Division, was in the Schneck Memorial Hospital for two weeks undergoing major operation. He probably will be able to return to duty soon.

Cincinnati Terminal

Correspondent, W. F. COCHRANE, *Chief Clerk to Supervisor of Terminals*

Divisional Safety Committee

PERMANENT MEMBERS

J. H. MEYERS.....	Superintendent
T. J. BOWNS.....	General Yardmaster
J. M. BURKE.....	Car Foreman
C. S. COOK.....	Yardmaster
E. T. HAAS.....	Locomotive General Foreman
DR. G. R. GAVER.....	Medical Examiner
C. E. FISH.....	Terminal Agent
FRED OEHLISCHLAEGER.....	Secretary

ROTATING MEMBERS

C. E. MARKLE.....	Yard Engineer
GEORGE SHOEMAKER.....	Yard Fireman
FRED ALEXANDER.....	Yard Conductor
P. J. HASSEY.....	Yard Brakeman
ROSS KANE.....	Yard Clerk
ANTHONY REEDER.....	Shopman, Car Department
W. GERTH.....	Shopman, Locomotive Department
FRED EMMERCH.....	Inspector, Car Department
T. MAHONEY.....	Foreman, Track Department

The appointment of G. R. Littell to succeed the late E. C. Skinner as local agent at Cincinnati, Toledo District, and Erie Railroad, has been well received by the railroad fraternity here and especially by the office force, to whom he has endeared himself while serving as chief clerk to Mr. Skinner. Mr. Littell took charge of the office Monday morning, October 21 and it was quite evident from the pleased and satisfied expression on the faces of all, from the messenger boys up, that they were well pleased with the new "boss." In order to manifest to him in some enduring form their feeling of joy and satisfaction with his appointment, he was called from his private office a few minutes before the closing hour into the main office, where he found the whole office force assembled around Chief Clerk O'Donnell's desk. Before he had time to realize the meaning of it all, Mr. Hughes, who might be termed senior clerk of the office, stepped forward and in a few appropriate words, in which he pledged the faithful and loyal support of the entire force, presented him a beautiful cut glass water set. Mr. Littell, while taken entirely by sur-



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| <input type="checkbox"/> LOCOMOTIVE ENGINEER | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Mathematics |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> MINE FOREMAN OR ENG'R |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> CHEMIST |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> AUTOMOBILE OPERATING |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Auto Repairing |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Poultry Raising |

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|----------------------------------|
| <input type="checkbox"/> Spanish |
| <input type="checkbox"/> French |
| <input type="checkbox"/> Italian |

Name _____
 Present Occupation _____
 Street and No. _____
 City _____ State _____

prise, managed to respond in such a way as to assure them of his appreciation of the handsome and serviceable gift, as well as the kind words spoken in its presentation and especially the promise of faithful and undivided support and expressed the hope that the kindly feeling thus expressed would continue and grow in intensity as the months and years come and go.

The photograph above is of Mrs. John McBrayer, nee Miss Alma Schroer, formerly one of our most efficient and accommodating telephone operators. On October 24, Miss Schroer and John McBrayer were quietly (?) married. They thought that none of their friends would know, but "murder will out."

In a group on page 30 is a picture of Walter Fallon, formerly employed at Storrs. Mr. Fallon was in the service of the Baltimore and Ohio for six years and was furloughed on June 10 to join the Navy. He is now stationed at the Great Lakes Naval Station, Chicago, Ill.

Harry Newell, furloughed fireman, has arrived safely overseas and says that he will be in Berlin to visit the Kaiser very shortly.

J. H. Francisco, furloughed fireman "Over There," evidently does not let the shells and gas bombs worry him, as he writes from a front line trench to have his back pay held as he will return home soon.

According to letter received from Albert H. Eilers, formerly employed as machinist apprentice at Ivorydale, he is very much infatuated with his new life, although he is tired of being a "dry land" sailor and longs to go across. He expects to be granted a furlough in the near future, at which time he intends to visit all of his friends at Ivorydale.

W. C. Andrews has been transferred as assistant chief clerk in the office of superintendent of terminals, to the office of B. C. Downing, of the new car record office. C. M. Harden, who has been laid up with the "flu," will be the new assistant chief clerk. Both have our best wishes in their new positions.

We desire to extend our deepest sympathy to Joe Beel in the loss of his son, who contracted Spanish influenza and died after a short illness.

The Spanish influenza cast its shadow over the repair track force, afflicting Car Foreman J. M. Burke, Chief Clerk H. E. Swepston and several car repairers. We extend a hearty wish to them for a speedy recovery, and hope to have them back with us very soon.

Storrs repair track force adds two stars to its service flag, for Elmer Hamilton and L. E. Birch, who were selected by Uncle Sam to help finish the "job."

Another young lady has been added to the carefoman's office, Miss Meryl Shriver.

R. P. Chase, former yard switchman, has been furloughed for military duty to take up training in the officers' reserve.

John J. Gallagher has resigned as first trick crew dispatcher at Eighth Street to take up a new line of work with Swift and Company. Fred Ulrich has been transferred to Mr. Gallagher's former position as crew dispatcher.

Edward Welsh has been transferred from chief clerk at the Stock Yards to second trick crew dispatcher at Eighth Street, J. L. Keefe having been transferred to the third trick.

W. G. Patmor, dispatcher and operator, has returned to the wilderness of CE cabin as operator. "Pat" deserves a lot of credit for handling the first trick train dispatcher's job at Cincinnati Junction while D. E. Todd was examining employes on the Book of Rules.

George Beiderwelle has resigned as pass clerk in the superintendent's office to accept a position with the Railway Mail Service. He is succeeded by Claude S. Spriggs.

C. B. Brennen, file clerk, has been sick for some time with the influenza. During his absence we have had Miss May Mullen with us.

Cigars and candy were in abundance last week, the occasion being the arrival of Freddie Oehshlaeger, Jr. "Dad" Oehshlaeger is highly honored with his new title, and although the baby's eyes are now blue, he is anxiously awaiting for them to turn brown so he will look like his dad.

Illinois Division

Correspondents

OMER T. GOFF, *Secretary to Superintendent*, Flora, Ill.

J. R. MINTER, *Shop Draftsman*, Washington, Ind.

On October 24 Agent J. B. Harrington became the proud father of twins, a boy and a girl. He requested the division offices at Flora to suggest appropriate names for them. A committee, headed by Miss Lorena Harrison, T. J. McCarthy and Miss Martha Burgess, proceeded to get up a list of names and send it to Mr.

Harrington. We were advised next day that two of the names furnished by our committee were selected for the twins.

On October 15 Guy Bradford and several others of our boys left Flora going to Chicago University to take up some technical study in military service. We were all sorry to see them go, but were glad to see them get into this good service.

Operator C. R. Chase was ill with pneumonia for several days, but has recovered. We were very anxious about him while he was off and were very glad to see him back on the job.

In a group on page 30 is a photograph of Engineer Frank A. Edwards, who was a faithful employe of the Baltimore and Ohio Railroad from 1886. He now proudly wears the khaki uniform of Uncle Sam. He is a member of Company F, 3d Illinois Reserve Militia. We can heartily recommend him as a fighter, as he has been our grievance man, or chairman of our adjusting committee, for the last fifteen years, always deciding our cases for the best interest of all. Engineer Edwards always showed the true spirit of patriotism by telling his fellow workmen to do their work well and by urging them to buy Liberty bonds to help their country win the war. Mr. Edwards, your silver locks look good under that hat with the blue and white cord. We hope he will get a chance to go after old Bill.

Below is a photograph of Norman Stevens Stanford, son of N. A. Stanford, agent at Cisne, Illinois, and Mrs. Stanford.



NORMAN STEVENS STANFORD

The entire division was grieved October 22 to hear of the death of R. G. Hawthorne. Mr. Hawthorne was night chief dispatcher and was a friend of everyone who knew him. On the evening of October 13 he became sick with influenza and three or four days later this developed into pneumonia, which caused his death. C. D. Russell, who has been working as extra chief dispatcher for some time, has been promoted to the position of night chief dispatcher.

We were very sorry to hear of the death of Mrs. R. P. Booth on October 22. Mrs. Booth had been sick for several days with influenza. Her husband was very sick with influenza at the time of her death and was unable to attend her funeral, which was held at Norris City, Illinois, October 24. Mr. Booth is back at work. He has asked the publication of the following card of thanks:

We wish to express our sincere thanks to the kind friends who helped so much during the period of our bereavement and for the beautiful flowers sent us at the time of the death of our dear wife and mother.

R. P. BOOTH and family.

O. E. Sorgius left us a few weeks ago to accept a position as chief clerk to Division Accountant Francis at Chillicothe. Mr. Sorgius was one of the best clerks in division accountant's office at Flora and is greatly missed in the office. Mr. Francis is an old Illinois Division man and knows where to go to get good men.

We have had several deaths on the Illinois Division in the last few weeks from influenza and pneumonia and a great many of our men are now down with it, but conditions seem to be improving and we have hopes that the epidemic soon will be checked.

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*, Washington, Ind.

Divisional Safety Committee

PERMANENT MEMBERS

C. M. NEWMAN..... Chairman, Superintendent of Shops
 W. F. HARRIS..... Vice-Chairman, Master Mechanic
 A. W. MILLER..... General Foreman
 G. W. BULMAN..... General Roundhouse Foreman
 F. A. TEED..... General Car Foreman
 W. M. HINKEY..... Storekeeper
 W. E. ROSS..... Supervisor Machine and Hand Tools
 S. N. HOPKINS..... Assistant Master Carpenter
 L. A. SMILY..... Secretary, Chief Clerk to Supt. of Shops
 DR. J. P. SELLMAN..... Medical Examiner

ROTATING MEMBERS

R. F. WADE..... Machinist
 LESLIE ALBRIGHT..... Boilermaker
 HERMAN WELLINGER..... Pipefitter
 G. E. WALKER..... Foundryman
 O. O. PEEK..... Tender Repairman
 J. E. KETCHUM..... Blacksmith
 C. L. OSMON..... Electrician
 SAMUEL PATTERSON..... Electric Welder
 D. B. JACKSON..... Material Distributor
 JOHN T. MEYERS..... Car Builder
 J. C. SWIFT..... Machine Operator
 WILLIAM F. SAYNE..... Upholsterer
 FRED FITTS..... Painter
 H. J. PRICE..... Tool-room Machinist

We notice that our old friend C. J. Roch has again loomed up on the horizon as a correspondent for Glenwood Shops. "C. J." won fame as a cooperative store organizer in Washington, Ind. His hobby was giving everyone the wholesale and retail price of pickles and chocolates, claiming he could retail 7 $\frac{1}{4}$ pickles for a jitney and 8 $\frac{3}{4}$ ounces chocolates for a "Bull Mooser." He made several speeches in this connection and won fame as an orator in the county school houses hereabouts.

"Doc" Fitzgibbons, material man, and L. A. ("Yocup") Smiley, shop clerk, are going in for chicken raising on a large scale. "Doc" is teaching "Yocup" how to make a hen lay seven eggs a day. He claims if you keep the chickens in a house and raise the blinds they think it is day time and lay; lower the blinds and they go to roost; repeat this operation seven times a day—result, seven eggs. Process patented.

W. M. Hinkey, our storekeeper, is wearing a smile these days that won't come off. Something unusual for a storekeeper to smile. We really do not understand the cause of it. Tell us about it "Hink," old boy. Is it that new casting platform?

Leo Isenogle, formerly accountant in division accountant's office at Seymour, now with the A. E. F. in France, writes that he weighs 151 pounds. Good luck to you, Leo; keep on going. You are a brave man to carry that weight around on your spindley shanks.

Earl Kuhney, formerly boilermaker helper, is now in military training at Purdue University. Mr. Kuhney was formerly a basketball star in the local high school, which training will come in handy heaving grenades at the Hun. Incidentally, one of the office employes pesters the mail carrier for letters most every morning.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*, Dayton, Ohio

Divisional Safety Committee

R. B. MANN..... Chairman, Superintendent
 J. W. KELLY, JR..... Vice-Chairman, Assistant Superintendent
 H. W. BRANT..... Trainmaster
 E. J. CORRELL..... Division Engineer
 I. E. CLAYTON..... Division Operator
 M. DIBLING..... Machinist, Lima, O.
 EDWARD KEEFE..... Road Engineer, Ivorydale, O.
 T. J. McDERMOTT..... Road Conductor, Dayton, O.
 GEORGE RYAN..... Yard Conductor, Toledo, O.
 E. SMONGESKI..... Secretary to Superintendent
 DR. F. H. HUTCHINSON..... Medical Examiner, Lima, O.
 DR. R. C. POTTER..... Medical Examiner, East Dayton, O.
 M. S. KOPP..... Chairman, Assistant Superintendent
 MISS HAZEL BALDWIN..... Secretary
 H. N. SCHOENBERGER..... Committeeman
 DR. H. F. HUTCHINSON..... Committeeman
 C. A. ARNOLD..... Committeeman
 J. P. DOYLE..... Rotating Member
 A. R. ZINK..... Rotating Member
 C. D. NEWELL..... Rotating Member

We have received a postal card from George R. Pinkerton, formerly night foreman on the ore docks at Toledo, saying that he is doing "his bit" over in France, serving in the Engineer Corps.

Division employes wish to express to H. W. Brant, trainmaster, sympathy in the death of Mrs. Brant. She was in the prime of life, devoted and faithful and was taken sick with Spanish influenza and lived only a few days.

With great sorrow we received the news of the death on October 29 of E. A. Kendall, at his home near Roxabel, Ohio. "Ed" entered railroad service as operator August 6, 1917. He later was made agent at Botkins, Ohio. He returned to telegraphic service at Wellston Sub-Division. We extend to his family and other relatives our sincere sympathy.

The sudden death of A. E. Case, operator at Elmwood Place, which was due to Spanish influenza, was a great shock to all who knew Mr. Case. He entered the railroad service about six years ago as operator. He was always faithful and prompt in his duties.

Through the columns of the EMPLOYEES MAGAZINE, the employes, especially those of the superintendent's office, desire to express words of condolence to the sister because of the death of Private John O'Connor of the 19th Company, 158th Depot Brigade, Camp Sherman, Ohio. Miss Margaret O'Connor is stenographer to assistant superintendent at Dayton, Ohio. Private O'Connor contracted the Spanish influenza.

F. J. Schultz, agent at Botkins, and his wife, died from influenza. Mrs. Schultz passed away first. The husband died within twenty-four hours. Acknowledgment of the flowers given by the employes has been made by George B. Schultz, a brother.

New York Terminals

Correspondents

- T. A. KAVANAGH, *Freight Agent*, West 26th Street, New York
 C. E. FLOOM, *Terminal Claim Agent*, Pier 22, North River, New York

Staten Island Rapid Transit Railroad

Correspondents

- J. V. COSTELLO, Pier 6, St. George, S. I., N. Y.
 MISS MARGARET GORDON, *Secretary to Superintendent*

Miss Bessie A. Gaynor has resumed her duties as secretary to marine supervisor after a very severe attack of Spanish influenza and is in first-class health again. Not long ago Bessie had the German measles, and we are wondering if she is experimenting on European sickness. Let's hope not, because she has got more than her share.

Chris Salverson, signal repairman, spent his vacation motoring through New Mexico. This is not the first time that Chris has visited New Mexico. There must be some special attraction down there for him.

William Ryan has been appointed track supervisor, vice William Hall, who enlisted in the Engineer Officers' Training Camp.

W. J. Kelly, third trick tug dispatcher, has returned from his vacation, which he spent traveling over the Baltimore and Ohio system.

Brice A. Campbell, assistant car accountant, has returned to duty after a short illness.

The employes of the Marine Department, extend their sympathy to Captain R. Ellis, of the ferryboat Perth Amboy, in the recent death of his wife.

Edward Gorman, carpenter foreman, Maintenance of Way Department, in company with his assistant, while waiting for a train at New Brighton station, which is adjacent to water landing, noticed a small boy fall overboard off the landing. He and his helper immediately ran down landing and pulled the boy out of the water by the hair as he was going down for the third time. Edward is always on the alert and has a number of meritorious credits on his service record.

Captain Jack Young is steering the ferryboat Perth Amboy in place of Captain R. Ellis, at present. Jack is a regular side wheeler now.

William Housman, secretary to trainmaster, has returned to duty after a severe attack of influenza, and looks none the worse for such an experience.

Fred Brennan, clerk in the Lighterage Department, resigned to accept a position as west-bound clerk in the St. George yard office.

Captain A. Fendt, who was master of the tug Narragansett at Arlington, is back at St. George again as day captain of the tug George L. Potter. The tug dispatcher says now we will get some work done.

James A. Larkin, train dispatcher, has returned to duty after spending his vacation motoring through New York State.

Captain C. H. Kearney, formerly assistant marine supervisor, returned for a short time from Cape Cod Canal, where he is employed as day captain of the tug Hugh L. Bond, Jr. We were glad to see Charlie's smiling face again.

The employes of the Staten Island Division extend their sympathy to families of the following, who died from the Spanish influenza: R. Long, engineer; James McNeisch, engineer; Walter Weidman, engineer, and Frank Herrell, fireman.

W. B. Enright, second trick tug dispatcher, has returned to duty after a short illness.

During the great shortage of tug firemen and deck hands, when railroad tug boats were tied up all over the harbor, the Baltimore and Ohio fleet was kept running. Just leave it to E. A. English and Captain C. H. Kearney and they will keep them moving.

Captain I. W. Titus, formerly of tug Narragansett, is night captain of the tug Hugh L. Bond, Jr., at Cape Cod Canal, Mass. Captain Kearney, who has just returned from Cape Cod as day captain of the tug Bond, says that the Wolf is chasing chickens at the Canal when he is off duty.

Harry Patrick Flood, chief tug dispatcher, has returned from his vacation, which he spent with his wife and family at Laurel, Del.

Captain Thosas McKeon, superintendent of Tottenville ferry, has returned to duty after a short illness.

R. F. Farlow, supervisor of bridges and buildings, has returned from Chicago, Ill., where he attended a convention of bridge and building constructors. Must have been a very interesting convention, for it took Mr. Farlow three weeks to locate Staten Island again.

Below is a picture of Miss Anna Bloom, employed as chief ticket agent, St. George, S. I. Note the smiling appearance she has. This smile never wears off.

Opposite is a picture of William Ryan, track supervisor, and Extra Gang Foreman M. Mancuso, with his men, loading scrap iron to help scalp the Kaiser.

Sunday afternoon, September 29, the employes of the Staten Island Division had a flag raising at St. George, S. I. The flag contains 253 stars, including four gold ones. Music was furnished by the Standard Shipyard Band and the boys from the Mission of the Immaculate Virgin. B. F. Kelly, trainmaster, had the honor of



WILLIAM RYAN AND FOREMAN
M. MANCUSO

opening this patriotic celebration. J. Moreno, employed as trainman, sang "America." At the unfurling of the Stars and Stripes and the service flag, the national anthem was sung by all present. After the unfurling of this flag, H. J. Tiernan spoke on "Service and what the boys are doing Over There." Mrs. Wilcox, chairman of the Red Cross Society on Staten Island, spoke on what the Red Cross is doing for our boys serving in the Army and Navy. Joseph B. Handy spoke on "Patriotism," which was followed by a solo by Mr. Moreno entitled "Battle Cry of Freedom." Major Openshaw and Major Burke spoke on the Civil War, both being veterans. Major Openshaw had the honor of raising the Stars and Stripes and Major Burke raised the service flag. Mr. Kelly made the closing address and complimented the employes on the good work they are doing for Uncle Sam and their loyalty to the Railroad. The reception committee for the flag raising was as follows: A. Roming, chairman; E. J. Hamner, E. A. English, J. E. Davis, C. Donofrio, A. J. Volpi and R. M. Frey. The arrangement committee was as follows: W. R. Langdon, chairman; B. F. Kelly, E. E. McKinley, J. D. Gibb, F. Van Name, A. Conley, H. Wood, John Maragon, James A. McCaffery, H. W. Ordeman and W. A. Deems.

Staten Island Railroad Club

On Thursday evening, October 31, there was an old-fashioned Hallowe'en and masquerade party at the Club House, Livingston, S. I. There was a pie eating contest, won by F. Roerhig; ducking for apples and pin the tail on the donkey. J. W. Morris sang "Adventures of the Coal Man" and was accompanied by his wife on the piano. Mr. Morris has a fine voice and because of the applause he received it was necessary for him to sing an encore. Joseph De La Pena, assistant chief clerk to superintendent, sang "Belgian Rose." William Dwyer, chief car locator, sang the famous Baltimore and Ohio war song, "Get your Muskets Ready and Fight for Uncle Sam." Miss Marie Hession sang "I'm Sorry I Made You Cry." All who had the pleasure of attending this affair had a very enjoyable evening. Music was furnished by Volkert's Jazz Band.



MISS ANNA J. BLOOM



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MARK TWAIN

To us whose chuckles had turned to tears over the pathos of "Huckleberry Finn"—to us who felt the cutting edge of "Innocents Abroad"—the coming of "Joan of Arc" from the pen of Mark Twain was no surprise.

The story began as an anonymous romance in Harper's Magazine, but within a few months the secret was out. Who but Mark Twain could have written it? Who could have written this

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A few months ago we had to raise the price a little. That raise in price was a very small one. It does not matter much if you missed it. ¶ But now the price must go up again. ¶ The rising costs make it impossible for us to continue the sale of Mark Twain at a low price. New editions will cost very much more than this Author's National Edition.

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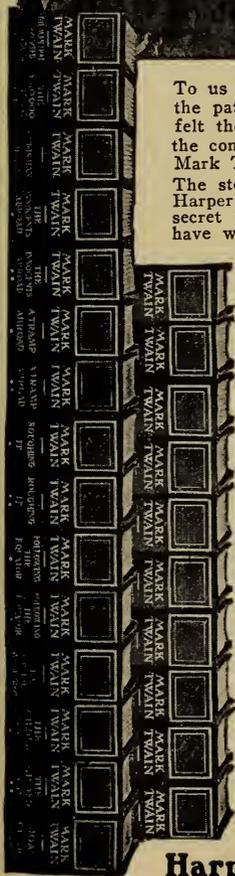
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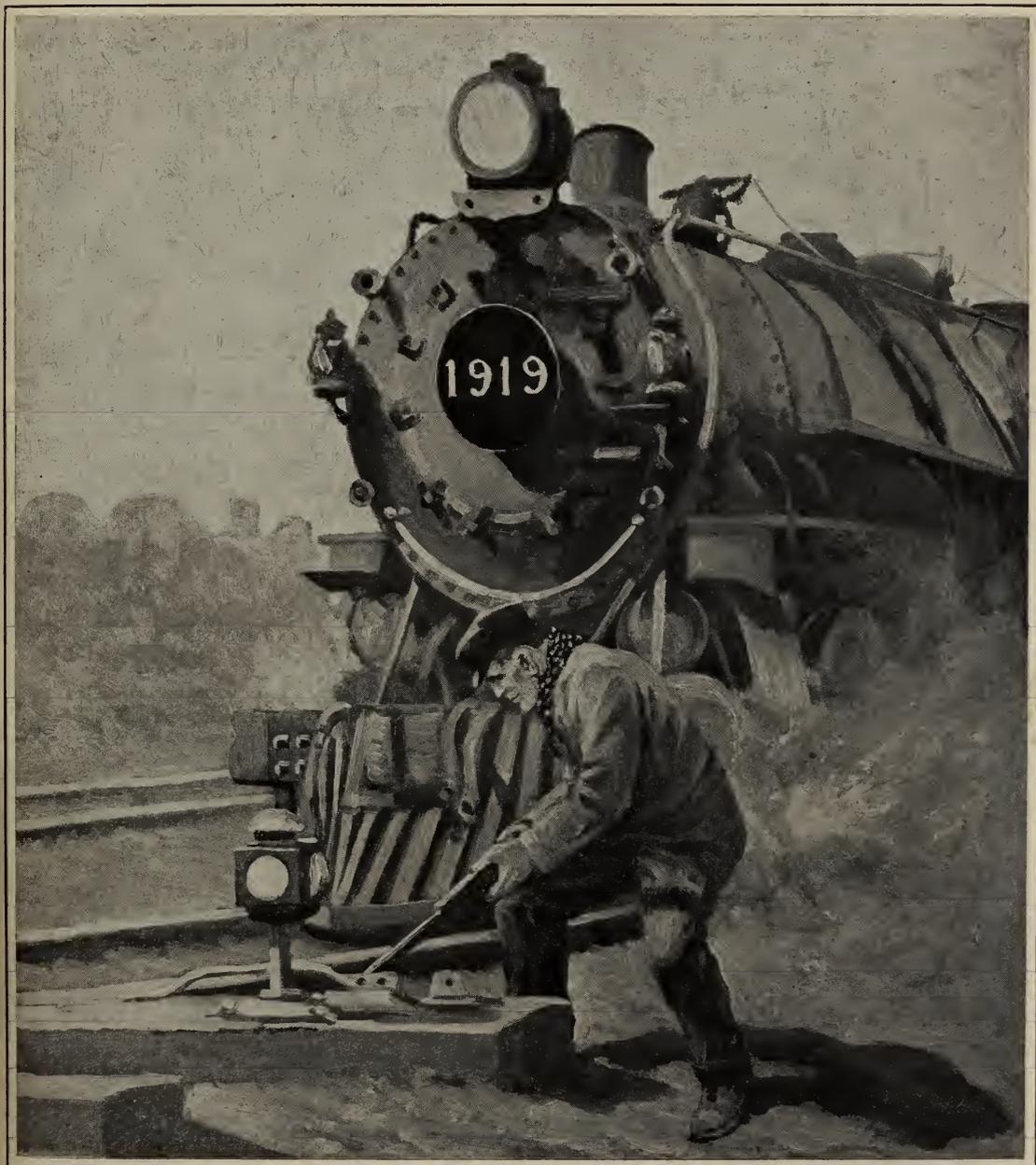
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Baltimore & Ohio Employes Magazine



SWITCHING FROM THE OLD YEAR TO THE NEW

JANUARY, 1919



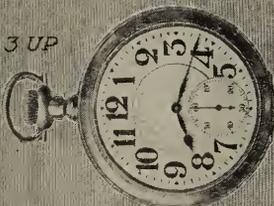
DIAL UP



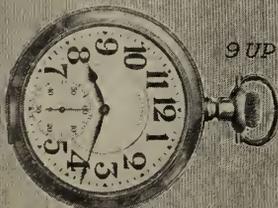
DIAL DOWN



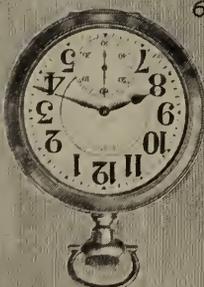
12 UP



3 UP



9 UP



6 UP

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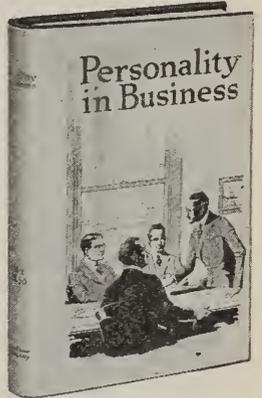
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No one disputes the fact that a winning personality is a powerful factor in achieving success. Invariably the successful man has a personality that attracts. He finds it invaluable in winning confidence, in influencing men and women to his way of thinking, in handling employees, 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—



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Statement of Pension Feature

Statement of employes who have been honorably retired during the month of November, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Cage, Charles E.	Engineer.....	C. T.	Cumberland.....	45
Eckhardt, Gustav.....	Lumber Distributer..	Stores.....	Baltimore.....	35
Tacey, George W.....	Tinner.....	M of W.....	Baltimore.....	31

The payment to pensioned employes constitute a special roll, contributed by the Company.

During the calendar year of 1917, over \$312,000 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, have amounted to \$3,536,606.65.

The following employes, after serving the company faithfully for a number of years, died.

NAME	LAST OCCUPATION	DEPART- MENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Higdon, Thomas P....	Crossing Watchman..	C. T.	Indiana.....	Oct. 15, 1918..	40
Springer, John.....	Trackman.....	M of W..	Baltimore.....	Oct. 30, 1918..	41
Aid, Christian.....	Laborer.....	M. P. ...	Ohio.....	Oct. 31, 1918..	10
Stewart, John W.....	Watchman.....	C. T.	Cumberland..	Oct. 16, 1918..	24
Smith, Edward B.....	Carpenter.....	M. P.	Illinois.....	Sept. 27, 1918..	10
Thornton, Patrick....	Laborer.....	M. of W.	Baltimore.....	Nov. 3, 1918..	25
Linn, Samuel J.....	Foreman.....	M. of W.	Monongah....	Nov. 5, 1918..	43
Lentz, Jacob.....	Asst. Sta. Fireman..	M. P.	Baltimore.....	Nov. 15, 1918..	28
Farrell, Patrick.....	Laborer.....	M. P.	Cumberland..	Nov. 9, 1918..	34
Wiesinger, Joseph....	Laborer.....	Store...	Baltimore.....	Nov. 22, 1918..	26
Louden, George W....	Trackman.....	M. of W.	Wheeling.....	Aug. 18, 1918..	44
Downing, James N....	Watchman.....	Police..	Philadelphia..	Nov. 10, 1918..	25
McManus, Robert....	Machinist Helper....	M. P.	Newark.....		59

Summary of Men in United States Service

Baltimore and Ohio employes furloughed for military service:

	During August, 1918	Total to September 1, 1918
Enlisted	45	1,896
Drafted	749	4,376
Total	794	6,272

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 6

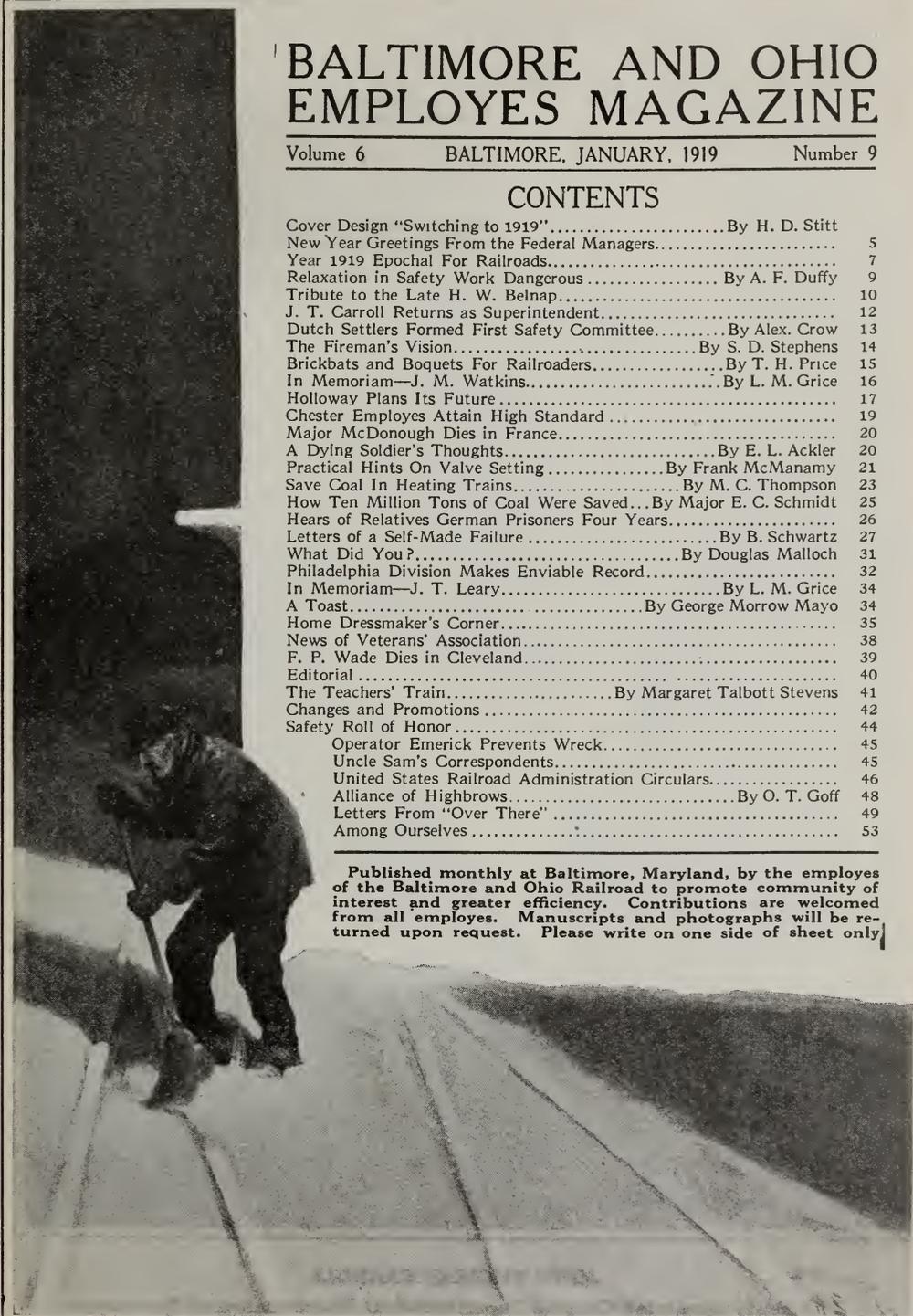
BALTIMORE, JANUARY, 1919

Number 9

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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 sheet only





JOHN THOMAS CARROLL

The newly appointed General Superintendent Maintenance of Equipment

United States Railroad Administration

W. G. McAdoo, Director General of Railroads

Baltimore and Ohio Railroad—Eastern Lines

Office of Federal Manager

January 1, 1919.

TO ALL OFFICERS AND EMPLOYEES:

With great pleasure I send you New Year greetings and best wishes for a happy and prosperous year, the realization of which is more promising than in any previous year since the beginning of the World War in 1914, and in which our country has been a participant for eighteen months.

Six thousand seven hundred and ninety-four of our fellow employes of the entire Baltimore and Ohio system and many of their sons wore the uniform of one of the arms of the military service. It is a great comfort to have them return, and we can always look with pleasure upon the record made by them, as well as by those who have done their duty here in keeping the transportation machine at its maximum to support those who crossed the seas to fight for the cause of humanity.

The great success achieved by the American railroads, in which you have taken part, will go down in history and should spur us on to continue our work in such a way as to make the owners of the railroad properties, the United States Railroad Administration and the Federal Government retain their confidence in us. There is much yet to be done in reconstruction and readjustment at home and abroad, and the return of our men should warrant us in doing our very best throughout the year, which I, as well as others, am confident will be done.

Happy New Year to you and may you have a full measure of the best things of life, and, most of all, health.

W. G. Thompson

United States Railroad Administration

W. G. McAdoo, Director General of Railroads

Baltimore and Ohio Railroad—Western Lines

Office of Federal Manager

January 1, 1919.

TO ALL OFFICERS AND EMPLOYEES:

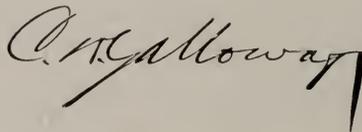
At the threshold of a new year our thoughts naturally revert to the great event of the one just closing and dwell with a spirit of rejoicing on the happy outcome of the great struggle.

Yet our hearts are saddened and our sympathy goes out to those whose loved ones laid down their lives for the cause of humanity.

The victory has been achieved as a result of cooperation among the allied nations in the field operations and in railroad and industrial lines at home. Each division of the forces has pursued its work with unflagging courage and zeal.

I am glad to have this opportunity to thank each and every employe for loyal support and hearty response to every demand made of them, which has made it possible for the Baltimore and Ohio to fulfill its part in the great program. I would have you feel that it is a great work you have been engaged in, and that in doing your part you have rendered a genuine service to your country, which it is my privilege, as Federal Manager of these lines, gratefully to acknowledge.

To each and every one—you and yours—I heartily extend my best wishes for a Happy and Prosperous New Year.



The Year 1919 Likely will be Another Epochal One for Railroad Employes

THE dawn of 1919 brings with it great problems for railroad officials and employes.

The eve of 1918 carried with its setting sun the satisfaction of work well done.

In the months to come the United States will go through the critical reconstruction period that follows every war. Contemporaneous historians have declared emphatically that the world war just ended was the greatest and the most destructive in the history of the human race. From this premise it is logical to predict that the reconstruction will be the most momentous in the history of this world. In this re-alignment it is also logical to assert that the great transportation arteries of this nation will play an important part. As workers of the Baltimore and Ohio lines every officer and employe will have some major or minor role to play in the great final act of the world tragedy.

The year just closed brought a revolution in railroading. Because of the necessity of moving troops and supplies for the army and navy, the government took over all the big railways and molded them into one huge conveyance. William Gibbs McAdoo, Secretary of the Treasury, was named Director General of all railroads. There was a division of the lines into regional districts and these sub-divided into smaller districts with a federal manager in control.

To help in carrying on the work successfully, the Director General called to his headquarters in Washington some of the ablest men of the railroad world. They gave up their places with the railroads they had come to love and went in the spirit of patriotism to the bigger work that the nation was attempting.

From every division, from every office there went employes, who had faithfully and efficiently performed their allotted

tasks, to the training camps, where they prepared to shoulder a rifle in defense of liberty and right. They were honored by those less fortunate who were destined to remain in the offices, shops and on the road. Flags in their honor were unfurled and their praises sung whenever the opportunity offered. Their going meant additional work for those left behind, but to the credit of all it can be said that there was no shirking of duty, no dodging of added responsibilities.

Appreciating the increased efforts of the employes and the rising prices of necessary commodities, Director General McAdoo increased the wages in every department. This was appreciated by the employes.

Calls came at intervals for assistance in raising Liberty loans, war funds and other necessary monies for the successful carrying on of the war upon which the nation had embarked. And every call found willing helpers on the Baltimore and Ohio. There were also state and city pleas that the railroaders could not and did not ignore. In Liberty bond buying during 1918 the Baltimore and Ohio made an excellent showing. In the last and greatest drive, the Eastern and Western Lines rolled up a total that surpassed anything heretofore done by the railroad.

During the year the railroad moved hundreds of thousands of troops. Nearly three-quarters of a million men passed over the Philadelphia Division alone, as can be learned from an account of these activities on another page of this issue of the EMPLOYEES MAGAZINE. In all this stupendous movement of troops there was not an accident of any consequence. The SAFETY lesson has been well learned and is being practiced.

Uncle Sam further pleaded for the conservation of coal and other materials.

Here again was a ready response. Thousands upon thousands of shovels full of coal were saved. Materials were conserved on every hand. Offices cut down the use of stationery supplies. Men on the road used just a little less and gathered up worn pieces and sent them to reclamation plants. In the repair shops every drive of the hammer meant another blow against the Kaiser and his bloody crew. And how the blows did ring!

The nation pleaded for more coal. The men on the coal divisions answered nobly. Month after month last year the tonnage moved increased and now the country can keep warm, because the Baltimore and Ohio men determined to keep long trains of coal moving to the places where most needed.

But might was tempered with mercy. As the year was waning, the heavy hand of disease was laid upon the Baltimore and Ohio and Spanish influenza blocked the way that all had tried so hard to keep open. Undaunted, as in other things, the employes turned their attention to the new pest and with that unflagging zeal always manifested in a crisis, conquered and drove the pestilence from our midst.

It was a glorious year, with glory enough for all.

What of 1919?

The year opens with the railroad problems before Congress and President Wilson hopes for an early solution of the questions of managements and control. The world must be fed. The world cannot be fed from the bounteous table of Uncle Sam unless the railroads transport the foodstuffs from the farms and factories and distributing centres.

We must still be patriots. Patriotism did not die with the last shell that was fired on the morning of November 11. It can best be shown by sacrifices, by performing every task that will rebound to the progress of the nation.

Don't be a lagger. Let the close of every day of 1919 see some notable task completed.

Don't be a shirker. Last year proved what we all are capable of doing. Let's put on a little more steam and carry a little heavier load.

Don't be a waster. The world needs every ounce of raw and manufactured material to keep alive. Luxury is something that is not for 1919. Perhaps we can enjoy a few in 1920, but certainly 1919 must be another year of sacrifices.

Don't be careless. The nation needs you; your family and others dependent upon you need you; the railroad needs you. Learn a little more every day of 1919 of the advantages of SAFETY and practice what you learn.

The Greatest Crop of All

The home—that institution for which and by which all other institutions in the world exist.

Put the same intelligence and training into the making of the home that is given to great business enterprises.

The home is producing the future men and women—the greatest crop of all.—*The Liberty Book.*

Warns Against Relaxation of Efforts for Safety Because War Has Come to End

By A. F. Duffy

Acting Manager Safety Section, United States Railroad Administration

The following address was delivered by Mr. Duffy at the meeting of the Advisory Committee of the Safety Section, Division of Operation, United States Railroad Administration, which was held in Chicago, December 4. J. T. Broderick, superintendent Safety and Welfare Department of the Baltimore and Ohio Railroad, was a delegate.

DON'T allow yourselves to relax in our SAFETY efforts because the armistice has been signed and our good American boys in France are no longer being slaughtered. The same dangers to railroad employes that existed during the hostilities and before the war will continue to exist to the end of time. The work of conserving life and limb must go on and be pushed with more vigor and enthusiasm than ever before.

Our country in the near future will witness the unfortunate sight of many legless and armless heroes returning from war, men who made sacrifices for the freedom of the world. Is it not important, therefore, that great effort should be made to safeguard these boys from further injury, and to protect the rest of the people of our beloved country from becoming likewise maimed by bending every possible energy to the work of establishing and maintaining on the American railways efficient and effective Safety Committees?

Our remedy lies in a vigorous, systematic campaign of education, and we have to begin to educate at the top and at the bottom alike. It is not only the foreman. It is not only the superintendent. It is not only the manager. It is not only the employes. We must make every effort to educate the people as well, for their cooperation is absolutely essential if we are to cut down the horrible slaughter at highway crossings and put an end to trespassing on railroad property.

Thousands of our American homes have been saddened by the loss of a good son,

or a good father, who made the great sacrifice that we might enjoy a world-wide peace. Thousands of homes have been made desolate by the ravages of the recent epidemic that prevailed throughout our country. It behooves us, therefore, to try harder than ever before to lessen the awful toll which death exacts from our railroad employes.

I implore you men, who are leaders in this Safety work, to leave this meeting resolved to go back to your properties and vigorously and untiringly spread the maxims of SAFETY, teaching new men the dangers of their positions and enlisting the cooperation of all executive officers in SAFETY work, instilling the fundamental principles of SAFETY into the minds of all who have a hand in the actual operation of the railroads. Give heed to all reasonable and practical recommendations. In Safety Committees the officers and employes meet on a common ground, on terms of equality.

St. Louis proves what can be done by the activities of SAFETY enthusiasts. During the week when the National Safety Council held there its Seventh Annual Congress, the people of that city showed in a wonderful way the truth of what we have always been urging. To accomplish great results in SAFETY lines it is only necessary to get all concerned interested to the extent that they will have constantly before their minds the thought of SAFETY and SAFETY practice.

At the close of the week the coroner announced that the astounding record of

Safety Week was ONLY ONE DEATH—a drunken man fell off a wagon seat. Whiskey broke the record for the corresponding week of 1917—there were twenty-four accidental deaths.

This is the most convincing demonstration ever made in this country of what can be done when everybody puts his shoulder to the wheel and says, "There must not be any accidents."

Tribute Paid to the Work of Mr. Belnap



A WARM tribute to the memory of the late Hiram W. Belnap, who was manager of the Safety Section, Division of Operation, United States Railroad Administration, and whose sudden death in October from pneumonia was a distinct shock to railroad men all over the nation, was paid by A. F. Duffy, now acting manager of the section, in an address before the advisory committee and staff meeting of regional supervisors of safety at Chicago on December 4.

The debt the country owes to Mr. Belnap, said Mr. Duffy, can be paid in part by "assuming the responsibilities placed upon us as his former associates and successors in part of his great undertaking in the SAFETY movement." The cornerstone of SAFETY has been laid, continued Mr. Duffy, and he urged that new plans be devised to carry on the movement that it "may stand forever as a blessing and memorial to the glorious work consecrated to humanitarianism."

Mr. Duffy's tribute to Mr. Belnap was as follows:

"We are assembled to devise means how best to take up the work as found on the trestle board after the death of our beloved manager, Hiram W. Belnap, and complete the structure of the Safety Section of the United States Railroad Administration, which he himself planned, and rear it in all its magnificence and grandeur of outline, a lasting monument to SAFETY.

"The untimely death of this faithful servant of every craftsman robbed us of a strong, able guide and leader. His work was effective in the achievement of his high ideals. His utterances on his specialty of SAFETY work were inspiring

and clear. He sounded the true note, not merely for ideal SAFETY, but pointed out in practical lines the rules of conduct essential for the preservation of life and SAFETY on railroads.

"Imbued from early youth with democratic and fraternal instincts, he became, through deserved recognition, a leader among his fellow men, and after years of service in their behalf passed away at the very moment that his biggest life work—the organization of SAFETY work on all Government controlled railroads—was to bear fruit. Someone has said: 'When a man dies his worth must be estimated not by what he received, but by what he gave; not by what he achieved for himself, but by what he achieved for others—for us. If he drew out of life more than he put in, his name must pass into insolvency only to be discharged into kindly oblivion. If, on the other hand, his services exceeded his honors and rewards, the world is his debtor.'

"In the words of the Great Master, it is more blessed to give than to receive. What a man gives to mankind is the test of real manhood. We justly judge the merits of our friend as worthy of high praise by reason of his life record in compliance with this test. Mr. Belnap was a loving and obedient son, a fond husband, a devoted parent, a true friend, a charitable and wise counseling chief of staff and he undoubtedly had inward satisfaction and contentment in the knowledge of having always aided in advancing the well-being and happiness of others. As Mr. Belnap died with the world his debtor, we can help pay the debt by more definitely realizing and assuming the responsibilities placed upon

us as his former associates and successors in part of his great undertaking in the SAFETY movement.

"His service as an inspector of SAFETY appliances for the Interstate Commerce Commission enabled him to apply his talents, broadened as they were by the altruistic and humanitarian principles which were a part of his nature, to the great work of saving human life and limb, to which this service is dedicated. His sturdy ability and far-seeing grasp of all details of the subject involved were responsible for his selection as chief and director of this great work. And the wisdom and justice with which he dealt with the intricate and delicate problems which were presented to him for solution while he filled that position, commanded the respect and confidence alike of both railway employes and railway officials.

With these generous principles actuating his every purpose in life, was it extraordinary that such a man as this should have been selected as manager of the Safety Section to promote the grand work that filled his soul—the protection of the lives and limbs of his fellow men? This opportunity came to him with no assurance of future permanency of position with corresponding compensation, but he resigned his permanent position with the Interstate Commerce Commission and entered his new activities filled with the desire to make the work of his craftsmen safer.

"We would dedicate some fitting memorial to a man like this. We would make his name stand out in history, if it were possible to engrave it upon imperishable records. However, at all events,

it will live on forever in the hearts of those who loved him best.

"He was a friend indeed,
With all a friend's best virtues
shining bright;
It was no broken reed
You leaned on, when you trusted
to his might."

"We realize the forcefulness of these words of the poet when we look back upon the life of our departed fellow man and brother and recall how often we leaned upon him, and yet always found comfort and support. Who besides him would have condoned our shortcomings, endured the burdens we placed upon his shoulders, defended us in our errors, and moulded our efforts into expressions of refined ideas? Let us awaken now and take cognizance of our loss! Let us harken to the spirit of him who would direct the great work whose foundation was laid by his hands. There must be no idle minds among us for the work is of such moment and great concern to mankind that God Himself looks upon us for its fulfilment.

"The cornerstone of SAFETY has been laid. Now, let us devise new plans for the completion of a living, efficient Safety Committee organization on all the railroads in the United States, which shall stand forever as a blessing and a memorial to the glorious work consecrated to humanitarianism.

"He lived and everybody loved him;
He loved and was never alone;
His associates were loved by him,
And God loved him and took him
home.'"

Emphasizes Importance of the Work

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS
ROOM 712 SOUTHERN RAILROAD BUILDING
WASHINGTON

Mr. JOHN T. BRODERICK,
Superintendent of Safety,
Baltimore and Ohio Railroad, Baltimore, Md.

December 18, 1918

My dear Fellow Worker in Safety—As we approach the threshold of another year and the vista of the one closing passes before us with the great world war, vast national achievements, events that have brought sorrow and happiness, it is fitting

to balance up our personal accounts. And in doing so, I want to thank you who have so splendidly enlisted for SAFETY work on railroads; and for what you have done, and what you must continue to do in waging war against man's worst enemy—carelessness. The future is big with events for us in this grand work. And, while we cannot by definite statistics tell the exact results of our individual or collective efforts, we may each of us feel the assurance and satisfaction that many are enjoying Christmas and New Year's with full life and limb with their loved ones by reason of the SAFETY lessons taught by us.

The SAFETY work is a noble profession. There is no more important work in the railroad organizations. So, keep your ideals high and take "discouragement" out of your personal dictionary.

"From every lofty aim I see a loftier rise;
After one noble dream no meaner satisfies."

I hope you and yours will have a happy holiday and that by getting this intimate, uplifting Christmas spirit of "peace on earth, good will to men," we may more keenly feel it a high privilege to work and labor for our fellow men.

Very cordially yours,

A. F. DUFFY, *Assistant Manager, Safety Section.*

Heads Maintenance of Equipment Department

JOHN THOMAS CARROLL, formerly mechanical assistant to the Regional Director of the Allegheny Region, has returned to the Baltimore and Ohio as General Superintendent Maintenance of Equipment. Mr. Carroll succeeds F. H. Clark, who resigned. Mr. Carroll's headquarters will be in Baltimore.

This appointment brings back to the Baltimore and Ohio one of the most popular officials. His wide railroad experience and his winning personality have gained him a host of friends and they were delighted to know that he could be spared by the Regional Director for the task that he has undertaken.

There are few branches of railroad work that are not familiar to Mr. Carroll. He was born June 12, 1875, at Cassadaga, N. Y. He was educated at Purdue University, Lafayette, Ind., and his first employment was with the Brooks Locomotive Works, where he started September 10, 1891, as draftsman. He remained in this position until January 12, 1896, when he accepted a similar position with the Erie Railroad at Susquehanna, Pa. He remained there until April 28, 1896, when he became a draftsman for the Chicago, Rock Island and Pacific, with headquarters at Chicago. On October 12, 1897, he went to the Chicago and Northwestern

in the same capacity and remained there until September 12, 1898. Mr. Carroll then returned to Purdue University to study further and finished the course on June 12, 1899. Then for two months he returned to the Chicago and Northwestern.

Next Mr. Carroll went to the New York, Chicago and St. Louis as mechanical engineer and remained with this railroad until December 1, 1904. His next appointment was as chief draftsman for the Lake Shore and Michigan Southern. In April, 1906, he was assistant general foreman of this road and a month later was appointed general foreman. He was promoted to assistant superintendent of shops in January, 1907, and just a year later was selected as assistant master mechanic. In November, 1908, he became master mechanic and held this position until May 10, 1910.

The Baltimore and Ohio then called him and he accepted the position of superintendent of motive power. He served in that capacity until February 1, 1912, when he was named assistant general superintendent of motive power. On April 1, 1918, he was drafted by the regional director and rendered valuable service in the solving of the many transportation problems that confronted the officials of this Federal region.

Finds First Safety Committee was Organized by Dutch Settlers in 1750

By Alex. Crow
Chicago Terminal

A COMMITTEE of three has written the writer since the members read his topic: "How best to interest employes to get the safety habit," published in the November issue of the EMPLOYES MAGAZINE, asking "Who was the first Safety Committee in North America?" whether it was a committee of one, or a hundred, on railroads or otherwise.

The committee states it wishes the information to settle an argument of long standing, and requests that I reply through the columns of the EMPLOYES MAGAZINE. The committee also states that it wishes me to go back further than Ralph Richards, of the Chicago & North Western; Mr. Young, of the Elgin, Joliet and Eastern; Marcus Dow, of the New York Central, or Peter M. Hoffman, coroner of Cook County, Illinois.

The writer was about to give Doctor E. J. Hughes, medical examiner, Baltimore and Ohio Railroad, at Chicago, the credit for being the first committee on safety. Dr. Hughes claims he was a committee of one, when he was train baggagemaster on the Newark Division, to preach SAFETY. That was over forty years ago. He also claimed that was years before Ralph Richards or Peter Hoffman ever thought of SAFETY FIRST, and long before Messrs. Young and Dow were born.

The secret leaked out at a SAFETY FIRST meeting several years ago, at what was then called Chicago Junction, Ohio, now known as Willard, Ohio. The meeting was held in the opera house, which was packed, as several prominent railroad officials were to speak on SAFETY FIRST. The last speaker was Ralph Richards. He was introduced to us all as the "Father of SAFETY FIRST," and everybody believed it until Dr. Hughes became indignant. He

claimed he was the "Father of SAFETY," and his contention was proved to the satisfaction of all concerned, and, believe me, he is still on the job.

As stated before, I was about to give the credit to Dr. Hughes when I happened to think of another committee way back in 1750. Of course, I am referring to North America, and I hope Dr. Hughes will forgive me if the committee I am about to mention deprives him of his contention.

History informs me that Fort Rensselaer, at Canajoharie, New York, was built in 1750. The fort was built by a Hollander named Martin Van Alstine, who came from the little settlement of Half Moon, near Albany. Van Alstine was a farmer and miller and his home was noted far and wide for its hospitality. It seems at the outbreak of the revolution, when the allied forces of the British and the Indians were contending with early settlers of the Mohawk Valley, his house being conveniently located, was palisaded and used as one of the meeting places of the Tryon County Committee of Safety.

On this safety committee, history informs me, were the following: Nicholas Herkimer, Benedict Arnold (before his days of treason), Christopher Yates, and Samuel Kirkland. The duties of this safety committee was to take action against the encroachment of the Crown, but it also exercised the powers of local government, organized the militia, maintained order, and promoted the cause of the colonists.

It may be that Christopher Columbus had a safety committee. If so, I never learned of their names.



The Fireman's Vision

The following was composed by Fireman S. D. Stephens, Newark Division, for B. F. Crolley, Supervisor Locomotive Operation, after Mr. Crolley had made a trip with him and offered suggestions in regard to saving fuel:

As I was walking the railroad track,
Just at the break of day,
Through the fog ahead I saw
An object on the right-of-way.

To my surprise, as I drew near,
"Its a man," I said aloud.
And, sure, it was a man we know,
Of whom we're all so proud.

'Twas Uncle Sam, the honored man,
For whom we all stand true.
And drawing near, from out the fog,
I bid him "Howd'y do."

He turned, surprised to see me,
And with most pleasant smile
Said, "I am surely glad to meet you
For I've walked this track for miles."

"Don't you know it's very dangerous
To walk on the right-of-way?"
I tried to tell him kindly and
Was surprised to hear him say:

"I'll admit I am in danger
And, really, I should go back;
But I am trying to save the coal I find
Scattered along this track."

He told me very seriously that,
To insure us plenty to eat,
We would have to save all the coal we can
So we could make both ends meet.

He said that saving of fuel,
A big item on railroads today,
Was why I found him out there
In the fog on the right-of-way.

So I promised him that morning
If he'd cease his worry and care
And return back to his fireside
There'd be no more wasting there.

It seemed to relieve him wonderfully
To receive this promise from me,
"I thank you," says he, "to hear that;
I'll go home and wait and see."

The motto to this poem
Should not be hard to find.
Do not overload your coal tanks
So it will fall along the line.

Brickbats and Bouquets For Those Running Railroads are Numerous

By T. H. Price

Under the title, "The Public Be Pleased," Theodore H. Price, actuary of the United States Railroad Administration, has issued a statement showing the manner in which travelers view war-time railroading under Federal control. Mr. Price has analyzed and classified the thousands of letters which have been sent to the Bureau for Suggestions and Complaints, dubbed facetiously by a newspaperman, the "Bureau of Brickbats and Bouquets."



HE rhyme which runs:

Between the optimist and pessimist
The difference is droll;
The optimist the doughnut sees,
The pessimist the hole.

finds fresh application in not a few contrasting letters upon the same subject, but between the two extremes there are many who are evidently inspired by a public spirited desire to improve the service the railroads are trying to render and a patriotic willingness to subordinate their own convenience and comfort to the primary purpose for which the railroads were taken over, the winning of the war. This latter class is said to be a very large majority.

Of the letters, three-fourths complain of conditions that are presently unavoidable, or of regulations the reasonableness of which is not apparent to the casual traveler, who fails to appreciate or understand the complexity of the railroad machine or the necessity of protecting the public against the ignorance, carelessness and selfishness of some and the dishonesty of others who feel it is no sin to evade the payment of their fares or "get the best of the railroad."

The "conventional complaints" lead off with the crowded condition of the stations and cars and the delay encountered in purchasing tickets. The railroads carried over 11,000,000 more passengers in June of 1918 than in the same month the previous year, and were handicapped by reduced force of ticket sellers,

due to the draft and tempting high wages which have drawn experienced men temporarily to other occupations. The Government is operating schools in most large cities, where women are being educated as ticket sellers. Universal mileage books, now on sale, will obviate delays at ticket windows.

Concerning the complaints directed against the surcharge of one-half cent a mile made for transportation in parlor or sleeping cars, and which was in addition to the regular Pullman fare. The average capacity of a sleeping car is less than one-half the passenger capacity of a modern steel coach, while the engine load per passenger is more than double when filled, and still further increased when only half filled, as is frequently the case where one person is permitted an entire section.

Many complaints are also directed against the rule requiring that payment be made for reserving Pullman accommodations. This rule is made necessary to prevent those who are only *thinking* about a journey from pre-empting the Pullman space that was urgently required by others who were compelled to travel. The necessity of providing Pullman space for troops traveling at night makes this rule necessary.

The sale of surcharge tickets for transportation in Pullman cars when no berths or seats are to be had is one of the things properly complained of. That has been remedied. Arrangements are now being made so that tickets for the transporta-

tion surcharge will only be sold to those who are able to secure accommodations in parlor cars or sleepers.

The rule prohibiting the sale of unlimited tickets has been framed in the interest of the honest as against the unscrupulous person.

Ill-kept stations, cars and lavatories form another source of complaint. In some instances where neglect was evident, it has been found that difficulty in securing adequate labor made immaculate housekeeping hardly to be expected.

The departure and arrival of trains at inconvenient hours and schedules which do not permit of close connections are acknowledged in many instances, but the

explanation is made that the synchronization of the nation's time-tables is a matter of infinite complexity, requiring time for adjustment. Many communities have adjusted their whole scheme of living to the arrival and departure of certain trains and a change means a social revolution. In the effort to attain the ideal, there is no disposition to throw a monkey wrench into the machinery that is already working fairly well.

Complaints of discourtesy are about equal with the letters of commendation received.

In general, a spirit of helpful cooperation is prevailing among the traveling public.

In Memoriam

Joseph M. Watkins

Late Auditor of Revenue, Baltimore and Ohio Railroad

By Louis M. Grice

Chief Clerk to Auditor of Passenger Receipts

Farewell! wise counselor and friend!

Farewell, till flames that final sun
When life's last sands for us shall run,
And we, too, hither homeward wend.

Until the summons, swift and clear,
Across the Stygian waters rang,
You labored while your spirit sang—
One without guile, reproach or fear.

The good fight thus you bravely fought,
And now with life's great battle done
A crown of glory you have won—
Attained the goal your spirit sought.

Your wondrous gain is our loss;
For as we toiled along the road
You often eased the traveler's load,
And helped him troubled streams to cross.

Though carking care beset the day,
And clouds presaged the heavy night
Your smile was as a beacon light
To show the weary one the way.

And although sorrow rived your heart

When one you loved and cherished died,
You brushed the scalding tears aside,
And held to your heroic part.

True valor rests not all alone
With those who fight with shotted shard,
But in the office, factory, yard,
It heartens men to fame unknown.

Thus unto duty's impulse high
Your will responding met the call;
Equipped and brave, you gave your all,
With standard pointing to the sky.

And as by radiant angels led,
Your soul its way to Heaven wings,
Each one who knew you fondly clings
To some last, kindly word you said.

Repose in peace, forever free
From earth's unending care and strife;
To us your noble, faithful life
A lasting benison shall be.

Holloway Plans to Grow to Lusty Cityhood and Prove its Civic Pride with Help of Welfare Department

WATCH Holloway Grow!" That's the slogan of this Ohio town which is an important terminal point of the Eastern Lines. The railroad's Welfare Department some time ago began planning for a Greater Holloway and has left nothing undone to make the town boom. J. T. Broderick, superintendent of the Safety and Welfare Department, outlined a plan that, it is believed, soon will bear fruit.

The substantial men of the village met in the Knights of Pythias Hall of Holloway the evening of December 16 and planned their future. E. O. Lingo, mayor of Holloway, called the meeting to order. He explained the necessity of improvements if Holloway is to grow. He declared that the Baltimore and Ohio had done its part well, but that it could go no further without the real cooperation of the villagers. He pointed out the immediate need of banking facilities, amusements and better streets and sewerage and water supply.

The Safety and Welfare Department was represented by Dr. E. M. Parlett, who explained the preliminary work which had been undertaken to advance the interests of the town. Mr. Broderick was prevented from attending the meeting by the press of duties at his headquarters.

H. Irving Martin, representing the Relief Department, dispelled the rumor that there had been discrimination against Holloway. He declared that the Relief Department of the Baltimore and Ohio was ready and willing to make loans to any railroad employe who wants to build a home. He explained the workings of the loan plan and said he was ready to pass out loan application blanks to anyone who wanted them.

Superintendent E. V. Smith, of the Wheeling Division, took occasion to assure the residents of the village that the shops and terminals would remain at Holloway. He pointed to the fact that the railroad is building six houses in the village and plans fourteen more. He declared he stood ready to back any plans for the improvement of the village and added "what is beneficial for the village, is beneficial for the Baltimore and Ohio."

General Superintendent J. M. Scott, of the West Virginia District, aroused the people by his talk to them. He did not mince words or seek fine phrases, but gave a most practical and inspiring statement of what has and has not been done. He told of the large investment the Baltimore and Ohio had made at Holloway and pointed out that this vast investment could not be lifted up and transported to another place, as rumors had predicted.

"The only thing that would drive the \$3,000,000 terminals from you," said Mr. Scott, "is your bad citizenship, your lack of interest in the future of your town. My knowledge of the men in Holloway is such that you can dismiss as unfounded all talk of moving these shops in the near future from your midst. The Baltimore and Ohio pays out a million dollars a year in salaries. It has shown in many ways that it has your interests at heart. It is your turn now to move. We have moved far enough. We want to see you do your part. We are not threatening to desert you. We stand back of you in anything you attempt. If there is any way we can cooperate with you, just say the word. But we will not take the initiative. That's for the people of Holloway to do."



Home of G. J. Balenger, built with Relief Department loan

"We put the terminal here and we bring the payroll here. It is now up to you to keep the terminals and the payroll."

This statement drew forth rounds of applause and set the wheels in motion. The mayor backed up Mr. Scott's statements and urged the immediate formation of an improvement association of the people of the village. J. L. Wilson, live, energetic, thrifty and a firm believer in the future of the town, was elected chairman of the organization. The name Bohol Improvement Association was chosen, the first word being a combination of Baltimore and Ohio and Holloway. Mr. Scott suggested the name, urging it as a link that means that the railroad and the town are forever indissoluble and co-dependent. J. T. Loftus was elected secretary of the organization, and later the duties of

treasurer were added to those of secretaryship.

One of the interesting developments will be the glee club, which is to be organized among the men at the terminal. Edward H. Mohn, who possesses much musical talent, was named to select the club members and it is believed that within a short time entertainments will be given.

After an inspection of the shops by Mr. Scott, the employes gathered before the office of Assistant Master Mechanic F. A. Baldinger and a handsome service flag with thirty-three stars was unfurled. Mr. Scott and J. F. Bowden, district superintendent of motive power, held the flag aloft as Mr. Mohn

sang the "Star-Spangled Banner" in ringing tones. The employes cheered as the flag, which is attached to an American flag, was unrolled. The men contributed to the fund with which the banners were purchased.



General Superintendent Scott unfurling Service Flag at Holloway Shops



Type of home built by the Baltimore and Ohio

Employees at Chester Conquered Many Difficulties by Cheerful Cooperation

ALTHOUGH they met with countless and apparently unsurmountable difficulties in keeping the way clear during the many strenuous months that have just passed, the forces at Chester, Pa., finally triumphed by cooperation. Freight Agent E. T. Seibert saw the obstacles ahead when business at his office began to grow to abnormal levels and realized that to live up to the requests of the United States Railroad Administration and to back up the men who had donned the uniform of the nation it would be necessary to expend every ounce of energy that he and his co-workers possessed.

When he put the matter up to those associated with him in the conduct of affairs at Chester, he was greeted with promises that all would put their shoulders to the wheel and keep the right-of-way at that point clear.

In the photograph below are grouped the men and women who forgot personal comforts and pleasures for the time being

and had their minds and hearts set on helping Uncle Sam in his hour of greatest need. In the photograph, reading from right to left, are: Sitting on engine pilot, G. P. Watson, freight handler; standing on pilot, P. L. Meehan, brakeman; standing on running board, E. J. Phillips, engineer, and J. R. Smith, fireman; standing on track, J. M. Christy, conductor; J. E. Elliott, brakeman; Agent Seibert, Mrs. Seibert, temporary billing and rate clerk; Miss M. A. Pyle, receiving and delivery clerk; Miss S. A. Ramsden, accountant; Miss A. W. Nichols, car record and claim clerk, and C. E. Billings, flagman.

When the first obstacle was encountered, after many of the young men had gone into the army and navy, Mrs. Seibert, who was ticket agent at Carpenter for eighteen years, stepped up and all last summer did the billing for her husband, when he was unable to get clerks anywhere. Business increased about \$50,000 monthly and the clerical force was overwhelmed, but it "stuck to it" and finally



HUSTLING FOLKS AT THE CHESTER STATION

brought order out of chaos. Mr. Seibert says that the switching crews were most loyal and willing. With the duties extraordinarily heavy all summer, the crews manipulated the engines and cars without an accident of any kind. Cars were promptly set and loads and empties moved expeditiously, declares the agent.

All those sharing in the glory of this unusual service are veterans in the employ of the Baltimore and Ohio. Engineer Phillips has served thirty years; Conductor Christy thirty-one years; Agent Seibert twenty-two years; Mr. Elliott twenty two years; Mr. Billings twenty years, and Mrs. Seibert eighteen years.

Major John McDonough Dies in France

ANNOUNCEMENT was received late in December of the death in France from pneumonia of Major John McDonough, whose great work was described in the December issue of the EMPLOYEES MAGAZINE. In that account of the accomplishments of the former assistant superintendent of the Mount Clare shops in Baltimore, it was stated that he was a captain. He was promoted to a majority shortly before his death.

In managing the great shops in France where the American locomotives were assembled and repaired, Major McDonough made a reputation that will live long in railroad history. He and his associates accomplished wonders in preparing motive power for the expeditionary force and the soldiers at the front never had to complain of the tardi-

ness or indifference of the men at the shops over which Major McDonough had charge.

His loss was a severe blow to his many friends on the Baltimore and Ohio. Records of his accomplishments were heralded far and wide by war correspondents and every official and employe was proud to think that a Baltimore and Ohio man was keeping the motive power in such excellent shape for General Pershing.

Not yet thirty-five years old, Major McDonough's life was still before him and many years of usefulness were predicted for him by his friends. Energetic, loyal, affable, trustworthy and a true friend always, his loss is a severe one not only to his relatives, but to the railroad which he served with constant fidelity.

A Dying Soldier's Thoughts

By P. L. Ackler

Statistical Clerk, Transportation Department

'Twas on the battlefield of France,
A dying soldier lay.
His thoughts were of his mountain home;
A thousand miles away.

'Twas on that blood-stained battlefield,
With eyes that could not see,
He thought of the dear mother
He had left across the sea.

He thought of what his father said,
"My son, you're going away
As one in our grand army,
To fight for the free and brave.

"But if by chance fate should turn,
And you should perish in the fight.
Ah, my boy, you've died for a cause,
That is noble, just and right.

"Remember that your father said,
He was proud to have a son,
To fight the battles of a country
Whose victories when won

Would put to naught all Prussian rule,
And all *Autocracy*,
And in its place will be
That one safe thing, *World Democracy*

Gives Some Practical Hints on Valve Setting

By Frank McManamy

Assistant Director, Mechanical Department,
United States Railroad Administration

IN THE matter of repairs to locomotives with a view towards reducing fuel consumption and improving locomotive performance, the first in relative order of importance is setting the valves properly and maintaining the valve motion. Coincidentally we find that there are calls from locomotive constructors for valve-setters and while this detail of locomotive valve gear construction and repairs has always engaged the attention of the highest and best minds in the mechanical department, it would seem that in these days of a more resolute spirit of economy the subject is coming into a greater degree of prominence than usual. And rightly so, because there is no longer any of that old-fashioned, stupid mystery in regard to the adjustment of the valve gear of a steam engine.

It will be admitted readily by those who have ears to hear and heads to understand that the passionate exhaust of an overworked locomotive, especially of the heavy freight type, is seldom possessed of that exact, measured, regularly intermittent succession of blasts that it should have. There is a brevity or weakness in one or other of the four blasts that tells of organic disorder, but in the multiplicity of noises it is little heeded, or, if heard at all, it is seldom regarded. And yet if the loss of steam, and incidentally of fuel, could be correctly calculated the figures would be startling, just as a constant leak in a domestic hydrant is looked upon by the busy domestic as being neither here nor there, as water is regarded as being as cheap as the intangible air. But that is another story.

It is easier, however, to discover a fault than to apply a remedy, and while it is not our intention to enter into a scientific or practical description of the methods of

adjusting the valve gear of the modern locomotive, a few hints in regard to its maintenance might not be out of place at this time. Admitting that the valves may be carefully adjusted in what is generally known as the back shop, a week's service on the road will develop inevitable variations. This should not be wondered at if we consider the blows of circumstances that have fallen upon the elastic and multiplex parts of the involved contrivance. It would be a marvel if it were otherwise, not only on account of the strains incident to the service, but more particularly on account of the variations in temperature, the original adjustment being invariably made while the locomotive was in a normal or cool condition, while the service and usually the examination of the gearing is made while the locomotive is in a heated condition. Usually this examination is seldom made by the same expert who originally adjusted the gear, but by a roundhouse authority, who discovers that the wheel markings are not correct, as indeed they should not be expected to be under the changed conditions. Invariably the engine has dropped some distance on account of the relaxing of the springs, while the boiler has expanded in every direction carrying with it the quadrant, while little or no expansion has occurred in the reach rod and other parts of the gear.

The readjustment is usually of a slipshod kind, the reach rod being rarely readjusted to the new conditions, while bearings that rarely all fit exactly may be rapidly wearing or adjusting themselves at some particular points. All tend to distort to a greater or less extent the exact opening and closing of the valves.

Admitting that these changes occur in the first week of service, it should not be imagined that a stationary or abiding

condition has been arrived at, any more than one boiler washing will suffice for an indeterminate period. In brief, the regulations in regard to boiler washings at stated intervals could be worthily and well applied to the readjustment of the valve gear, with this variation in favor of the boiler, that with really pure water, if such a thing exists, the boiler can go a long time, while the exact adjustment of the valve gear is doomed to rapid distortion under any condition.

Again, it must be admitted that under the best conditions, both in exact construction and careful maintenance, the contrivance, whatever form it may take, is never exactly correct. This should not be imputed as a fault either in the constructing engineer or in the skilled mechanic, but in the combination of forces passing through a variety of parts, no two of which are acting in the same plane, counteracting each other through a variety of loosening joints, all leading to error at the last delicate point where the opening and the closing of the valve occurs.

Hence it is well to have in particular regard the point of closure of the valve or cut-off, as it is called, wherever it may be, at which the engine, from the nature of the service, may be called upon to do its usually greatest amount of work. The full stroke of the valve is generally rarely used, and is not expected to be, except in starting heavy loads, or on steep grades, and at such times the loss of steam under a comparatively high pressure is considerable, but usually of short duration. Hence it is of more importance that the points of cut-off should be as exact as possible, even if some sacrifice of the exact opening of the valve at each of the points of admission should necessarily be made to obtain an equality of the point of cut-off. These remarks refer more particularly to the Stephenson valve gear, which is more susceptible to distortion than the other gears now in use, but has the merit of being more easily rectified.

It is generally admitted among leading experts that in the Stephenson gear, temporary adjustment of the eccentric rods from valve travel lines is generally made, and then cut-offs are taken, and, if necessary, final adjustment is made,

whereas in the case of the Walschaert gear, cooperation with the blacksmith, as far as the eccentric rod alteration is concerned, had better be done before taking the cut-offs to prove setting, even if a second alteration to eccentric rods is necessary to finally adjust cut-offs.

Again, it is not uncommon that in adjusting the intricate gearing, a real difficulty occurs at some particular point, and the question naturally arises in the mind—what does $\frac{1}{4}$ signify? Perhaps it is inconsiderable in some instances when it stands alone, or if it remained at that limited figure, but the contrary is almost invariably the case. Error begets error. When the slightest negligence occurs in the several parts of the same engine, it may happen by mere chance that the disregard of one small difference adds to each and every other variation, that the results becomes very marked when the locomotive goes into service, while on the valve stem marking nothing much out of the ideal may be noticeable. It should be remembered that trifles make perfection, but perfection is not a trifle.

One of the leading valve-setting experts of America, Mr. J. R. Britton, of the Canadian Pacific, pointed out to us that with an inside admission valve its valve stem expansion of $\frac{1}{32}$ inch may be forgotten and the volume of piston rod at back end of cylinder may be neglected, which together counts for a considerable distance in the cut-offs in many cases. When finding a dead centre the side play to piston crosshead and lost motion in main rod is very likely not considered. Driving horn binders not being tightened and driving axle box wedges being set up may be disregarded, thus allowing of an incorrect dead centre and even when dead centres are found, when in the act of catching one it may possibly be allowed to run by slightly and let go. The setting up of the driving wheels which occupy the rollers to the blue print distance from main frames on both sides during valve setting cuts some figure with the lead and the correct setting of the eccentric crank arms or sheaves, as the case may be.

Striking a mean effect on lead and valve travels for a given change of reach

rod of lifters amounts to something, but if this is neglected and again when measuring up lead on the valve stem reading, same is out $\frac{1}{8}$ inch and is allowed to pass just because a $\frac{1}{8}$ inch does not count for much, can it be wondered that a valve stem reading appears to be right, and when the locomotive gets into service it proves to be out of square?

It may be added that the reference to the allowing a larger distance before the cut-off occurs in the back of the cylinder is of considerable importance, referring as it does in the case of a piston where the piston rod does not extend through the front cylinder head. In the case of the common single-ended piston rod, the variation in steam pressure, or, rather, the duration of high steam pressure, at the different ends of the piston can be readily determined by calculating the area of the piston rod and deducting it from the area of the piston.

Thus, supposing the piston rod to be five inches in diameter and the piston twenty-five inches in diameter, their ratio of area being equal to the square of their diameters, the piston would occupy one-twenty-fifth of the space occupied by the piston. Hence if the point of cut-off on the front end of the piston stroke occurred at six and one-quarter inches, a distance of six and one-half inches at the back end of the

stroke would equalize the amount of steam admitted at both ends of the stroke.

Furthermore, again referring to the securing of the dead center marks, the approved method of securing correct markings might well be emphasized by repeating a few of the directions recently issued by the American Locomotive Company: "Before locating the dead center tram marks check distance from top of frames to center of main wheels. If this distance is not exactly to figure given on erecting card, raise or lower the wheel to obtain the correct figure, checking both sides of engine. Revolve the wheel forward till crosshead is near end of stroke and make tram mark on outside face of the tire from center punch mark on frame, also tram mark on guide from center punch mark on crosshead.

"Revolve wheel forward till crosshead passes the first trammed position on return stroke, then revolve the wheel backward till tram from crosshead exactly matches the line on guide. Then make second tram mark on tire. By obtaining these marks in this manner errors due to looseness of main rod bearings are avoided. Draw line on tire parallel with outside edge and find exact center between intersections of this line and the tram marks to obtain the point corresponding with exact dead center."

Save Coal Used in Heating Trains

By M. C. Thompson

Supervisor Locomotive Operation, Pittsburgh District

AT least 8,000 tons of coal will be used during the present winter to heat the cars on the passenger trains of the Baltimore and Ohio. This means that 160 cars of coal will be used to make the steam supplied to the steam heat train lines of our passenger trains during the period from November to March.

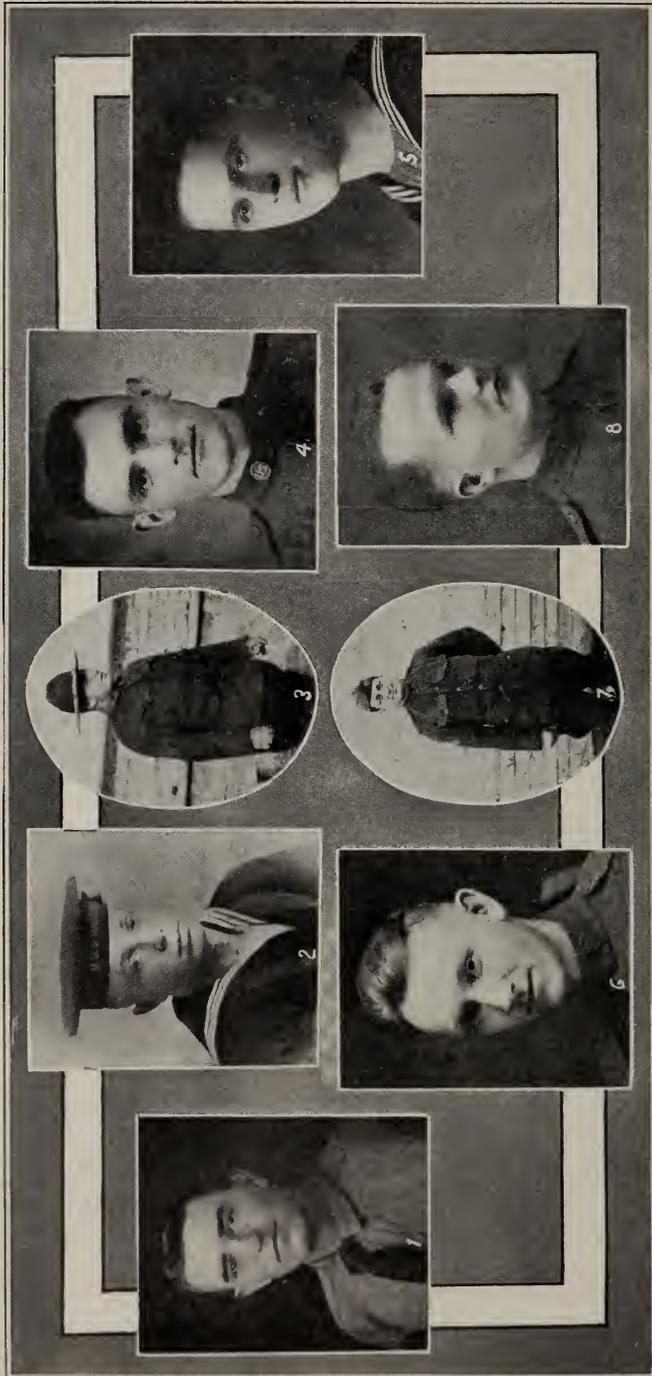
From twenty-five to fifty cars of this coal, worth, including the cost of placing on tenders, approximately \$5,000, can be saved by passenger car inspectors and passenger trainmen. Passenger car in-

spectors can insure that no leaks will be allowed in steam lines, traps and steam hose connections. Passenger trainmen can see that cars are not overheated and that steam is not wasted through excessive opening of the rear end train line valve.

This saving is well worth while and to obtain it no exertion beyond the ordinary exercise of attention to duty is required.

The result of care in these details will be quickly evident on the engine in reserve capacity and in coal saving.

BALTIMORE & WOMEN IN U.S. SERVICE



1—PRIVATE GEORGE HEININGER, Chicago Division.
 CHARLES STONER, Island Rapid Transit Railway.
 PASQUALE WRIGHT, Baltimore Division.
 QUARE, Cleveland Division.

2—SEAMAN DOUGLAS A. PUTT, Chicago Division.
 4—PRIVATE FRANK R. MORGAN, Monongah Division.

3—SEAMAN G. A.
 5—HOWARD
 7—SERGEANT W. O.

6—CORPORAL JOSEPH H. MORGAN, Monongah Division.
 8—PRIVATE EDGAR A. STATER, Washington (Indiana) Shops.



Baltimore and Ohio Men Big Factors in Saving of 10,000,000 Tons of Coal

By Major Edward C. Schmidt

Assistant Manager, Fuel Conservation Section,
United States Railroad Administration

The results of the fuel saving campaign on the Baltimore and Ohio Eastern and Western Lines during the six months ending with November 1, are particularly interesting in view of Major Schmidt's estimate of the probable saving which may be expected.

The saving in locomotive fuel consumed per unit of work done, as compared with the same period of the previous year, was equal to five per cent., the total saving amounting to about 160,000 tons, worth, at prevailing prices, approximately \$400,000.

This creditable performance reflects the results of the individual efforts of every employe who has tried to save coal, and every one of the employes of the Baltimore and Ohio Railroad has been and is responsible for his share of fuel saving or fuel waste.

The urgent need for fuel saving has not passed and better performance is easily possible if every railroad man will continue to do what he can do in the way of SAVING COAL.

THE campaign among the railroads of the United States for conservation of fuel may result in an annual saving of 10,000,000 tons of coal and 840,000 gallons of oil.

The purposes of the Fuel Conservation section of the Railroad Administration are to effect economies in the fuel consumed by locomotives and in the fuel consumed at railway power and heating plants, pumping stations, etc., and to bring about an improvement in the kind of coal mined for railway purposes. As most large railroads for years have maintained some special organization for overseeing the uses of fuel and the education of enginemen and others in its proper handling, the task of the conservation section became principally one of enlisting individual interest and effort to insure the constant application of well-known methods.

As the railways until recently applied their conservation methods chiefly to the motive department, paying practically no attention to the possibilities of saving through the transportation department by quick movement of trains, avoidance of stops and delays and better coordinated handling of locomotives at

terminals, the Conservation Section appealed to superintendents, trainmasters and dispatchers to emphasize in their work the need for saving fuel.

About ninety per cent. of railway fuel used for locomotives, the remaining tenth being used in stationary power and heating plants, pumping and coaling stations and in similar situations. The majority of these plants are small and so situated as to make supervision difficult. In the main, they are wasteful and they use an aggregate amount of coal which demands effort at conservation. By their wastefulness, they offer an excellent opportunity to save.

While statistics are being accumulated which ultimately may reflect the result of our efforts, we are not yet able to draw conclusions from them, but evidence of the effectiveness of our campaign comes to us from many directions. From practically all railroad officials we have had a most hearty response to our appeals.

In response to the natural question as to how much fuel we expect to save, I would conclude by presenting the following estimate. It should be understood as a mere estimate, not yet sup-

ported by adequate statistics, but it is made with care and is probably conservative.

Present estimates indicate that during the calendar year 1918, United States railroads will use about 175,000,000 tons of coal for all purposes, including both bituminous coal and anthracite. Of this amount about 157,000,000 tons will be consumed in locomotive service and about 18,000,000 tons at stationary power plants and for miscellaneous purposes. In addition, the railroads will use approximately 42,000,000 gallons of fuel oil.

Basing our calculations on these totals, we estimate that the savings likely to

result from our campaign during the period for which it has been under way, will be at the following annual rates:

Two per cent. saving due to improvement in quality of coal, or two per cent. of 175,000,000 tons, which amounts to 3,500,000; three per cent. saving on the coal used in locomotive service, or three per cent. of 157,000,000 tons, which to 4,710,000 tons; and ten per cent. of 18,000,000 tons of coal used at stationary power and heating plants and for miscellaneous use, 1,800,000; making a total of 10,010,000 tons. In addition, it is estimated two per cent. of the 42,000,000 gallons of fuel oil, or 840,000 gallons, will be saved.

Mr. Didier Hears of Safety of Relatives Silenced By Germans for Four Years

Joyous news recently came to Paul Didier, principal assistant engineer at Pittsburgh. From a newspaper clipping he learned that his relatives, cousins, from whom he had not heard a word since the beginning of the war, were safe and sound in their little home on the border line of French and German Lorraine.

When the Hun hordes poured across the line they shut off all communication between the inhabitants of that beautiful country and the outside world, and Mr. Didier had thought for more than four years that his relatives had been either killed by the Germans or died from starvation.

E. R. Sparks, chief clerk in the Engineering Department in Baltimore, read in the Baltimore *Evening Sun* on November 21, a copyright dispatch from Raymond G. Carroll, a war correspondent, that when the writer had arrived at Aumetz he stopped before a hardware store and an aged man came out to greet him and invite him into his home. The aged Frenchman remarked that he had a cousin, Paul Didier, in the United States and had heard much about America through his letters before the war. In the rear rooms of the little home the war correspondent states that he met the aged man's wife and two daughters. They insisted that the American have dinner with them and his description of it indicates that Mr. Didier's fears for his relatives' starvation were groundless.

In answering the letter sent him by Mr. Sparks, Engineer Didier stated that he was elated to hear from his relatives and that he had not heard from any of them since the beginning of the war in 1914. "They will be O. K. from now on," wrote Mr. Didier, "and it is none too soon."

Mr. Didier is a native of France, having been born at Sept-Fontaines, in June, 1850. He was graduated from the Athenee et Polytechnique, Paris, in 1869. He was in charge of surveys and constructions of railroads in Belgium and France from 1872 to 1881. In the latter year he came to the United States and entered the employ of the Baltimore and Ohio at Pittsburgh. He is a member of the American Society of Civil Engineers, the American Railway Engineering Association and was a delegate to the International Railway Congress in Paris in 1900. He speaks French, English, German, Spanish, Greek and Latin. He is a veteran of the Franco-Prussian War of 1870. One of his sons, Paul Didier, Jr., is now connected with one of the engineering regiments with the American Expeditionary Force in France.

A sister and brother-in-law of Mr. Didier were in Charleroi, Belgium, at the time the Germans took that place in 1914 and at the time this was written he had not had a word from them in more than four years. His nephew, who was a soldier in the Belgian Army, was wounded and captured by the Germans in 1914.

Letters of a Self-Made Failure

By B. Schwartz

This is the first 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.

I

A young man of boundless energy lands his first good job and receives his elder brother's felicitations and a tip on the family weakness.

OLDBURG, January 15, 1912.



DEAR BOB: I'm certainly delighted to learn that you have landed so happily, and from the way you put it, I'm inclined to agree with you that this is the first real opportunity that has rung your front door bell since you began to shift for yourself in the Big Town.

I'm going to give you some advice; it isn't a very tangible gift, but it cost me a lot of money to be able to offer it, so you needn't consider it cheap.

I don't expect you to follow it. Following never ran in our family; we're all leaders—or we think we are.

That idea began with a certain paternal ancestor of ours who led a detachment of Red Coats to magnificent defeat during the Revolutionary War, and it has continued down the line in varying forms until yours truly led your sister-in-law to the altar. Since then we've both led a desultory existence, and until recently I was considered one of the leading failures in the Empire State.

Emily never shared that opinion; she always thought I was unlucky, and never could understand why a person of my prodigious ability hadn't amassed a fortune when so many less clever men had rolled up millions.

Like most good women, Emily is prejudiced in favor of those she loves; but I know what's the matter, only I found it

out about fifteen years too late to capitalize the information.

The trouble with me was unbounded confidence in my ability, with no appreciation of my limitations.

I'm afraid you have a taint of the same disease; it's hereditary; so I'm going to hang out a red light to keep you from tripping over yourself.

I have no desire to dim your enthusiasm—not the slightest. Enthusiasm is a fine thing when founded on reason, but there are several brands of that article, so I don't think an awful lot of it *per se*.

In a young woman enthusiasm is called vivacity, which is attractive enough in the parlor, but not much good in the kitchen when you haven't the price of a hired girl. Enthusiasm in a mob is called frenzy, which has changed many a map—human and geographical—and not always to the best advantage. Enthusiasm without experience is what led your misguided pup to grab Henderson's bulldog by the tail, and you remember what happened to the pup. So go right along and get up steam, but keep your hand on the throttle.

In the language of old Doc Johnson, you are towering in the confidence of twenty-four and are apt to get the opinion that all slow movers are tottering to the tomb. I presume that's what you meant to convey in your statement that, after surveying the force of the Hopkins Co., you couldn't detect a real live one on the pay-roll. If they are all as dead as you suspect, then, my boy, it looks as though the outfit you're hitched up to is not a business house but a morgue, and you're headed straight for Potter's Field.

However, I happen to know the concern, and judging from their standing commercially I'm inclined to believe that there are several live wires connected with the institution that you must have overlooked; so I advise you to be careful, or you may step on one where there's no insulation and get a shock.

You can't measure everything with a speedometer. It took the Santa Maria about seventy-one days to cross the Atlantic the first time. In five days the Lusitania now goes a lot further; but that little old tub with Admiral Chris. Columbus abroad will be fresh in the memory of men when the ocean greyhound is in the scrapheap of oblivion.

Keep your mind on your job, not on the other help; let your boss watch them, and don't get in the habit of comparing yourself with others, unless you're big and broad enough to give yourself the worst of it. No man ever went far wrong in underestimating his own abilities and overestimating the talents of the other fellow; but there's often a big surprise in store for the chap who plays that combination the other way around.

Be modest. I know it's a little out of fashion in New York, but for that very reason somebody may notice you.

You say you're anxious to make real money so you may cultivate some influential acquaintances. I've been all through that and there's nothing in it. Blowing in all you make to keep up with a bunch that can buy and sell you, in the hope that their influence will land you in a soft or a lucrative job, is only one form of gambling. It's playing futures; about like buying grain or cotton or stocks on margin.

I used to

believe that no man ever made big money by the simple process of saving it. It was my impression that the very rich got that way by making more than they could spend. Well, I never succeeded in grabbing more than I could spend, because the more I made the more it cost me to keep pace with the crowd I trailed with, and one day when I was stone-broke I found out that "big money" was a two-dollar bill. Wealth, like poverty and other trouble, is merely comparative.

I had the wrong viewpoint. Instead of trying to earn more than I could spend, I should have simply spent less than I was earning. I may not have grown very rich that way, but I would have acquired a lot more coin and considerably less experience.

Experience is a mighty good thing, but it's like an automobile. To get it you have to pay the top price, and when you want to sell it you can't collect twenty-five cents on the dollar. Experience is the cheapest thing on the market, and if you don't believe it look at the want ads in any newspaper.

Take it from me, Bob, if you ever make "real money," don't invest it all in friendships; put some of it in the bank.

Of course at twenty-four a fellow's mind is on his pay envelope and Saturday night is the big event of the week. At forty-eight it's the saddest day, because if a man of that age is still on some-

body's payroll, pay day only marks the passing of another week—seven days away from youth and efficiency and that much nearer the bread-line.

This may sound like sad stuff, but I want it to sink in and make an impression on you, so that you'll not be



Blowing in all you make to keep up with a bunch that can buy and sell you, in the hope that their influence will land you in a soft or a lucrative job, is only one form of gambling

disappointed in yourself and get to look on life as a tough proposition—because it isn't. And the surest way I know to help you make good is to teach you to put the brakes on ambition. Take it easy—not too easy, but make haste slowly—and open a bank account.

Your affectionate brother,
JIM.

II

A dirge may be better music, but it doesn't appeal to the average youthful imagination like tuneful ragtime.

OLDBURG, March 12, 1912.

Dear Bob—For a fellow who is always boosting the expeditious and advocating the swift, you didn't break any speed records in answering my letter.

You say it sounded like the sob of a lost soul and that my philosophy sets a premium on mediocrity; that every man should endeavor to develop the best that's in him and strive to eventually create something for himself.

Your first objection proves that you're tone-deaf, and your second sounds like a paragraph of that syndicated stuff in the Sunday papers.

Concerning dirges, permit me to call your polite attention to the fact that Chopin's Funeral March is a sad tune, but it's finer music than the best-selling rag-time melody you ever whistled.

I'm afraid you took me too literally. I told you that I was considered the foremost failure in the Empire State, but I didn't say I admitted it.

Success, like nearly everything else in the world, is merely a matter of opinion and largely a question of geography. The bootblack, who quits his job with money enough to set up a stand of his own, and makes good, is just as much of a success as the banker to whom he pays rent. The banker, if he stays in business, has to hustle just as the bootblack must work; and all work is labor, whether it be clean or dirty, mental or physical.

Lots of people measure success by dollars; but there is many a man with a pile of dollars who hasn't made a success of his life.

Because I didn't succeed in getting away with some of the things I tackled didn't prove that I was a failure. It only showed that I had more industry than judgment. I was aiming at certain marks that were entirely beyond the range of my mental artillery. The only real signs of intelligence that I displayed was when I began to get wise to the fact that I *had* limitations.

I now know that had I applied the special ability I possessed in consistently helping somebody else to make good, I might have been jointly successful with the other fellow, albeit less renowned; and, as Omar puts it, I could have taken the cash and let the credit go. As it turned out, I got neither.

The trouble is this: We never appreciate a truth until we try to combat it; and a mistake is never an error until it has been made.

I'm not setting a premium on mediocrity. The truth of the matter is that most of us are mediocre or downright dummies, only we don't know it. I'm setting a premium on self-analysis.

A really great man is never fettered by circumstances. You can't keep genius handcuffed and if you're made of the stuff that produces Lincolns or Edisons or Carnegies, your success will not be hampered by anything I can say; you'll succeed in spite of it.

No man who is cut out for a boss ever works long for someone else—not if he's really *it*. The fact, however, that there are so many more clerks than bosses proves how shy of executive ability most people are.

What I'm trying to do is make you find out your own limitations without buying the knowledge at the top price.

I want you to succeed, to advance, to better your position and nothing that I have written you is opposed to that end; but if you can't size up yourself any better than you have measured me, you're a bad judge of human nature, and a correct judgment of men is one of the great essentials to success.

The trouble with most of us is that we are not on the level with ourselves. If we could get into some dark corner and have a confidential look at the inner

man and see ourselves, not as others see us—for that might be a prejudiced view—but as we really are—a lot of us would lay aside the hammer and take up the spade.

If all of this is putting a premium on mediocrity, then truth is nothing and the cheerful liar is a philanthropist.

I want you to be ambitious, old man, but that word covers a multitude of sins. Be as ambitious as you like, but remain within the limits of your talent and capabilities.

Most businesses today are duplicated to such an extent that trade has become largely a competition of brains. Ideas and ingenuity count for more than merchandise; so if you possess the rare creative faculty, you can employ your genius more profitably and to better advantage by giving your house the benefit of it than in attempting at your age to utilize it in the creation of something for yourself.

This is, fortunately or unfortunately, an age of big business. The day has passed when a man with plenty of genius and no money can create anything enduring for himself exclusively. Money talks; and when it does it is apt to use disagreeable and harsh language.

Money, however, is always looking for men with ideas, and there are more big jobs to be had right now than there are capable men to fill them.

There is as much romance in business as there is in love, and when you talk about "creating something for yourself" you are merely giving scope to your imagination and indulging in daydreams instead of thinking of your work in an endeavor to do it better and more intelligently.

There are lots of fellows who spend a heap of valuable time and much gray matter trying to invent some device that will make them rich quickly, when half the

thought devoted to some modest commercial enterprise would yield certain returns, absolute independence and possibly opulence. The Patent Office is filled to overflowing with useful inventions that have died in the dusty pigeonholes for lack of proper marketing. But marketing means money and work—hard, prosaic, monotonous effort—the kind of labor that is shunned by the fellow with an active mind, but lazy hands.

Don't think that I'm trying to discourage ambition. I believe that you



You can take it from me that a ham sandwich paid for out of your hard-earned cash is a lot more enjoyable than a free ten-course banquet at the swellest hotel in town

should look ahead and not behind, but don't strain your eyesight; remember that there is a "middle distance" to every landscape.

Lots of fellows have overlooked an opportunity simply because they were too close to it.

If you're made of the right stuff you'll find plenty of room to create something for yourself in the job you've got; you can grow just as big there as you can in something of your own building.

They say that opportunity knocks once at every man's door. I don't know the name of the scientist who managed to get such a fine line on the habits of opportunity; but if opportunity does announce itself, the chances are that it misses many a door, and in some cases, when it does knock, I presume, "there's nobody at home."

My impression is that opportunity as a rule doesn't knock at all—or very rarely. Opportunity consists of thinking, doing, having plenty of patience and perseverance, possessing the ability to size up a situation and having the nerve and willingness to take advantage of it.

"Creating something for yourself" is

(Jim's next letters will appear in the February Magazine)

a spectacular phrase and at your age it sounds hysterical.

I suppose that if you had to choose between being an eagle or a hen, you'd pick the eagle.

The eagle is a high-flyer and is the symbol of both freedom and subjection—the emblem of republics and monarchies—but the real eagle is a bird of prey that everybody loves to take a shot at. The only difference between him and the buzzard is that the eagle eats 'em alive, and is therefore less useful. The hen, on the other hand, is an industrious biped that provides us with eggs and spring chickens, and a dozen hens have more economic value than all the eagles on all the royal standards of the world. Yet nobody has ever pictured the hen on a silver dollar or carved her likeness in imperishable metal. No, I'm not boosting Votes for Women. I'm only trying to prove to you that it's the spectacular, not the useful, that appeals to the populace. But the populace is fickle and unappreciative.

Think this over.

Your affectionate brother,

JIM.

What Did You?

By Douglas Malloch

When the war has been won,
When our duty is done,
When our sailors come sailing the foam;
When our men of the air
And the guns over there
All the nation is welcoming home;
They will come to your door,
The young winners of war,
They will look you up, over and through,
And in word, or in thought,
They will ask, like as not;
"Well, we did quite a lot—
What did you?"

When the years have gone by,
And the pages are dry
That the story of struggle record;
With democracy sure,
When we're living secure

In the strength of our soul and our sword—

In that glorious time
To your knee there will climb
Then a boy, or a girl, or the two,
And will say, "Some were brave
On the land and the wave,
Some their everything gave—
What did you?"

Or it may be at night
You will sit by the light
Of a fire in a home that is free.
You will sit all alone
'Neath a roof of your own
In some year of the future to be,
And a voice down inside
Will say, "Some of them died,
Or they suffered their duty to do,
And the ones who could not
Give their all, gave a lot,
Gave their money—say, what,
What did you?"

Philadelphia Division Makes Enviably Record in Handling 745,203 Troops Without Mishap During Period of War



RECORD that should make every man and woman engaged in the handling of trains on the Philadelphia Division feel proud has been attained by the officials and employes there. In the period of the war the division handled 1,846 troop trains, consisting of 23,147 cars, and carried 745,203 soldiers and sailors without a mishap to any of them.

To bear this burden of humanity safely and expeditiously through the division it was necessary to have a well-regulated, efficient working force. Unless this force had been trained and made competent to tackle any problem, no matter how large, the wheels would have become clogged when the extraordinary pressure was put upon it. Superintendent R. B. White reports that every employe gave loyal service and upheld his hands in every move he made.

The movement began back in July, 1917, when thirteen trains, carrying 3,237 men, passed through the Philadelphia terminals. There was a little flurry among the officials as the 121 extra trains were handled. It then was realized that there would be an increase, and it came like an avalanche, until it reached the peak in September, 1918, when 272 troop trains passed through Philadelphia, carrying 120,284 men on their way to the ports of embarkation.

Conditions were somewhat complicated by the great movement of drafted men to the Maryland camps from places in eastern and southern Pennsylvania. But so smoothly did the wheels move that not a train was wrecked. During the greater part of this movement there were extensive improvements, described in the December issue of the EMPLOYEES MAGAZINE, under way in the vicinity of the Chestnut Street station in Philadelphia and these further complicated matters.

In a report of the troop movement, Superintendent White said: "During the period beginning with July, 1917, up to and including November 7, 1918, a period of approximately seventeen months, or the period of the war, the Philadelphia Division handled 1,846 troop trains, 23,147 cars and 745,203 men without accident. This is an average of 3.7 trains, per day, 46.7 cars per day and 1,505 men per day.

In appreciation of the cooperation given him, Mr. White wrote the following letter on November 11 to the officials directly concerned with the movement of the troop trains:

"Gentlemen—On this the greatest day in the history of the world, when the people of this great nation are celebrating our grand victory, I desire to remind you



SUPERINTENDENT R. B. WHITE



DR. E. J. MORRIS



ALL ABOARD FOR CAMP.

of the great part our division has taken in moving the troops over seas and in this manner, I wish to express to you my deep appreciation of the loyal service you have rendered during times that were most trying and under most adverse conditions.

"You are responsible for the success we have had in handling the troops and I am sure it is as gratifying to you as it is to me to know we handled this enormous movement without accident. We will soon, no doubt, be called upon to move the troops back home and I am confident I can depend upon the same handling on their return trip that was afforded them on their going trip."

Especially efficient and devoted service was given by Dr. E. J. Morris, Baltimore and Ohio surgeon at Philadelphia and who has been in the service of the railroad for about twenty-five years. He faced the epidemic of Spanish influenza courageously and handled the troops and the throngs of

relatives and friends who filled the stations to bid farewell to men in uniform with great skill. The epidemic came at the time of the heaviest troop movement. In a letter to Dr. Morris, Superintendent White says:

"*My Dear Doctor*—On this, the greatest day in the history of the world, it seems especially befitting that I write you to express to you the deep appreciation of my superiors and myself of the service you have rendered during the troublesome times which are now past.

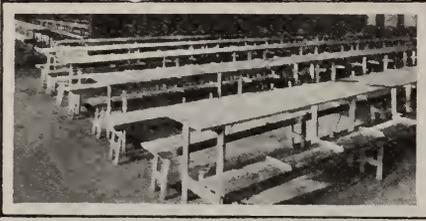
"I know the personal sacrifices which it must have been necessary for you to make in order to be with us whenever the occasion seemed to demand was directly in line with the purpose of the National Medical Service Corps, which organization should be proud to have you among them.

"I sincerely trust Mrs. Morris and yourself will be spared your usual good health to enjoy the home-coming of your boys who are now in the service."

A summary of the movement of troop trains from the



DRAFTED MEN READY TO LEAVE



DINING HALL AT STATION

beginning of the war until the armistice came on November 11 of last year is as follows:

MONTH	TRAINS	CARS	MEN
July, 1917.....	13	121	3,237
August, 1917.....	42	537	9,630
September, 1917..	75	1,280	23,816
October, 1917....	39	505	12,895
November, 1917..	60	777	21,568
December, 1917..	51	560	20,810
January, 1918....	52	686	14,707
February, 1918...	50	528	17,183
March, 1918.....	89	1,050	33,565
April, 1918.....	123	1,484	46,163
May, 1918.....	172	2,260	88,324
June, 1918.....	190	2,290	78,599
July, 1918.....	187	2,401	87,053
August, 1918....	185	2,310	85,090
September, 1918..	272	3,473	120,284
October, 1918....	197	2,321	65,801
November, 1918..	49	564	16,478
Total.....	1,846	23,147	745,203

In Memoriam

James T. Leary

Late Comptroller of the Baltimore and Ohio Railroad

By **Louis M. Grice**

Chief Clerk to Auditor of Passenger Receipts

A voice from some celestial star
Down through the vast empyrean floats,
In mystic, murmuring, dulcet notes,
And you, dear friend, are called afar.

With aching hearts we say: "Farewell!"
Yet just beyond Death's shadowy stream
We know transcendent glories gleam,
In whose pure radiance you shall dwell.

The blighted oak, the fallen leaf,
The last rose, lorn and tempest-tossed,
May pass and seem forever lost
As Nature bows her head in grief.

Yet from Time's great, pulsating heart
A flood of life will leap anew
When Spring unveils her variant hue
And gorgeous blossoms upward start.

So from the Winter of the tomb
The mortal life that dormant lies
Shall bloom again in Paradise,
And there its heritage assume.

And you—for noble deeds renowned—
With heart coined of the purest gold—
With manly virtues manifold—
That holy heritage have found.

While we, bereaved and troubled, stand
And strain our eyes toward the goal
Of our imperishable soul—
Ah! how we miss your guiding hand!
Yet though in sorrow thus we part,
A day shall come with joy replete
When we again, dear friend, shall meet
In close communion, heart to heart.

And in this hope, to us so dear,
We'll bide the coming of the day,
Nor bid the fleeting hours stay
Until the final call we hear.

And as we grope here in the night,
Your life, a noble episode,
Will keep us steadfast on the road
That leads to God's eternal light.

A Toast

By **George Morrow Mayo**

Here's to the Blue of the wind-swept North,
When we meet on the fields of France;
May the spirit of Grant be with you all
As the sons of the North advance.

And here's to the Gray of the sun-kissed South,
When we meet on the fields of France;
May the spirit of Lee be with you all
As the sons of the South advance.

And here's to the Blue and Gray as one;
When we meet on the fields of France;
May the spirit of God be with us all
As the sons of the Flag advance.



Home Dressmaker's Corner

Courtesy "Pictorial Review"



Broadcloth Costume in Overdress Effect

An all-day frock, to answer all of the demands made upon it, should be smart, simple and serviceable. The model shown here lends itself to two forms of treatment as regards sleeves and trimming. A flare finish may be given to the sleeves, or they may be stitched in close effect to the wrists, and for the lower edge of the overdress, either soutache braid or fur may be used as a trimming. The overdress

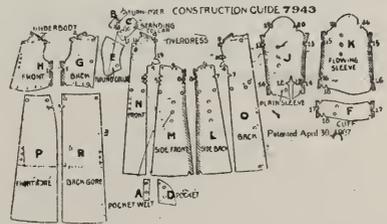
is made with a yoke that descends into a panel front and back. It is in redingote style, mounted on a satin foundation that consists of a back-closing underbody joined to a two-piece skirt that is gathered at the back and closes at the center-back.

The underbody should be made first. Close the underarm and shoulder seams as notched, then turn a hem in the back at notches. Plait and bring folded edges to corresponding small "o" perforations and stitch. Adjust belting one inch wide underneath lower edge of underbody for a stay.

Next, take the skirt and slash the back gore through the fold at centerback, from upper edge to the upper small "o" perforation and finish the edges above the perforation for a placket. Join gores as notched. Gather back gores between "T" perforations. Adjust skirt to posi-



BRADING
12426



tion on underbody with upper edge even with the upper edge of belting and with center-fronts even; bring back edge of back gore to center-back.

To make the overdress, join the front to side front and join back to side back, matching notches. Gather side front and sew gathers to yoke extensions matching notches. Close under-arm and shoulder seams as notched. Turn hem in back on line of small "o" perforations;

line of large "O" perforations indicates center-back. Lap right back on left with center-backs even and finish for closing.

Sew collars to neck edge with center-backs and large "O" perforations even; leave collar free from center-back to left front edge and finish for closing.

Close seams of sleeve as notched; terminate the dart seam at small "o" perforation and leave the seam free below the large "O" perforation. Sew sleeve in armhole of overdress 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.

Slash the side front of pocket along the line of the small "o" perforations and bind the slashed edges. Arrange two pocket sections together and stitch around the edges (forming a bag) leaving an opening between the small "o" perforations. Sew pocket to opening in side front. Small "o" perforation in pocket welt indicates upper front edge. Face welt and adjust to position.

Pictorial Review DRESS No. 7943. Sizes, 34 to 44 inches bust. Price, 25 cents.



The Needleworker's Corner

New Linens for the Dining Room

By Kathryn Mutterer

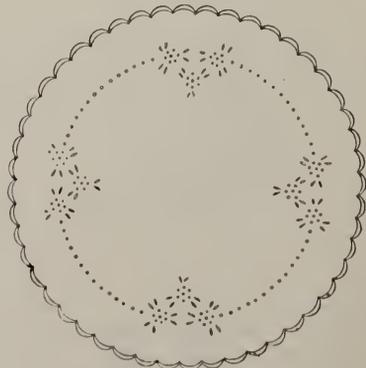
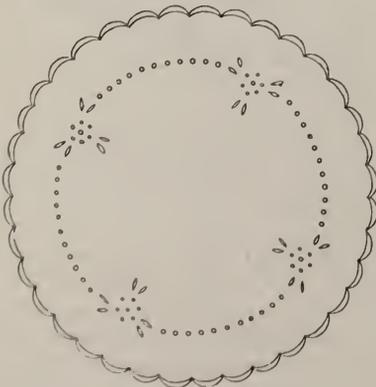
Courtesy of "Pictorial Review"

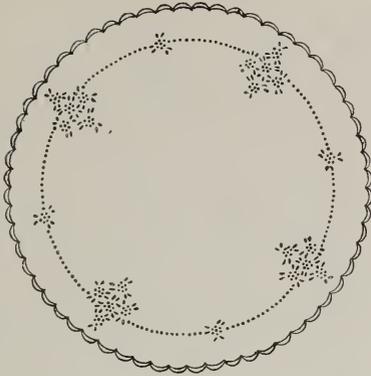
A centerpiece with bread-and-butter and plate doilies, is made of good material and well embroidered, and may be used together, or separately, the doilies being used for ice cream, fancy cake or fruit plates, and the centerpiece as a table decoration.

The embroidery is done in solid satin stitch and eyelets, buttonholing being used for the scallops, which, by the way, owe much of their

beauty to their regularity. The most satisfactory material for centerpieces is usually a firm white linen, and all white embroidery is safe and in good taste for most table linens. As the war was prolonged, however, good linen became scarcer and more expensive, so that one had to resort to the linen substitutes, many of which are very goodlooking and serviceable.

If desired the embroidery may be done in rose





and green cotton, for an occasional colored set for the dining room may prove cheerful and pleasing. Satin stitch and eyelet embroidery

is always safe and sure. One knows that it is always going to look professional and more like real embroidery than anything else that one can attempt. It launders perfectly, too, and this should be a prime consideration in table pieces. "But it is so hard to make good eyelets," comes again the cry of distress. No, it is not difficult to make good eyelets, but it does take patience and loving care. Every eyelet must be made in the right way and that is just all there is to it.

PICTORIAL EMBROIDERY No. 12406. Center-piece, Transfer, blue, price, 15 cents. EMBROIDERY No. 12407. Bread and Butter Doilies, Transfer, blue, price 15 cents. EMBROIDERY No. 12408. Plate Doily, Transfer, blue, price, 15 cents. *Pictorial Review* Patterns on sale by local agents.

Pretty Frocks First Aids to the Cause of Raising Funds for Post War Work

By Maude Hall



PRETTY gown is an aid to any cause and no one knows it better than do the women engaged in various war activities. Therefore we find some of the most successful solicitors in the different money drives, the best dressed. Their costumes are simple, yet chic and dignified. There is an increasing demand for those that are appropriate for all day wear and which can be impressed into further service for Soldier Boy or Jackie parties. The woman who, through her great moments of patriotism, gives from out her busy life the days which are helping to move nations to better things must have her moments of real play, or else she becomes something less than her normal, energetic self. But how nicely does she temper these play moments to the general mood of the times! And how tactfully conceived are the costumes designed for her wear!

Buttoned from the narrow square neck to the hem is a frock of fawn broadcloth of very fine satin quality combined with check velvet. The velvet forms the panel front and deep hem for the foundation skirt, as well as the deep revers which are cut in one with the collar. The buttons are of brown to correspond with the darkest tone in the check.

It is predicted that women are going to wear

a great many stripes and checks during the coming season and the dressmakers preparing models for the southern and far western resorts will, it is prophesied, ask for novelties in quadrilles, as the French say of checks. Already there are dozens of designs in stripes, some small, others medium, some large, some showing two tones, some of one color, and some mixed, and the same thing applies to checks. It is as if the fabric makers were anticipating Allied victory, which is sure to come, and preparing for the time when women will cast aside the somber dress which has ruled for more than four years.

In keeping with the trend toward extreme simplicity is a model in check silk and wool material, with only a relieving band of fur along the straight edge of the tunic. The fur does not extend all the way around the tunic, for at the front it begins to droop until it reaches a decided point at one side. The fulness about the waist line is gathered under a belt of self-material. The waist has a round neck and is perfectly plain except for a group of tiny tucks at the shoulders and flare sleeves faced with satin.

Another charming model is in black satin with revers which button over at the front and an adjustable collar closing about the throat. It is severe in effect. However, when evening

comes, the revers may be unfastened and thrown back, revealing a vestee of lace over flesh color satin, embroidered in silver and piped in the satin. The reverse facings are of lace as well.

Still another black satin has the skirt draped with a pointed tunic and a waist that buttons at the left side. The front has extended lower sections which are used to form a girdle and the armholes are outlined with embroidered braid. In featuring simple frocks the couturiers know just how to use embroideries and buttons to give proper accent to the decorative scheme. There is a great vogue, or, perhaps, exclusive would be a better adjective, for frocks of plain silk and satin with panel backs of velvet or metal cloth. These panels are outlined with handsome buttons and constitute the distinguishing feature of the frocks they adorn. A band of fur about the neck and cuffs and a string belt are all the other details required.

One of the exclusive houses gives prominence to a design in cadet blue velveteen stitched with flat silk braid. The dress closes in front, a large collar finishing the open neck. The one-piece sleeves are slightly flaring at the wrists. At the sides there are long hanging panels with applied pockets.

At present there are comparatively few evening gowns, frocks of the type just described, answering formal as well as informal purposes. Most of the costumes worn are of cloth with a heavy nap surface. The material that is supple so that it can be easily draped, while giving the appearance of weight, is the one most frequently requisitioned, though there are numbers of

velveteens and velvets. Many women feel that velvet is a luxury and hesitate to buy it when attempting to make their own dresses. The smart colors range through shades of brown, taupe, a gray that has a distinct yellowish cast, henna and black. Much discussion has arisen over the proposal to select a victory color, and while few manufacturers care to name a choice now, there are many who have a leaning toward red. Somehow red is associated with victory, either because it always has been or for some psychological reason which does not clearly appear. Many silk manufacturers are thinking of a color which might be called the victory color, and a considerable proportion of them seem to have red in mind. It will be remembered that during the last days of the recent Liberty Loan campaign, those who bought bonds beyond what they felt they could afford were given a small red feather known as the Victory feather.

The furs now used in the decoration of dresses and wraps would harmonize beautifully with a clear, bright decided red. There are no striking deviations from the furs used last season, the demanded skins being mostly the old favorites—Hudson seal, mink, beaver, broad-tail, dyed rabbit, etc. Nutria is so expensive as to be quite beyond the reach of the average dress allowance, and the same is almost true of kolinsky. Fur scarfs were never so fashionable as now and there is great variety in their shape, length, and design. Pockets are a specialty of long scarfs in beaver, nutria seal, ermine, opossum, etc., the darker skins having the preference.

News of Veterans' Association

Baltimore Division

The Baltimore Division Veteran Employes' Association entertained their members and friends royally on December 11 when they conducted an entertainment and dance at Baltimore. The Mount Clare Shops Band, under the leadership of Professor L. Marks, opened the program with the playing of the "Star-Spangled Banner," and then gave an overture and several selections that were warmly applauded. J. O. Covell, president of the division association, made a short address in which he welcomed the members and their friends and congratulated the committee on the adequate arrangements. Howard Wortman, of the Mount Clare shops, gave several magnificent basso vocal selections, and he was followed

by Miss Pearl Emerich, a sweet and talented child, who offered two recitations. Miss Sophie Brown presented a soprano solo, accompanied by Miss Nellie B. Emerich on the piano. Mrs. Louis F. Schwatoria sang two patriotic selections and injected much animation into her offering.

After the entertainment President Covell again mounted the stage and presented J. D. Riley, chairman of the committee of arrangements, a bouquet of flowers. Mr. Riley was assisted in the management of the affair by Mr. Covell, W. T. Holmes, C. B. Snapp, H. A. Beaumont, J. T. Cadogan, G. T. MacMillen, W. Wilkinson, William Kern, C. H. Pennell, W. L. Gordon, J. Stauffer, W. T. Potee, Jr., George Doxson, Frederick Schley, C. Melvin,

G. W. Galloway, W. H. Shaw, W. E. Carroll, G. Bateman, W. R. Sheckells, E. R. Sparks, J. Wholey, H. S. Culbertson, C. W. Spurrier, W. Harrigan, R. Higginbottom, A. C. Hoffman, and F. A. Whitson. After the entertainment the floor was cleared and there was dancing until after midnight. Refreshments were served.

Connellsville Division

The regular meeting and smoker of the Connellsville Division of the Veterans' Association, held in the Odd Fellows' Temple November 29, was one of the most enjoyable and largely attended gatherings since the organization was effected almost two years ago. Members of the Pittsburgh Division and some business men of the city were present as invited guests. President P. J. Harrigan had charge of the business session, during which seven new members were admitted and a committee on resolutions was appointed. The latter consisted of C. A. Richardson, of Pittsburgh, George W. Sturmer, of Baltimore, G. N. Orbin, of Hazelwood, and David Randolph, of Connellsville. Secretary James Wardley presided during the entertainment session,

introducing the several speakers, of whom Mayor Duggan was the first. Addresses, interspersed with selections by the Baltimore and Ohio Band, were made by Mr. Richardson, Robert Norris, James S. Darr, Councilman M. B. Pryce, Mr. Sturmer, Mr. Orbin and President Harrigan.

The committee on resolutions extended the congratulations of the association to A. W. Thompson upon his appointment as Federal Manager, and pledged him its loyal and faithful support. Report was made of the progress in raising funds to liquidate the mortgage on the home of Miss Jennie Smith, the well-known railroad evangelist. The Connellsville Division of the Veterans' Association has contributed over \$300 to this fund.

The association membership now numbers 8,000, but upwards of 5,000 employes of the railroad who are eligible through having served twenty years or longer have not yet become identified with the organization. An active effort is now being made to enroll them. The next meeting of the Connellsville Division, at which the wives of members will be present, will be held in February.

Frank P. Wade Dies in Cleveland

Frank P. Wade, traveling passenger agent at Dayton, Ohio, died at his home in Cleveland, on November 13, at the age of seventy years. Mr. Wade started his railroad career with the Little Miami Railroad at Cincinnati, where he was employed in the general ticket department under General P. W. Strader, then one of the foremost railroad men of the country. On leaving Cincinnati, Mr. Wade entered the service of the Chicago Great Western, now the Pan Handle route, at Chicago. When the Great Western consolidated with the Columbus and Indianapolis, Mr. Wade was transferred to Indianapolis. This road was in turn absorbed by the Pittsburgh, Cincinnati & St. Louis and Mr. Wade was transferred to Columbus. From Columbus he went to Steubenville and then to Pittsburgh at the head of the accounting department of the same road. He left its service at Pittsburgh and became general passenger and ticket agent of the Indianapolis, Peru and Chicago Railroad at Indianapolis. He remained with that road for nine years, when he entered the service of the Chicago and Alton for a short time.

Mr. Wade next opened the Grand Union ticket office in St. Louis, continuing until he took

charge of the city ticket office of the Big Four in that city. From there he went to Indianapolis again, having received the appointment of district passenger agent of the Wabash. He held that position until he went to St. Joseph in 1891 as city passenger and ticket agent of the Missouri Pacific. From St. Joseph he went to Indianapolis with the Cincinnati, Hamilton and Dayton as traveling passenger agent. On the extension of the line to Springfield, his headquarters were transferred to that city. Before the consolidation of the Cincinnati Hamilton and Dayton Railroad and the Baltimore and Ohio Railroad his headquarters were at Louisville, but after the consolidation he was transferred to Dayton, Ohio.

He was widely known by his friends as "Pop" Wade. For the long years of active service Mr. Wade had gained a knowledge of the railroad business that few possess. He was a member of the Scottish Rite and the Mystic Shrine of Masons, and a member of the Elks. The funeral was in charge of the Scottish Rite and burial was at Crown Hill Cemetery. He is survived by a sister, Mrs. Ida Helms, and two brothers, Harry K. Wade, of Oakland, Cal., and Joseph D. Wade, of Chicago.



Baltimore and Ohio Employes Magazine

WILLIAM F. BRADEN, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

1919

ANOTHER momentous year has begun. A. D. 1919 gives evidence already of being one of the most critical in the history of the world.

Every nation must adjust itself to new conditions. Every people must face complicated problems. Every industry must undergo reformation. Every worker must be a part of this metamorphosis.

As the years 1915, 1916, 1917 and 1918 dawned Mars demanded tribute in human blood and money. The sunrise of 1919 sees Peace, blessed Peace, happily and, perhaps, everlastingly enthroned. The world's greatest minds even now are planning to keep her inviolate. Nations are assembled to give solemn promise that they will live in neighborly content.

In the great United States the ensuing months will see us rise a greater and better nation than ever before. The lust of conquest has never dulled our sense of right and justice and we can return to a peace basis with satisfaction of duty well done. There is a place for every man during the reconstruction period and one of the new year resolutions should be to find how best we can serve the nation and put forth all energy to attain the goal.

Start 1919 Right—Play Safe

I Resolve—

TO be a better man in 1919!
To help my country re-establish herself and maintain her place as the world's ideal!

To continue the practice of economy and conservation of all the necessities of life so that other peoples may keep alive!

To maintain the efficiency which made the Baltimore and Ohio one of the greatest aids to Uncle Sam in attaining the goal for which he sent his best blood across the Atlantic!

To make my family more secure in their happiness by observing all the rules and regulations that are promulgated for my personal SAFETY and thereby prolonging my service to my relatives and employer!

To observe SAFETY always!

Do Not Slow Down

THERE is a tendency in all walks of life to slow down from the war-time pressure that we all assumed to help in the winning of liberty.

Much work is yet to be done. Indeed, the reconstruction period of the government is at hand and there will be as many problems as during the time the former Kaiser and his followers were storming the bulwark of liberty.

There are hundreds of thousands of American troops still in France and Germany who must be sustained. The railroads still must carry to the Eastern ports the foods and clothing to make comfortable these lads who sacrificed so much to make the world a safe and decent place in which to live. All those connected with the Baltimore and Ohio should keep their shoulders to the wheels and insure these necessities reaching their destinations expeditiously.

Europe must be fed and clothed. The United States has undertaken the task of mothering the stricken peoples "Over There." Uncle Sam will fall down on the job without the help of the railroad folks. Shall the stricken peoples abroad want because of our lack of energy?

Why Not Cooperate!

By O. T. Goff

Correspondent, Illinois Division



OFTEN wonder if anyone ever stops to think what a job it is for a man who is not out on the road very much and who does not know everything that is going on over the whole division, to write a bunch of notes for the EMPLOYEES MAGAZINE every month that will interest everybody, or at least the majority of the readers. Every reader of a magazine, newspaper or any other publication is doubly interested if there happens to be one or more items having reference to persons or things of their acquaintance and even more interested if the persons happen to be particular friends or the things happen to be things which they are particularly interested in. Even if they do argue to the contrary, there are very few persons who do not enjoy to a certain extent seeing their own name in print. How much work or inconvenience would it be for a man when he hears of something interesting happening to write to the correspondent of his division and tell him about it?

How many employes are possibly very glad to receive the MAGAZINE, in fact are very anxious for the time to come when they will receive it each month, and as soon as they get it open it up to the home

division and read over what little is written about their division? Or perhaps the correspondent did no more than the other 2,799 employes on the division and did not write anything.

If he did not write anything or their division is not well represented, whom do they blame? Do they ever stop to think that with the cooperation of the other employes the correspondent would have several times as many items of interest in the MAGAZINE? Hardly a month passes but that every employe hears of something interesting which he would like to see printed in the EMPLOYEES MAGAZINE. How much time would it take him to either tell this personally to the correspondent, or write to him and tell him about it?

I have received some very interesting articles from a few of the employes during the year, but not nearly as many as should have been received. Any person, whether an employe or not, sending items to the correspondent will be doing the correspondent as well as his fellow employes a favor and will receive the heartiest thanks of the correspondent and everything possible will be done to have his items printed in the MAGAZINE promptly.

Come on, let's get together and help the correspondent represent the division! Pictures, or news are always welcome.

The Teachers' Train

By Margaret Talbott Stevens

File Clerk, Transportation Department

Did you ever go to Camden on a bright and sunny day

And see them with their smiling faces and their books and satchels gay?

They're the teachers, yes, the teachers; and no matter, sun or rain,

You can find them every morning, waiting for the "Teachers' Train."

There's Miss Mary and Miss Annie; Miss Virginia and Miss Jane,

And a score of fellow workers—waiting for the "Teachers' Train."

Comes another, and another—eyes of eagerness and fun.

Hear the caller at the gateway—"All aboard for Washington!"

Nod to brakeman and conductor—cheery greeting for each one,

They know now who takes them safely, on the train toward Washington.

Downward, onward—through the valleys, here a tunnel, there a lane;

Round the curves; about the hillsides, speeds the famous "Teachers' Train."

Now the train stops at the station, see the children down the lane,

Hear the happy little footsteps run to meet the "Teachers' Train."



CHANGES AND PROMOTIONS

Eastern Lines

Fire Prevention

Announcement was made that, beginning November 1, B. S. Mace would be the superintendent of fire prevention for Eastern and Western Lines. His headquarters are at Baltimore.

Safety Agent

J. T. Broderick, superintendent Safety and Welfare Department, announced on December 1 the appointment of J. C. Morgan as safety agent for the Pennsylvania District. He succeeded J. T. Ward, who was promoted.

Auditor Freight Claims

Federal Auditor Ekin announced that, effective November 16, J. F. Schutte would be auditor of freight claims. He will have direct charge of all overcharge and agents' relief claims and will perform such other duties in connection with the accounting for freight claims as may be assigned him by the federal auditor.

Auditor Miscellaneous Accounts

Federal Auditor Ekin announced that, effective November 16, C. G. Pollock was appointed auditor of miscellaneous accounts and that his headquarters would be at Baltimore.

Connellsville Division

Superintendent Hanlin announced that, effective November 25, A. E. McVicker was appointed assistant superintendent of the Connells-

ville Division and that his headquarters would be at Connellsville, Pa. He succeeded C. M. Stone, assigned to other duties.

T. J. Ward has been appointed trainmaster of the Connellsville Division, with headquarters at Connellsville, Pa. He succeeds Mr. McVicker. F. W. Rhuark has been appointed master mechanic of the Connellsville Division and his headquarters are at Connellsville, Pa. He takes the place of C. A. Cage, assigned to other duties.

Pittsburgh Division

J. D. Beltz has been appointed acting superintendent of the Pittsburgh Division, with headquarters in Pittsburgh, and succeeds T. J. Brady, who was assigned as superintendent of the New Keyser Division.

C. R. Radcliffe has been appointed road foreman of engines of the Pittsburgh Division, and his headquarters are at New Castle Junction, Pa. He succeeds C. R. Burns, who was promoted.

W. C. Burel has been appointed division master mechanic and his headquarters will be at Glenwood, Pa. He takes the place of A. H. Hodges, who was transferred.

G. W. Allen has been appointed car foreman, at Demmler.

H. W. Wiese has been appointed general car foreman at Glenwood.

A. J. Wiese has been appointed master car builder at Pittsburgh.

H. A. Blair has been appointed supervisor of car repairs of the Allegheny Region.

E. C. Ringer has been appointed assistant train master at Glenwood, Pa.

J. A. Lloyd has been appointed chief clerk to superintendent at Pittsburgh, Pa.

Western Lines

Assistant to Federal Manager

Announcement was made by Federal Manager Galloway of the appointment, effective November 1, of F. C. Batchelder as assistant to Federal Manager. Mr. Batchelder will have his headquarters in Chicago.

General Master Mechanic

G. R. Galloway has been appointed general master mechanic by General Superintendent F. B. Mitchell. The appointment was effective December 1. He succeeds P. H. Reeves, assigned to other duties.

Supervisor Fuel Consumption

Federal Manager Galloway announced the appointment of W. L. Robinson to be supervisor of fuel consumption of the Western Lines. He will have his headquarters at Cincinnati, Ohio.

Cleveland Division

M. A. Gleeson has been appointed master mechanic of the Cleveland Division, with headquarters at Cleveland. He succeeds G. R. Galloway, who was promoted.

Safety Agent

T. J. Reagan has been appointed safety agent of the Southwest District, taking the place of W. C. Garaghty, who was assigned to other duties.

New Castle Division

J. A. Tschour has been appointed master mechanic of the New Castle Division and succeeds M. A. Gleeson, assigned to the Cleveland Division.

Hooveresque Delicacies

"Neurasthenia," said Miss Biggums to her cook, "I think we will have some chicken croquettes today out of that leftover pork and calves' liver."

"Yes'm," said Neurasthenia, called "Teeny" for short. "An' we got a little bread dressing whut went wid the pork, mum. Shall I make some apple sauce out'n hit, mum?"—*Richmond Times-Dispatch.*

Pick up \$40 Cash

A Rare Opportunity

is here offered for a very limited time to
Baltimore and Ohio Employees Only

To purchase for Cash a New Direct-from-Factory Latest Model, No. 24, unexcelled

Fox Typewriter



The retail price of which everywhere is

\$100

To the First Eight Baltimore and Ohio Employees answering this advertisement there will be sold one of these machines freight collect for

\$60

A complete Cleaning Outfit and Book of Instructions included Free

¶ Two of the machines have Keyboard No. 228, which is especially adapted for use in WAYBILLING and WIRE WORK.

¶ The type is Pica-Elite Gothic and can be used for correspondence. The machine writes two sizes of Gothic type, pica and elite. It has reversed numerals, and does everything without shift that a "shiftless" typewriter can do—and more. It also has regular shift adapting it to the general work of a railroad agent.

¶ Three machines have No. 20 keyboard, which is best for general business and personal correspondence.

¶ The other three machines have No. 30 keyboard, which is another standard board, but is adapted to the use of fast writers for the best grade of office work.

Address all communications and make all checks payable to

Bee Typewriter Company

P. O. Box 367

Baltimore, Md.



Safety Roll of Honor

Pittsburgh Division

On October 17, while train No. 43 was passing Bakerstown, Operator F. S. Zeigler discovered that an express car was afire. He notified conductor at the next station and had train stopped at water plug. The fire was extinguished. Mr. Zeigler has been commended.

Connellsville Division

On the evening of November 12, train No. 70 was being delayed at Uniontown, Pa., on account of trouble with the injectors. S. M. May, an engineer, who was on the station platform watching a peace demonstration parade pass, volunteered to assist, and succeeded in remedying the trouble. His action is commendable. Mr. May entered the service of the Baltimore and Ohio as fireman February 16, 1903. He was promoted to engine man November 6, 1906.

Cleveland Division

"Fred" Wells, yard brakeman, Akron Junction, Ohio, was deadheading from Cleveland, Ohio, to Akron, Ohio, on train No. 38, October 19, and rendered very valuable assistance in repairing No. 38's engine, which had grates disconnected west of Willow. His assistance enabled this train to complete the trip with only thirty-five minutes delay. He has been commended by the superintendent.

J. M. Dechant, conductor, in charge of train No. 4-85, engine 4224, November 20, shoving train No. 3-85, engine 4148, around Auld's curve, east of Stillwater, felt the tank give a sudden lurch. He investigated and found twenty inches of the ball of the rail gone. He took the engine and went to Stillwater and noti-

fied the dispatcher. Section men were notified, and repairs made to the track, preventing further damages. He has been commended by the superintendent.

W. S. Bourkel, brakeman, on extra west 2227, Conductor J. E. Campbell, November 27, while his train was passing extra 4150, Conductor Haines, at Grafton, discovered a broken flange on a car in train of engine extra 4150. He notified Conductor Haines and the car was set out at Grafton. He has been commended.

H. Kiel, brakeman on extra 4191, Conductor W. R. Billingsley, November 28, while inspecting his train at Uhrichsville water plug, discovered defective equipment on a car and immediately reported same to the conductor, who had car set off at Uhrichsville. He has been commended.

W. S. George, agent-operator at Canal Fulton, on December 1, after he was free for the day, found a broken rail east of station, returned to the office, reported it, and went for the section men, who replaced it. He has been commended.

Indiana Division

At North Vernon, Ind., November 19, Brakeman H. H. Windhorst was with work extra 1369, and while extra 2769 was pulling through North Vernon, he noticed a car in train off center. He notified conductor and train was stopped and car set off for repairs. Brakeman Windhorst has been commended.



H. H. WINDHORST



H. C. McCLURE

Operator H. C. McClure, Huron, Ind., in service since August 6, 1910, on November last noticed hot wheel under car in train No. 97 after train passed his station. He notified operator at Shoals, the train was stopped, and it was found that brakes were sticking. He has been commended.

New Castle Division

On November 20 Operator V. P. McLaughlin, on duty at Newton Falls, noticed a car in an extra west which did not appear to be safe to haul. He notified the conductor, who set car off, and it was found that car had to be transferred. Mr. McLaughlin has been commended by his superintendent.

Operator H. S. Emerick Halts Train and Prevents Wreck In Tunnel

Operator H. S. Emerick showed rare presence of mind when he stopped a train that was about to enter a tunnel where the track was torn up and prevented what might have been a serious wreck on the Cumberland Division.

Mr. Emerick, who is second trick operator at Colmar, had completed his duties at the tower and was on his way home shortly after midnight on November 24 when he discovered the damaged track. He was walking through Big Savage tunnel on the Western Maryland subdivision of the Baltimore and Ohio, when the rays from his lantern fell upon a piece of rail in the centre of the track. He noted also that about eighteen inches of rail had been broken off.

He knew that No. 208 had left Deal, about two miles from the mouth of the tunnel, and he ran towards the west opening. His lantern light went out as he hurried along over the uneven ties. Reaching the portal of the tunnel, he realized that he had no time to regulate his own lantern. He climbed the automatic signal pole, which was set for a clear track for No. 208, took the lantern from its place, and flagged the oncoming train.

Repairmen were then notified and the track in the tunnel was repaired. Mr. Emerick has been commended for his alertness and presence of mind in a time of danger.

One of Uncle Sam's War Troubles

The following extracts are from letters regarding soldiers' and sailors' allotments actually received at the Bureau of War Risk Insurance, Washington, D. C.:

"I ain't had no book learnin and I hope I am writin for inflammation."

"She is staying at a dissipated house."

"Just a line to let you know that I am a widow and four children."

"Previous to his departure we were married to a Justice of the Piece."

"He was inducted into the surface."

"I have a four months baby and he is my only support."

"A lone woman and parsely dependent."

"I was discharged from the army for a goiter which I sent home for."

"I did not know my husband had a middle name and if he did, I don't think it was "None."

"As I needed his assistance to keep me in closed (clothes)."

"Owing to my condition which I haven't walked in three months for broke leg, which is No. 75."

"Kind Sir or She:—"

"I enclose, lovingly yours."

"I am left with a child seven months old and she is a baby and can't work."

"I received \$61, and I am certainly provoked tonight."

Question—"Your relationship to him?" Answer—"Just a mere aunt and a few cousins."

"In service with the U. S. Armory."

"And he was my best supporter."

"I received my insurance polish and have since moved my post office."

"I am his wife and only air."

"You ask for my allotment number, I have four boys and two girls."

"Please correct my name as I could not and would not go under a consumed name."

"I am pleating for a little more time."

"To who it may concern:—"

"Please return my marriage certificate, baby has not eaten in three days."

"Now Mrs. Wilson, I need help bad, see if the President can't help me."

United States Railroad Administration

Orders and Circulars

Resignation of the Director General

The resignation of W. G. McAdoo, Director General of Railroads and Secretary of the Treasury, official announcement of which was made on November 23, overshadowed every other development of interest at the National Capital. Only a comparatively few of the Director General's most intimate friends, including President Wilson, were aware of the contemplated action on his part. For this reason, when the announcement was given to the public it came as a distinct shock and brought forth expressions of regret from all sections of the country, from railroad officials and employes alike.

"For almost six years," said the Director General in his letter of resignation to the President, "I have worked incessantly under the pressure of great responsibilities. Their exactions have drawn heavily on my strength. The inadequate compensation allowed by law to Cabinet officers (as you know I receive no compensation as Director General of Railroads) and the very burdensome cost of living in Washington have so depleted my personal resources that I am obliged to reckon with the facts of the situation."

In accepting the Director General's resignation, President Wilson expressed the deepest regret at losing the services of such a valuable public servant.

"I know that only your high and exacting sense of duty had kept you here until the immediate tasks of the war should be over," the President declared in his letter to the Director General. "But I am none the less distressed. I shall not allow our intimate personal relation to deprive me of the pleasure of saying that in my judgment the country has never had an abler, more resourceful and yet prudent, a more uniformly efficient Secretary of the Treasury; and I say this remembering all the able, devoted and distinguished men who preceded you.

"The whole country admires, I am sure, as I do, the skill and executive capacity with which you have handled the great and complex

problem of the unified administration of the railways under the stress of war uses, and will regret, as I do, to see you leave that post just as the crest of the difficulty is passed."

Capital Expenditures

According to a statement made public by Director General McAdoo on December 1, more than half a billion dollars have been advanced by the government to the railroads and transportation lines under its control during the months since the railroad administration has been in operation.

The Director General stated that \$515,206,536, including loans and payments made to railroad corporations to meet their needs, had been advanced for operating deficits and payments on account of the new standardized equipment from April 1 to December 1. From the half billion dollar revolving fund set aside by Congress, \$316,206,536 was drawn, and the remainder came from \$199,483,524 surplus earnings of certain railroads and the American Railway Express Company, now operated by the government. November advances to the railroads amounted to \$94,139,461, and the surplus earnings turned in were \$47,646,069, including \$10,422,968 from the American Railway Express Company. More than fifty-five per cent. of the advances in the eight months went to nine big systems.

In this connections it was announced by the Director General that the equipment ordered by the railroad administration and allocated to the railroads and not yet delivered is approximately 4,415 locomotives and 100,000 freight cars, representing a contact price of approximately \$366,333,355.

Reduced Hours in Shops

The emergency under which railroad employes in locomotive and car shops worked having in some degree passed, the Director General has issued instructions under which the locomotive and car shop hours, as far as practicable,

will be reduced to nine hours per day, effective November 25, and to eight hours per day effective December 9. In a telegram to all the Regional Directors under date of November 22, the Director General states that the different mechanical organizations responded in a most gratifying way to the request that the men work a greater number of hours in shops throughout the country when the railroads were struggling with congested traffic and weather conditions last spring.

"The Director General desires to express his deep appreciation of the patriotic response of the mechanical workmen on all railroads," he wired, "and his gratification that it is no longer necessary to call for the number of hours of service heretofore required."

Extension of the Allegheny Region

An order was issued by Director General McAdoo on November 30, extending the jurisdiction of the Allegheny Region, under Regional Director C. H. Markham, to include the lines of the Pennsylvania and Baltimore and Ohio, west of Erie, Pa., Pittsburgh and Parkersburg, W. Va. District Director H. A. Worcester, with office at Cincinnati, Ohio, will continue in this capacity for both the Allegheny and Eastern Regions, reporting, respectively, to Regional Directors Smith and Markham in respect to the lines belonging in their region.

Urges Continued Saving

Under date of November 29, from Asheville, N. C., Director General McAdoo sent this message to all Regional Directors:

"It is of the utmost importance that our people shall continue to save in order that they may help the government complete the victories we have gained in Europe, meet the expenses of the war and provide the means of supporting our army in Europe until it is released from duty, and of bringing it back to American soil. Will you not ask the railroad employes throughout your region to save their money and invest it in war savings stamps and thrift stamps to help their government and our gallant soldiers and sailors who are still on duty in Europe, and also to help themselves by laying up a fund which will be a protection to them in case of misfortune or necessity. Railroad employes have responded so patriotically to every call that has been made upon them that I feel

confident they will not fail to continue to save their money and lend to Uncle Sam until every need of our soldiers and sailors has been satisfied by the return of every one of them to his home in America."

September Freight Breaks Records

According to figures made public by Director General McAdoo on December 4, all comparative records in the movement of freight throughout the country since the government took over the operation of the railroads were broken during the month of September, 1918. The statement shows that for the month of September, 1918, there were 38,592,137,000 ton miles of freight moved by transportation systems, while for the same month in 1917 there were but 35,469,005,000 ton miles of freight transported. With an increase for September, 1918, of 8.8 per cent. in ton miles, it required the use of but one-tenth of one per cent. more freight train miles to provide for this additional tonnage. In September, 1917, there were 52,989,000 freight train miles used to handle the business on the roads, while for the same month of 1918 these figures were increased to but 53,026,000.

For September, 1918, each car carried an average of 29.7 tons, while for the corresponding period of 1917 there was an average of 26.8 tons loaded on each car. This shows an increase for the month of September, 1918, due to the policy of the railroad administration in requiring loading to full capacity, of 10.8 per cent. The number of tons per train carried for September, 1918, was 728, while for the corresponding period in 1917 there were but 669 tons transported, an increase of 8.8 per cent. for September, 1917.

Judge Lovett Resigns

Judge Robert S. Lovett, Director of the Division of Capital Expenditures of the Railroad Administration, sent his resignation to Director General McAdoo to take effect January 1, 1919. In his letter to the Director General, Judge Lovett states that he severed his connection with the Union Pacific Railway Company as Chairman of the Executive Committee for the period of the war and that Mr. C. B. Seger, who succeeded him, has accepted another position with a manufacturing and commercial institution.

"I should like to say," said Judge Lovett in his letter of resignation, "even at the risk of appearing fulsome, that in my judgment no business agency—public or private—has been more absolutely free from political influences and considerations or more completely dominated solely by what was conceived to be right and in the public good than the Railroad Administration—due to the inspiring example and superb firmness and character of the Director General himself."

In accepting his resignation, Director General McAdoo spoke in the highest praise of the services rendered by Judge Lovett.

"He has served with such signal ability and such single devotion to the interests of the country during the trying period of the past year," said Mr. McAdoo, "that no commendation, however strongly expressed, could do him justice."

To Cash Coupons

P. S. & A. CIRCULAR NO. 46

1. Effective at once, local freight and ticket agents, including agents of consolidated ticket offices, are authorized to cash coupons of Liberty bonds when such coupons are due and payable.

2. These coupons are payable to bearer and should, therefore, be given the same protection as currency. They should be considered as cash and so remitted, under proper safeguards, to the Federal treasurer or to the bank where deposits are ordinarily made.

3. If any difficulties develop or losses occur as a result of this practice, the undersigned should be promptly notified.

4. Federal treasurers and Federal auditors shall issue such instructions to agents under their jurisdiction as may be necessary to make the foregoing provisions operative at once.

C. A. PROUTY,

Director.

Alliance of Highbrows

By O. T. Goff

Secretary to Superintendent, Flora, Ill.

To those societies, orders and organizations which have as their purpose the enlightenment of mankind, we should give our whole-hearted support. The fact that we employes at Flora have such a society under full sail at our very

front door, so to speak, should cause each of us to pause and give attention. I refer, of course, to the mystic Triple Alliance Literary Club, recently organized by Messrs. McCarthy, Conley, and Throgmorton, and backed by a goodly number of our literary co-workers. The exact purpose of this society has never as yet been divulged to us, but from what we have been able to learn, we know that they go back to the very Monday morning of time and dig up information which will be useful in the clearing up of questions which have baffled humanity for countless aeons.

Who but such men as these could enlighten us on the habits of our reitrodontomys megalotis, or give us the proper method of preparing the sylvilagus floridanus? Who but Mr. Conley is in position to state the exact cause of the rapid decrease in the one article of food necessary for prolonging the life among the onychomys leucogaster? It was but yesterday that I heard Mr. McCarthy expound a very plausible theory for extracting the gold from the caelospermophelus lateralis chryso-deirus and to further state that it was his firm conviction that there was but little difference between the citellus tridecemlineatus and glaucomys volans and that in his opinion we would act wisely indeed should we enlighten ourselves along this line.

I might go into the matter in detail, but I am satisfied that all who have been thrown into the company of these gentlemen (I say thrown, for the reason that I know of no other means of getting into their midst) have benefited thereby, and as for myself, had I gained no other knowledge than that which permits me to distinguish between the scuirus hudsonicus and the scuirus niger rufivonter, I should still feel that my time had been well spent and with this in mind I earnestly urge each of you to give your best efforts to the advancement of this society that its high purposes may be imbedded in the heart of each of us and should it so happen that it become the very center of the star of our ideals we shall have acted wisely indeed.

That our days may be lighter; that our lives may be brighter and our cap bands tighter, let's boost the T. A. L. C.

Anyone desiring additional information with reference to the organization that is the one bright star in the whole universe of learning, is requested to communicate with T. J. McCarthy, President, T. A. L. C., Flora, Illinois.



From the Boys "Over There"

The following letter was received by E. R. Sparks, chief clerk in the Engineering Department, Baltimore, from Sergeant M. C. Sparks, formerly in the Engineering Department.

October 13, 1918.

Dear Erwood—Your letters received and very glad to hear from you and to know that all are well. Well, we have been over the top in one of the drives and am thankful to say, came out O. K., but I must say it was an awful experience. We had it for five days and nights. Hope to get home safely and can tell you about it. We are now in the front line, in a rather busy sector, where the Huns use lots of gas. It is Sunday night, but you would never know it only by having a calendar. The shells whistle over our heads every few minutes and Fritz keeps it up all night, and like everything else, you get more or less use to it and we have learned that as

long as we can hear them whistle, it is not likely to burst near us. It's those you don't hear that get you.

The weather here is terrible, rain all the time and frost at night and the mud is fierce. Have been getting your papers. Many thanks. Wish you would send some short story magazines. Just think, haven't been near a town with civilians in it for five weeks. All of the towns we have passed through are just a pile of ruins from shell fire. We were under shell, machine and gas for 115 hours and it sure is hard on the nerves. Must give it to the Huns, they are hard fighters until you get them in close quarters, then they give you that "kamerad" stuff, but it don't work very often.

They just gave us some clean clothes and we certainly needed them, as we got all torn up with barb wire, etc. We get a bath every few months and the cooties are plentiful. The



PEACE CELEBRATION AT ORLEANS, FRANCE, NOVEMBER 11, 1918
SERGEANT C. M. STUBBINS IN THE INSERT

Germans have some wonderful dugouts, forty or fifty feet under ground, divided up into rooms, all electric-lighted and fixed up the same as a house. It represents lots of labor and material. Well, will close. Give my love to all and send this to Jim, Bertha, Tom and Harry to read. Am enclosing a note for Mama.

CHES.

Below is another letter from Sergeant J. B. Moriarity to Superintendent Allen, of Baltimore:

My Dear Mr. Allen—From the very first day as a soldier at Camp Meade I began to feel the good effects of the open air and exercise and every day seems to bring an added improvement, which daily reminds me of your telling me that the army life would be a great benefit to me. This morning I was up early, took a bath, and had a good breakfast, after which I felt as though I could lick my weight in wildcats. In fact, I feel so dog-gone good I can't help writing you about it.

Well, this is some busy place. You cannot start to imagine the extent of the activities in all the different branches. No wonder Bulgaria threw up the sponge; Turkey's seconds have the sponge ready, and very soon it will decorate the center of the ring. Then the main bout will very soon develop into a matter of history. I had the pleasure twice recently of visiting a large city. I don't know how to describe what I saw without inviting the censor's scissors, but I will say that I saw each and every uniform, combination of uniforms, etc., as worn by the Allies. I have seen soldiers and sailors of almost every country on the globe since I have "come across," including our enemies, and to my mind the rainbow has lost its reputation for colors. One thing that impresses me over here is the fellowship that prevails among the men, or, I might say, boys, because it is just like a big crowd of boys over here for a lark. The "kickers" are few and far between and they soon lose their "kick" once they start to mingle with the regular fellows. Off-hand one would think that the same local board sent this entire bunch over. In your own barrack, or at your own mess, there are men representing every State in the Union. You cannot tell without asking him whether even your own "bunkie" shipped from Florida, Maine, California, or Alaska.

We were paid off the other day and the impression one got when first entering the paymaster's office was that he was going into a picture store, or going into a store to select some wall paper. United Cigar coupons have not a thing on some franc notes, and notes of the larger denomination resemble a 940. A railroad ticket for any distance very much resembles a train register sheet that Dennis Healy, "Tom" Dent and "Ed" Hambleton worked out after returning from a three-day fishing trip. Have met quite a few railroad men over here, some having been trainmen on the Baltimore and Ohio. Met a sailor not long ago who was a second division fireman, who is

keeping his hand in by exceeding the Hours of Service Law in the hull of a freighter seven days a week. He don't seem to get any satisfaction from the Chairman of the Grievance Committee at Cumberland and he is now going to tell our friend David May all about it.

You talk about riding out. You should see the brakemen performing over here. Riding out is the only place they can ride and if they did not stay awake, well! The engineer and fireman also might as well go to sleep insofar as stopping the train is concerned. They have no airbrake apparatus, excepting on the U. S. A. trains. The brakeman is just as important in starting and stopping a train as the engineer. Every time the engineer wants to start or stop a train, he plays "Yankee Doodle" with the steam whistle. The first time I heard the whistle signals I started to unload, as I felt sure we were on the wrong track, with the limited headed toward us.

All track joints on the railroads are directly opposite each other; that is, they are not staggered, and anywhere from one-quarter to three-quarters of an inch is allowed for expansion of the rails; so you can just imagine the pleasure of a three-day trip in a third class coach, or in a box car, which has something on a third class coach, with four light wheels and equally light springs. To get the sensation at home, one would have to get into a high side steel gondola that has been condemned, with a flat spot on every wheel and get one of our friend Shields' yard engines to haul it up and down the eastbound yard at Brunswick at thirty miles per hour.

Watching trains is my chief pastime over here. It is very interesting, as you do not have to wait very long between trains. The only time I get real homesick is when one of those U. S. A. trains, with the engine and cars built in the States and modeled after our equipment, passes by. The Red Cross train is the greatest outfit that uses these rails. It is a wonderful train and must have been constructed by the Pullman people. I cannot describe my feelings when the real trains pass with the real men. Well, I just stand on my head, that is all. I will close for the present, for if I keep up at this rate, you will start to think I am getting too familiar. But if you could just read some of the bulletins, see some of the activities and talk with some of the boys I meet, you would readily appreciate the "great, grand, glorious feeling" epidemic that is chronic in this section. In fact, I never felt prouder of my khaki.

With sincerest regards,

Sergeant JOSEPH B. MORIARITY,

333rd Labor Battalion,
American Expeditionary Forces, France.
A. P. O. 705, Saint Sulpice,

The following letter was received from Sergeant M. C. Sparks, Headquarters Company, 313th Infantry by his brother J. W. Sparks, chief clerk to general superintendent, Baltimore:

On Active Service with the American Expeditionary Forces.

November 12, 1918.

Dear Jim—Your letter received, and was glad to hear from you. Well, at last it looks like the Hun is licked. It seemed awfully strange yesterday, when at 11.00 a. m. every gun stopped, and every man stopped where he was. Our men were making an advance when the Big Hour arrived, and both sides seemed very glad.

We are now living in huts built by the Germans, and occupied by them until a few days ago, and from the looks of things around here, they expected to stay here all winter, but it got too hot for them. I just stopped writing to go out to see a bunch of Austrian and Italian prisoners released by the Germans; it is a hard looking bunch. They say things in Germany are in bad shape. We have been on the front continuously for sixty-two days. This is our third front. Our outposts are now within fifty yards of the Germans, and they are moving back as fast as possible. It feels good to be living in a hut, as we have been sleeping in shell holes for the last three weeks. Haven't had any clothes off for sixty-two days, only to slip on a new suit of underwear.

Maryland should feel proud of the 313th, as they have done some wonderful fighting, and I understand the regiment is to be decorated for bravery by the French. In regard to the slip you sent me about Conway. He is in the Intelligence Service of our Company. The shell that got him killed two and injured nine, and I was talking to Armstrong and four more of that bunch fifteen minutes before they were hit. Yes, a man who has been on the front in any of the live sectors will always have a lot to talk about, and now that it is over, a fellow wonders how he escaped. The last two weeks' fighting on this front cost the Germans a bunch of men. It is hard ground to fight over, mountains as in West Virginia, but once you get on top, you can give Fritz hell until he gets to the next one. We are now close to the German border, and suppose we will keep following until they make sure Fritz is going back where he belongs, and I think he is glad to get back. The place we are in now has been in Hun hands over four years, and every sign you see is in German. We are using their stores, coal, wood, and anything else we can find. We were in hopes they would leave some beer, but they carried it all with them.

It is beginning to get cold here now and we are glad it was settled before real hard weather set in, as it would have meant awful suffering. Well, will ring off. Send this around the family. Hoping to see you by spring, and love to all.

C.

The following letter was received by J. S. Murray, assistant to the president, from Samuel S. M. Du Bois, formerly secretary to Mr. Murray. Since writing this letter he has been commissioned a lieutenant:

October 8, 1918.

Dear Mr. Murray—Your letter of June 28, addressed to our mutual friend Harry, reached him at Blois, the same place about which he wrote you and to which point he again has been transferred, and he, in turn, sent it to me to read, as you requested. Words are quite inadequate to express to you my very deep appreciation of your fine letter. No matter what our personal losses may be, and as hard as it is for us to leave behind our families and good friends, any sacrifices are justified in order to accomplish the work we have set out to do. As you say, when the war finally ends, as it undoubtedly will some day, it will mean a re-birth of Christianity. Surely the supreme sacrifice which so many of our boys made and are still making shall not have been in vain. It is high time for all red-blooded Americans to serve, and serve as they never did before, and any who endeavor to evade such responsibility in any way should be severely and promptly dealt with. I, too, am proud to be an American, for all the world is looking to us now in this the greatest of all wars to make the world a better place in which to live—and we will not fail. The traditions of the past are ever present in the American soldier of today. The people of France have paid an awful toll, and while the price they have paid is great (it would seem far too great for any one nation), yet in their faces is ever visible that expression of determination: "Thou Shalt Not Pass." That spirit turned the German hordes back at the Marne in 1914; held them at Verdun in 1916, and now the combined Allied armies are throwing the Germans back on every front.

During my short time in this country I have seen a good deal and have had many interesting experiences. First, as you know, I was chief clerk to the Deputy D. G. T., then secretary to Major General Langfitt, attended course of instruction at R. T. O. school and later assigned to Major Robbins, where I remained for slightly over a month. I was recommended for a commission, passed the board and am now waiting for the papers to come back from Washington before I start to wear the "Sam Brown." About a week ago I was sent to these headquarters. It is just a new office and the work here should prove to be even more interesting than any so far. Although we are still quite a distance from the front, we are considerably nearer than we were before and, of course, we get a closer view of what is going on. The town in which we are at present located is just a small one. There are no lights at night and the windows have black curtains, to prevent us being located in case a stray airplane should come this far.

Just returned from a long trip by automobile—about 700 miles—and approximately the same distance by train. I accompanied several majors of our army, a French lieutenant and some railroad officials on an inspection trip to various points in the eastern and southeastern portions of France. It was a trip which I shall long remember. The country—the hills and the roads, the streams and artistic bridges—

and the people, all, of course, different, very different from anything at home. A great many of the little towns through which we passed were extremely interesting, particularly the old churches and some of the public buildings and the inhabitants in some of the villages had not, apparently, seen many Americans, for the little children would send out loud shouts of "Americans, Americans." When, perchance, our machine would stop they would crowd around us as though we were curiosities, but we always felt that we were most welcome. One morning the two chauffeurs (for there were two automobiles) and I were sitting in a small cafe talking to three Belgians. One of them told us he had four little children back across the line. The Germans had cut off the right hands of three of them. Naturally he was extremely bitter and so were we all, for although I had heard of such instances many times before, I always gave those damned rascals the benefit of the doubt.

You all, doubtless, often wonder just what we do for recreation. In that respect, our men are well taken care of. We have had baseball all summer, and now the football season is beginning; then the Y. M. C. A. is a great place to loaf around for an hour or so, and at nights there is usually some sort of an entertainment going on. When I was at T—, Norman Ryan and I went to the theatre occasionally, but, of course, in a town like this there is no such form of amusement. I have heard two or three wonderful musicians in the "Y"—one singer to whom I listened not long ago had previously sung with the Boston Grand Opera Company. Now he is simply a soldier in the French army, receiving eight cents a day. He took quite an interest in the American soldiers and gave several of the boys singing lessons. One form of amusement which I enjoyed immensely while stationed at T— was to go to a beautiful park there and play with the little children. They would play catch or croquet by the hour, and some of the little kids were beginning to speak English quite well. They had many good laughs at me when they told me it was my turn, but not thoroughly understanding the language, I did not "compris" and invariably did the wrong thing.

The prices for most everything over here are now very high, except rooms at hotels, where the charges are not so great. At several places where we stopped on our trip we were able to get a room for from four to eight francs at good hotels, which in our money would be about eighty cents to \$1.50. Things to eat are different. One store I entered the other day wanted three francs, or sixty cents, for a pear, one franc for a peach, and I did not price the apples, for fear the little Frenchman might begin to charge for the conversation. The new uniform which I just had made is wonderful English material and cost 280 francs, or about \$50, which is very reasonable as compared with the prices in the States. To eat (first of all, at the majority of places it is necessary to have a bread ticket) a meal will cost from five francs up.

I was due for a leave last month, but the work is such here just now that it is impossible for me to get away. When I do I shall also look Graham up. He has now been in France for two or three months and so far I have not been able to see him. He has written to me several times and says he will have most interesting experiences to tell. You know he was unable to enter the army on account of bad eyes, so he entered the Y. M. C. A. and they assigned him to the French. Shortly after he reached this country there was a call for stretcher-bearers on that front, and Graham was fortunate enough to be able to serve as such. Where he is there are no Americans and he hears and speaks nothing but French.

I received letters from Mr. Bullock, "Cliff" Hawkins, Mr. Molloy, Charles Rausch, Henry Jenkins, Mr. McCahan, Mr. Webber and several other Baltimore and Ohio men recently, to each of whom I want to write as soon as I get an opportunity, but in the meantime I hope you will be good enough to tell them how much I appreciate hearing from them.

Sincerely, your friend,

SAM.

Sergeant Samuel S. M. Du Bois,
care Deputy D. G. T.,
American Expeditionary Forces,
A. P. O. 706, France.

The following letter was received by W. H. Hoffman, general manager telegraph office at Baltimore:

Dear Sir—I am in hopes this letter will find you well as it leaves me at present. I wish to thank you for the EMPLOYEES MAGAZINE, for I appreciate it very much, as I know through it what the Baltimore and Ohio Railroad is doing in the war. I read in one of the MAGAZINES of Mr. McAdoo's going over the Baltimore and Ohio divisions and to the shops and speaking to the workingmen, telling them to put their money in Liberty Bonds and help Uncle Sam win the war, for Uncle Sam always pays back what he borrows. And that is true. They will be glad that they did put their money to good use and to help Uncle Sam. We hope this war will soon come to an end. I will close, hoping to hear from you soon, I remain as ever,

Yours,

HOWARD J. CRAIG,

U. S. S. Canandaigua.
Care of Postmaster, New York.

So Choose Your Word

Call a woman a cat and she hates you. Call a girl a kitten and she rather likes it. Call an old woman a witch and she is indignant. Call a young woman a witch and she is pleased. Call a woman a hen and she howls. Call a girl a chick and she smiles. Women are queer.—*Mutual.*



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

Best wishes to the whole Baltimore and Ohio family for a Happy New Year.

United War Work Campaign, \$847.17—93 per cent.—“nuf sed.”

Word has been received from Sergeant William T. Hartwig, one of our boys in France, that he is O. K. “Willie” is “Over There” with a

baking company and no doubt by this time should be expert at turning out good things to eat. This is just a hint to any of the young ladies who might have their eyes open for a good hubby, that is, one she could leave at home to do the cooking while she’s on a shopping tour.

We understand that the Lew Dockstader of Ellicott City (alias Joe Heine) made his initial appearance of the season with Brotherhood of Railroad Clerks on December 12. We have it on good authority that Joe was a *big* help. This is only natural, as Joe made quite a “rep” for himself while with the Relay boys and no doubt many of the other boys had to “look up” to Joe.



A FIFTEEN-CAR SOLID EXPRESS TRAIN LEAVING KANSAS CITY

Since the merging of the express companies, solid trains of express are becoming very frequent. The accompanying photograph shows one of the largest straight express trains sent out of Kansas City in August. It is made up of fifteen cars of refrigerated fruit destined to Eastern points. This is one example of the saving of man-power and equipment brought about by the consolidation. One engine, one train crew and one express employe are used for this train, whereas formerly, with this business divided up between three or four companies, this man-power and equipment would have been doubled, if not trebled.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

Armistice Day, Monday, November 11, found many in our organization "who didn't know where they were going, but were on their way;" that is, many reported for duty, but few could work with the revelry and congestion apparent in the streets of Baltimore. Some one started confetti-ing waste paper and ere long there was a resemblance of a snowstorm. Federal Auditor Ekin notified us that owing to the great victory of the Allies and the impromptu celebration getting under way, we could have a holiday.

A collection was taken up for flags to adorn the room and to carry in our parade. "Young America," one boy with a large American flag and the other with a sign, "Follow the Flag" were pressed into service to head our delegation, marshaled by N. F. Davis, chief clerk, and R. E. Mitchell, head clerk. We formed in columns of twos on the Charles Street side of the building and saluted the flag by singing patriotic airs and the national anthem. After saluting the newspaper offices we lined up beside the North Point Battle Monument, facing the Court House, and saluted. We were greeted by our auditor, Mr. O'Malley, it being his first visit to us since his recent attack of pneumonia. The office force then marched through the important streets of the city until all were exhausted.

Regimental Sergeant Major M. M. Gardner, a member of our force, sends his regards through our head clerk, R. E. Mitchell, by way of a camouflaged helmet, once the dome protector of one Rudolf Fischer, who undoubtedly has ceased to be.

We learn with sorrow of the death of one of our former clerks, Corporal Harry D. Wantland, in France sometime in September, resulting from wounds received in barbed wire entanglements.

Our sympathies go out to Andrew Stevens on the death of his wife; to Thomas E. Everitt, on the death of his two sons; to Mrs. Gertrude Leimbach, on the death of her husband, George W. Leimbach, a former clerk in the Revision Department, and to John J. Stump, on the death of his wife.

We all are bereaving the loss of our chiefs, J. T. Leary, comptroller, and J. M. Watkins, auditor of revenue, who died within a few days of each other. The families of each have our condolence. The entire force attended the funeral service of Mr. Leary at St. Ignatius' Church on November 25. The edifice, filled to the doors, testified to the high esteem in which he was held, and a beautiful tribute was paid our late friend by the celebrant of the requiem mass.

On the evening of November 26 Melvin E. Becker, Agents' Settlement Division, went around the office, bidding his lady friends farewell. On further inquiry and developments

congratulations were in order. The happy lady was formerly Miss Gertrude D. Wiles, of the office force, Mt. Clare printing office, the ceremony taking place the following evening, the Rev. L. M. Zimmerman officiating, at the parsonage of Christ Lutheran Church. We wish them long life, happiness and prosperity.

John Canavan, one of the C. H. & D. boys, who came east, has returned to Cincinnati, his "home town." May good luck follow you, John.

TO ALL OUR FRIENDS, WE EXTEND
NEW YEAR'S GREETINGS.

Car Service Department

Correspondent, H. T. DAVENPORT

In compliance with the request of the Editor of the EMPLOYEES MAGAZINE, a correspondent has been appointed to dope out the doings of the Car Service office, so here comes the first reel.

In October we took over the work of the Western Maryland Railroad Car Service office, bringing under the jurisdiction of the Baltimore and Ohio office about fifty additional employes, part of the combined force being assigned to the quarters at Hillen Station under George H. Smith to clean up per diem accounts for period prior to January 1. Subsequent to that date there are to be no charges of this character between Federal roads.

A request was received recently from the War Work Campaign Committee for the services of typists to prepare pledge books, and about fifteen of our stenographers volunteered and completed 22,000 books, working after office hours. Mr. Blum, who has charge of this feature, was greatly pleased with the work and has highly complimented these ladies on their efforts.

Announcement has been made of the approaching marriage of Miss Ethel Brashears to Richard J. Darby. Mr. Darby is a former Car Service office man, but is now connected with the Baltimore Dry Dock & Shipbuilding Company.

John J. Casey, who was sent overseas with a replacement detachment, was severely wounded in the head during the July fighting. A letter received from him by his sister states that he is recovering.

In an office of the size of the Car Service office we are seldom without our list of sick. At the present writing Harry McCracken, one of our demurrage men, is laid up at the Biedler-Sellman Hospital; for class "B" repairs, Miss India P. Foster, Miss Elsie Slingerland and E. W. Greenfield have been under a physician's care, but understand they are all on the road to recovery. During sickness flowers are frequently sent to the absent ones to cheer them up and let them know we haven't forgotten them.



CORPORAL JAMES St. LEGER

Auditor Disbursements

Correspondent, JOHN C. SVEC

Above is a photograph of Corporal James St. Leger, of the 819th Aero Squadron, Air Service, Kelly Field No. 1, San Antonio, Texas. Corporal St. Leger was drafted into military service March 29, 1918, when he was secretary to S. W. Hill, assistant auditor disbursements. Corporal St. Leger paid us a visit in December, on the first furlough he had been able to get since he entered military service. His brother, Joseph St. Leger, made the supreme sacrifice in France. The corporal expects to be mustered out of military service next month and we all hope to have the pleasure of seeing him back with us soon again.

Opposite is a photograph of

Joseph F. Donovan, chief clerk, and his two sons, Roger, on his right, and Fred, on his left. Mr. Donovan is very proud of this picture and values it very highly. Before enlisting both of his sons were in the service of the Baltimore and Ohio,

We are glad to report that William J. Bohli, who was drafted into military service April 3, 1918, and later sent to Camp Benjamin Harrison, Ind., has been mustered out, and reported back for work on December 16.

We recently received word from the father of Charles N. Foster that he had been killed in action on October 23. We placed a gold star in our service flag and sent the father a letter of condolence.

The office is very proud of the fact that our service flag contains twenty-six stars. So far as we have been able to ascertain, only one fellow clerk has made the supreme sacrifice for our country and we hope that no others have been killed. We are able to boast of having this office represented in the most vigorous battles that took place, some being with the Trench Mortar Battery, 115th Regiment and 313th Infantry.

We take this opportunity of announcing the marriage of James P. McNulty on November 23. Congratulations, "Old Mac," the boys all sympathize with you.

Quite recently one of our employes, Miss Isabel Gaither, stenographer to Mr. Pryor, took a

short trip to Philadelphia in order to see her friend. She must have made a good impression. Somebody came to Baltimore on Sunday last and when she made her appearance in the office Monday morning, it was noticed that she was wearing a strange ring. Good luck, "for better, for worse."

The war is over. Somebody started the ball rolling. Keep up the good work.

**Auditor
Miscellaneous
Receipts**Correspondent,
B. A. LIPPERT

There was no demonstration like that of



ROGER, JOSEPH F. AND FRED DONOVAN

November 11, but silent rejoicing reigned throughout the office when we received official notice that C. G. Pollock had been made auditor of miscellaneous accounts. I feel safe in saying that all of us intend to cooperate to the best of our ability with Mr. Pollock in making his office one big success and take pleasure at this time in congratulating Mr. Pollock and wish him success.

Maintenance of Equipment

Correspondent, J. M. CRACRAFT

F. H. Clark, general superintendent maintenance of equipment for nearly nine years, has resigned. Mr. Clark always had the respect and cooperation of his employes, and he has their best wishes.

C. I. Lowe, former secretary to superintendent freight car department, now an ensign in the United States Navy, on November 9, according to a letter received from him, was in European waters and he states that he is having plenty of excitement and lots of hard work.

Clarence Staines, formerly assistant file clerk in this office, now first class seaman, located at Norfolk, visited the boys here a few days ago while on a furlough. He claims he never felt better in his life.

Lieutenant J. E. Stauffer, who was a statistical stenographer in this office, now assigned to the aviation section of the regular army, dropped in for a few minutes last month while on his way to Fort Sill, Okla.

W. E. Donnelly, who before entering the army was our assistant statistical clerk, according to latest information has been promoted to corporal and is now in France.

Lieutenant W. H. Gordon, former statistical clerk in this office, is now located at Camp Wadsworth, Spartanburg, S. C. He recently married Miss Elizabeth Murray, of this city.

L. W. Fowler, who recently left the service to accept the position of chief clerk to manager car repair section, U. S. R. A., Washington, has re-entered the service and is now working out of the office of the assistant auditor of disbursements.

G. F. Patten, former special freight car inspector, working out of this office until he left the service to accept the position of secretary to Mr. Tatum, manager car repair section, U. S. R. A., Washington, has been appointed

chief clerk, succeeding Mr. Fowler. Mr. Patten's wife died of pneumonia the latter part of October.

James Armstrong, who, before he left the service to accept a position with the Railroad Administration in Washington, was secretary to the chief clerk in this office, is now working in the office of Superintendent Allen at Camden Station. Mr. Armstrong recently lost his wife, her death being caused by pneumonia.

Engineering Department

Correspondent, MRS. R. G. BOONE

We had the pleasure of a visit, on November 29, from Joseph Gallagher, formerly draftsman in this office, but now company commander of School Number Three, Naval Operating Base, Hampton Roads, Virginia.

Carl Pertsch, who for the past few months had been in the Marine service, has resigned and will resume his former duties as levelman in this office on December 5.

Miss McCarthy, stenographer in this office, who was home for six weeks with influenza and pneumonia, has completely recovered and returned to her desk.

A. C. Clarke, assistant to chief engineer, has been promoted to post of district engineer in charge of construction in the Pittsburgh District, with offices in the Conestoga Building, Pittsburgh, Pa.

Arthur H. Schaeffer, formerly assistant secretary to the chief engineer, and now in the Air Service on a transport, and who has recently returned from a trip to Bordeaux, France, was in Baltimore to spend Thanksgiving at his home. He planned to make another trip to Mediterranean points, finally landing at a port in Italy.

Law Department

Correspondent, GEORGE W. HAULENBEEK

The Law Department feels complimented indeed to be invited into the arena of the BALTIMORE AND OHIO EMPLOYEES MAGAZINE. Its members have heretofore assumed the attitude of onlookers: interested observers of the MAGAZINE's progress, and enjoying the good things presented each month. We regard the publication as our MAGAZINE, as we are all in the family all appreciate and are proud of it.

In addition to being boastful of the MAGAZINE, we feel considerably elated because of the presence in the American Expeditionary Forces on the other side of Captain A. Hunter Boyd, Jr., Lieutenant Allen S. Bowie, Mr. Cross and Sergeant Melville Gemmill.

All of these gentlemen have made splendid records "Over There" and when they return, the reception accorded them will give the

**There's a Big "WELCOME" on the
Mat at the Cemetery Gate for
the Careless Employee**



MESSENGER WILLIAM BERRY

Law Department correspondent something of more than the ordinary to record.

Above is a photograph of William Berry, messenger in the Law Department offices at Baltimore. He is a most courteous and well-behaved lad.

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*
W. J. SCOTT, *Shop Clerk*

Below is a photograph of foremen and Assistant Master Mechanic C. E. McGann. Those in the group are : Back row, left to right, P. B.



HUSTLING FOREMEN AT THE EAST SIDE SHOPS



LILLIAN MYERS AND ANNA SMITH

Legates, tender foreman; J. J. Dalton, acting boiler foreman; C. B. Smith, general foreman; A. L. Elliott, blacksmith foreman; J. H. Peters, painter foreman; L. Myers, labor foreman; front row, left to right, W. A. Tangye, pipe gang foreman; John Gabosch, acting machine shop foreman; C. H. Simpson, engineer in charge, and Mr. McGann.

Above is a photograph of Miss Lillian Myers, forelady, and Miss Anna Smith, hammer operator, who are employed at East Side Shops.

All shook hands in congratulating Machinist Ralph Morgan upon his recent marriage, and wished him the best of happiness.

With deep sympathy we regret to state that the following fell victims of the recent epidemic of influenza, and are missed by former motive power department associates at this station: Machinist F. W. Lambert, Pipe Fitter Helper H. G. Shields, Locomotive Inspector C. A. Herr, Air Brake Inspector C. P. Stein, Boiler-maker Helper R. F. Lewis, Boiler Inspector S. H. David.



THEY ARE DOING GREAT WORK WHILE MEN ARE AWAY

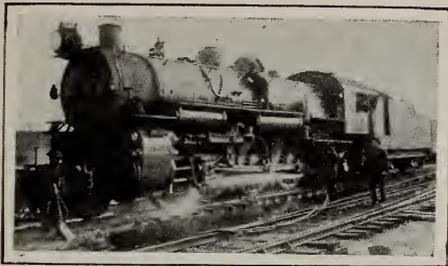
Just above is a photograph of female employees at this station. They are: Back row, left to right, Camelia Amzollotto, Jennie McGee, Anna Smith, Anna Stewart, Lydia Finn, Forelady Lillian Myers. Second row,

left to right, Florence Carlin, Mary Gulick, Mary O'Brien, Sadie Murphy, Mary Lapps. Front row, left to right, Tessie Ramosky, Teresa Legatti, Kathryn Mason and Rose O'Donnell.



Phila. Division Retired Freight Conductor trying to lead A Cow With the Air On.

By
H.H. Raymond



CLEANING No. 5123 AT EAST SIDE

Above is a photograph showing Fire Track Foreman Menna. The engine shown is a regular one assigned to Blue Line passenger service on this division.

All employes extend heartfelt sympathy to Mr. and Mrs. William Mackey in the loss of their son Herold, who died from a long standing illness.

Baltimore Division

Correspondents

- W. H. TARR, *Superintendent's Office*, Camden Station
 J. A. CLARKSON, *Assistant Yardmaster*, Locust Point
 E. K. SMITH, *Secretary Y. M. C. A.*, Brunswick, Md.
 P. P. PURGITT, *Shop Draftsman*, Riverside Shops

Locust Point Yards

In a group on page 24 is a photograph of Howard P. Wright, now serving on one of Uncle Sam's submarines. Before entering the navy he was employed in the Electrical Department for five years.

Private J. Arnold Kennedy, formerly yard clerk at Locust Point, who lost his left leg at the second battle of the Marne on July 15 and who is at the Walter Reid Hospital at Takoma Park, D. C., paid us a visit on Thanksgiving Day. All were very glad to see little "Nemo," and hope that he will soon be able to be with us again on duty.

J. Harry Myers, who has been acting yardmaster for some time, has accepted the position of night yardmaster, with P. M. Yeastker and A. I. Elloff as assistants.

Fireman H. W. Huffman has returned to duty after being off for some time with the "flu."

During the high wind on Friday, December 6, the ninety-five foot flag pole at the head of the yard was broken in half. The boys had just purchased a new twelve by twenty flag, of which they were very proud. Now they will have to get a new pole.

General Yardmaster William A. McCleary was off several days on account of the severe illness of his wife. "Mac," the boys all join in wishing her a speedy recovery.

Corporal John J. Link, of Camp Meade, paid us a visit early last month. John was looking fine and hoped soon to be back on his old job in the yardmaster's office. We hope we can call him sergeant soon.

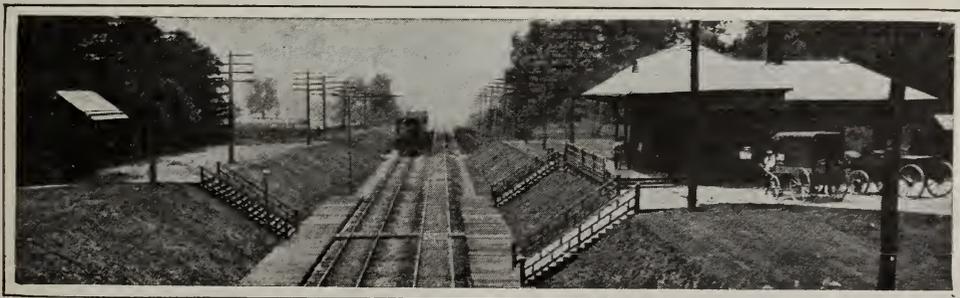
Mt. Clare Shops

MISS M. L. GOETZINGER, *Acting Secretary to Superintendent*, Mt. Clare, Baltimore

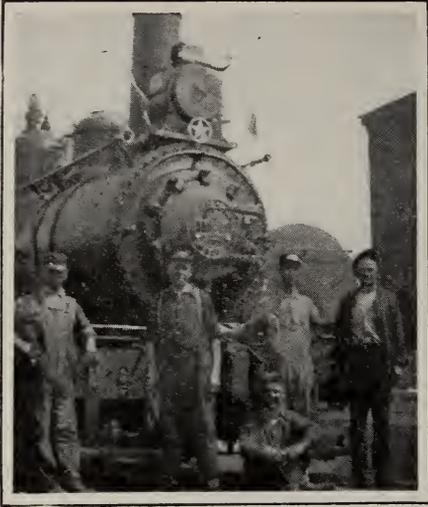
Private Harry Ruehl, twenty-three years old, Headquarters Company, 313th Infantry, the son of Mr. and Mrs. Daniel Ruehl, 1841 W. Pratt street, Baltimore, made the supreme sacrifice for his country October 30. Private Ruehl was a telephone operator at the Baltimore and Ohio Building for three years, but was transferred to Mount Clare shops as a clerk on the casting platform. At both places he was well liked by officials and fellow employes, as his kind, manly disposition won for him many friends. It is with great sorrow that we have learned of his death, but feel sure he has gone to a resting place of everlasting peace. We extend through these columns to his bereaved parents, the entire family and his many friends, our deepest sympathy.

He is at rest—he is away,
 Waiting for that glorious day,
 When loved ones meet upon the shore
 Where parting is forever o'er.
 So dry your tears—do not weep,
 When he wakes from his peaceful sleep
 And grasps his loved ones by the hand,
 It is then, you'll understand.

—By Co-workers of the Baltimore and Ohio.



STATION AT COLLINGDALE, PA., W. A. CALLOWAY, AGENT



THEY KEEP HER EVER SHINING

The above photograph is of Mount Clare yard engine 1122 and her crew, who take so much pride in keeping her shined up. From left to right, they are; R. H. Martin, hostler; J. T. Sagle, fireman; Jacob Smith, machinist; J. H. Bryan, engineer and W. H. Smith, hostler.

The recent "flu" epidemic took as its toll the following men in the boiler shop at Mount Clare:

Thomas J. Stapleton, who has been at Mount Clare for seven years and was an expert crown bolt man.

C. W. Fulger, who was a boilermaker for four years and whose wife also died a few days before him.

Edward Stier, boilermaker helper.

Mount Clare extends its sympathy to the families of these men, also to B. M. Stickell, boilermaker foreman, who lost his wife and child during this epidemic.

The Mount Clare Welfare Athletic and Pleasure Association was host on the evening of December 4 when a large number of members and their friends gathered in Baltimore for an entertainment and dance. The musical feature consisted of an overture by the Mount Clare band, under the able leadership of Professor L. Marks. Miss Pearl Emerich gave a recitation and Miss Florence Childs an exhibition of fancy dancing. Accompanied on the piano by Mrs. E. J. Heath, Miss Leah Brown sang a solo. Mrs. Heath later sang with Miss Brown as accompanist. Other recitations were given by Miss Katherine Hook and Miss Alline Airy. A duet was sung by W. E. Lehr and Chester Stagge. After the entertainment refreshments were served and there was a dance. L. Finegan, superintendent at Mount Clare shops, was the guest of honor. The committee of arrangements consisted of the following: H. A. Beaumont, W. S. Eyerly, C. N. Southcomb, W. D. Lenderking, M. A. Wuster, George

W. Smith, H. T. Beck, L. Finegan, J. F. Scharnagle, P. S. Andrews, F. J. Mernaugh, D. Rambo, L. Marks, C. J. Kohler, George C. Owens, W. S. Engelhardt, Edward McCarthy, J. E. Tatum, William Kern, J. M. Hittel, J. D. Wright, J. F. Ford, W. C. Carroll, W. McKenzie, W. Bruffey, B. F. Douglas, Jr., L. Beaumont, W. L. Gordon, F. Torback, John Gibbs, C. Hare, L. F. Schwatora, F. Sluka, Charles Chaplin, F. L. Smith.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

"Peace on Earth" once more appears to be the greeting coming to us as the New Year opens with such a happy outlook for the future. Let us hope that before the end of the year "Good Will Among Men" may be so firmly established again that all danger of war and its attendant horrors may be forgotten. Just at the present time we are, or ought to be, getting ready for "the jubilee" when "Johnny comes marching home again."

There have been a few changes in our force since the last issue of the MAGAZINE. Howard V. Hayghe, who had been with us since December, 1909, resigned his position of chief waybill clerk on November 30 to accept a position with one of the largest wholesale provision houses in this city. We regret to lose Mr. Hayghe, but extend our good wishes to him in his new line of business and hope that a bright future is before him. Philip S. Smith, an old Baltimore and Ohio man, who came to us from Camp Meade last August, succeeds Mr. Hayghe as chief waybill clerk.

Miss M. M. Metzger, utility clerk, left us on November 15 to enter the employ of Uncle Sam. Good luck to her. She is succeeded by Miss Alma Simon, whom we welcome.

It is a matter of great comfort to be able to report that our "sick list" has been reduced considerably and that we have only two names now to mention. Chief Delivery Clerk Thomas E. Frye and Delivery Clerk Cyrus R. Heller are still unable to return to duty. We are, however, hoping that we may soon welcome them back. Yard Delivery Clerk T. P. De Vaughan, whose life was at one time almost despaired of, has recovered from pneumonia and is hustling around as if nothing had been the matter with him.

HAPPY AND PROSPEROUS NEW YEAR
TO ALL.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

W. C. MONTIGNANI, *Secretary Y. M. C. A.*

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

One hundred and twenty Mexicans from El Paso, Texas, have come to the Cumberland

Division to work in the Maintenance of Way Department. These Mexicans were brought from El Paso by a representative of the United States Labor Bureau. When they arrived at their destination they were clothed and housed in the various camps on the West End.

Martinsburg Shops

Correspondent, H. B. STEPHENS, *Assistant Foreman*, Martinsburg, W. Va.

Keyser Division

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

Monongah Division

Correspondents

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.

During the month of November, 1918, the following appointments of operators were made: T. R. Pitts, second trick, Lusk; J. W. Newman, third trick, Lusk; W. H. Field, third trick, Arden; H. C. Davis, third trick, Cornwallis; S. Fleming, third trick, Brydon; C. Nutter, second trick, Lumberport; M. I. Sousa, Haywood, and H. L. Clelland, third trick, Benton Ferry.

During the fourth Liberty loan drive a banner floated above the office of Car Foreman J. B. Gattrell, at Fairmont, W. Va. Mr. Gattrell was chairman of the committee in the car department. With an enrollment of 130 employees, we went over the top 100 per cent. with the first call. When notified that we would have to do better if we wanted the fourth Liberty loan to succeed, another canvass was made and about seventy-five per cent. of those that had already bought took more Liberty bonds. All the men in the car department at Fairmont have done their part towards the carrying of the four loans and we are now ready to do our part with the fifth.

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.
 D. F. ALREED, *Agent*, Folsom, W. Va.
 JOHN C. LEE, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

J. D. Nightingale, wife and family have returned to their home in Michigan after an extended trip to Las Vegas, N. M.

Carl Hoose, chief clerk to the terminal trainmaster, has returned to duty after a two weeks' vacation in the east.

A flag ten feet by sixteen feet has been purchased by the West End yard office and is now being displayed in front of the office and shows the patriotic spirit of the yard force.

Effective November 16, W. B. Porterfield, general foreman at Benwood, was transferred to Grafton, W. Va., as assistant master mechanic. Mr. Porterfield started at Benwood as an apprentice boy and gradually ascended the ladder until he was made general foreman, having served as assistant roundhouse foreman and then roundhouse foreman for several years. He is well known about Benwood and is well thought of and respected and his many friends and fellow employes were sorry to see him leave. As a token of appreciation, the employes at the shop gave him a diamond ring and tie pin, which were presented by General Car Foreman F. M. Garber in the presence of the employes.

M. J. McQuire, night general foreman, was promoted to day general foreman, vice Mr. Porterfield and S. E. Crow, night roundhouse foreman, was promoted to night general foreman, vice Mr. McQuire.

Monday, November 11, was a great day at Benwood. To celebrate the signing of the armistice in France the Baltimore and Ohio employes of the Benwood shop and car yard formed in a parade at 6 p. m. and marched through McMechen and Benwood.

The employes of the car and locomotive departments went over the top in the fourth Liberty Loan campaign. The campaign was conducted by an organization of solicitors. The employes presented Mr. Anderson with a silk "Fourth Liberty Loan Flag" and he, in turn, returned it to the employes of the shop to be preserved for future generations.

A great many of the employes of the car and locomotive departments were off duty on account of the influenza. Two of the electric welders, J. H. Kohl and J. Cooper, succumbed to the disease.

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
 MISS MARY ETHEL OWENS, *Stenographer to Division Engineer*, Parkersburg, W. Va.

Cleveland Division

Correspondents

P. KLINE, *Secretary to Superintendent*, Cleveland, Ohio
 AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

G. R. Galloway, master mechanic, Cleveland division, has been appointed General Master Mechanic of Southwest District, with



GEORGE KALP

headquarters at Cincinnati. Mr. Galloway made a host of friends since he came on this division and their best wishes accompany him in his new position. M. A. Gleeson, master mechanic of New Castle Division, was appointed to succeed Mr. Galloway.

W. H. Dean, storekeeper at Lorain, has been transferred to Garrett, Ind., in like capacity. E. Katz, chief clerk to storekeeper, has been appointed acting storekeeper to succeed Mr. Dean.

R. R. Beggs, car distributor, has returned to duty after ten days' vacation, which he spent in bed with the "flu." He said on his return: "None of my work 'flu' with me." Glad to see you back, Beggs.

Among the walkers, made so by the street car strike here in Cleveland, was our "LITTLE" operator Walter L. Smith, who admits to "325 lbs. light." Walter was after the record set by Trainmaster H. C. Batchelder, who announced on his arrival at the station that he had covered his seven miles in one and a half hours. Smith has not announced the actual time consumed, but is anxious, after his performance, to match up with "Batch." Go to it boys, we'd like to see it come off.

Effective December 16, Dr. J. E. Tinsley, medical examiner at Lorain, has been transferred to Fairmont, W. Va., and Dr. J. H. Minor, assistant medical examiner at Cleveland, has been promoted to medical examiner at Lorain to succeed Dr. Tinsley.

G. B. Gymer, our MAGAZINE correspondent and secretary to Superintendent Green, has been promoted to secretary to General Superintendent Scheer. Harry Kline, maintenance of way clerk, has been promoted to succeed

Mr. Gymer, and R. W. Heinlen, of Garrett, Ind., has been appointed to succeed Mr. Kline.

Charles Adams, crossing watchman, Medina, passed away November 7 from heart trouble. Mr. Adams has been in continuous service of the company for forty-seven years and until a few years ago was section foreman, when failing health made necessary the lighter work. He was complimented frequently on the cleanly condition of the crossing and the care with which he performed his duties. Every driver over the crossing was his friend.

Miss Georgia Dube, secretary to chief clerk, has returned from her vacation, spent at her home in Willimantic, Conn. She says "the turkey was fine and the cranberries were finer."

Former Operator W. O. Clark of "CO" Tower, whose picture appears on page 24 in a group, wrote from France, November 6, saying he "had a nice bunch of souvenirs collected to bring home from the Argonne, but lost most of them by a 77 hitting my pack, which was in a shell hole about five feet from me." We congratulate Clark on his narrow escape and hope that he will soon again be punching the key at old "CO." Clark was in the service six years when furloughed for military service.

Opposite is a picture of George Kalp, fireman on Engine 1501, in Dover yard. This man has taken great pride in keeping his engine neat and clean, saving coal, watching for signals and paying strict attention to business. He has set a good example for his fellow fireman.

Tommie Get Your Gun

T. C. Smith, terminal trainmaster at Akron Junction, while walking from Howard Street to Akron Junction was somewhat surprised and nearly overcome by the appearance of a cinnamon bear which had been roaming in the vicinity for several days. He nearly stepped upon the brute, which started in pursuit and Mr. Smith headed for a box car standing nearby (although he claims he ran a mile) and in his great rush to get to the top of it slipped to the ground and picked himself up out of the mud just in time to keep out of the reach of bruin. Mr. Smith was heard to exclaim, in what seemed to him his last breath, "Lord, if you don't help me, don't help that bear."

It was later discovered the bear was very tame and had just escaped from a tribe of gypsies, who were camping nearby.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*,
Newark, Ohio

Private Dwight L. Keller was killed in action in France, October 21. This man was employed as fireman on this division December 27, 1910, and was give leave of absence September 18, 1917, account drafted for military service.



W. A. PRICE AND FOREMAN FITCH

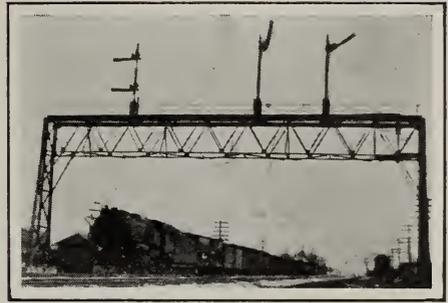
Above is a likeness of Signal Repairman W. A. Price and Signal Foreman W. A. Fitch. They never lose the smiles.

Passenger Conductor John Doyle was recently presented with a steamer rug by some of his Cincinnati friends. John says that he will have to take a trip "Over There" to make proper use of the article and to show his appreciation of it.

Night General Yardmaster Hackett, of Newark Yard, is preparing to make his annual visit to the folks at home, in Connecticut.

Congratulations are being showered upon G. L. McDonald, maintenance of way time-keeper in the office of the division accountant. A fine baby boy arrived at his home on November 24. "Mac" passed around some mighty good smokes to the employes in the division offices.

Road Foremen of Engines Vernon and McDonald are making arrangements to hold fuel meetings each month in the future. In addition to the instructive features, they have



SIGNAL BRIDGE NEAR SUMMIT

arranged for some form of entertainment, and it is expected that employes will take advantage of the opportunity afforded them and attend the meetings.

Above is a photograph showing a Baltimore and Ohio freight train and the signal bridge west of Summit, Ohio.

Below is a photograph of the interior of eating house at Newark, Ohio, under the management of Earl Carlisle. Reading from left to right, are: Henry Fleming, eating house inspector; Mrs. Myrtle McDonough, cook; Mrs. Carlisle, Rolla Smith, porter, and Manager Carlisle. Miss Bessie Steltz is waitress in the place. Mr. Carlisle has been in charge of this eating house about eighteen months and is popular with the railroad boys, as well as the traveling public. He takes pride in keeping the place well stocked and sanitary.

Assistant Division Engineer F. J. Kahle and Assistant Trainmaster A. N. Glennan enjoyed December vacations. They left for parts unknown.



WHERE NEWARK MEN ENJOY A MEAL FREQUENTLY

E. F. Reynolds, efficient agent-operator at Plymouth, died on November 20 as a result of an attack of the influenza, followed by pneumonia. Mr. Reynolds was born October 27, 1884, and first entered the railroad service as an operator at Newark on June 15, 1908. Sincere sympathy is extended to his family.

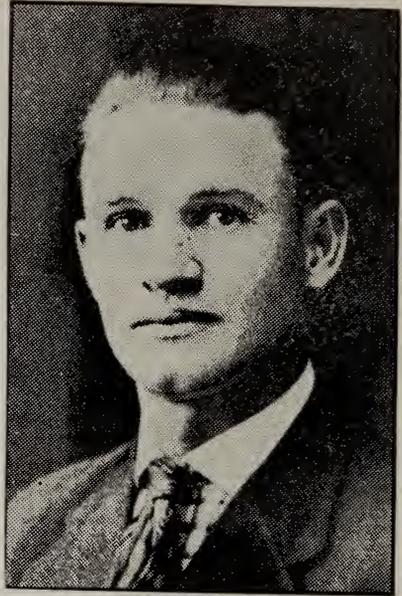
Train Baggage man Joseph R. Copper died on November 18, after an illness of three months. Mr. Copper was born July 16, 1855, and first entered the service as a station baggage man at Chicago on February 1, 1878. He was transferred to the Newark Division on June 1, 1884, assuming the duties of station baggage man at Newark. On July 1, 1888, he was promoted to the position of train baggage man and was employed in that capacity at the time of his death. Possessing a kindly disposition, he acquired the friendship of many, who will keenly feel his absence. Sympathy is extended to the bereaved family.

Newark Shops

Correspondent, A. D. List, Newark, Ohio

Below is a photograph of three popular machinist apprentices at Newark shop. Reading from left to right they are: William J. Dunn, Frank R. Ryan and W. J. Peoples. They won the apprentice prizes for the year 1918, and were greatly pleased with them. The prizes were as follows: Mr. Peoples, first prize, \$20.00 in gold; Mr. Ryan, second prize, set of machinist's tools; Mr. Dunn, third prize, one year's subscription to the *Railway Mechanical Engineer* and Forney's Mechanical Catechism.

Opposite is a photograph of Frank W. Strear ("Pete"), who has a record all his own, that of



FRANK W. STREAR

singing at 184 patriotic meetings since the issue of the second Liberty Loan campaign. Mr. Strear says he can't sing, but the rest of the boys take notice that he receives invitations to all the doings where there is ice cream and cake and they are joining the glee club to get even. It is a fact that Mr. Strear's sweet tenor voice attracts more attention than a brass band.



APPRENTICE PRIZE WINNERS AT THE NEWARK SHOPS

The following are members of the Newark Shop Welfare Committee: E. V. Westfall, E. E. Moore, W. L. Powell, F. C. Bailey, F. A. Strear, A. E. Eis, John Dearduff, J. H. Fuller, S. Watts, T. Fitzpatrick and J. S. Barrick.

On July 5 this committee was selected from the older employes in Newark shops and will be known as the Shop Welfare Committee. It will promote amusements and look after unsafe conditions in and around the shops. Since the selection of this committee, and through its fine work, a number of pastimes have been promoted, such as bowling, baseball, football, dances and last, but not least, a glee club, which has been practising every week and will, no doubt, in a short time be in a position to sing without being molested, as their instructor states they have some talent. The employes on the committee are to be congratulated for the interest they gave taken.

G. F. Pilson, general piecework inspector at Newark, W. A. Ford, shop patrolman, and A. D. List, secretary to superintendent of shops, have a good word to say for the Ohio rabbits, namely, that their running qualities are good. Well, they ought to know, they hunted one whole day and saw three rabbits. Mr. List got one. Where did the other two go?

John Cullinan, who was assigned to duties as inspector of engines received at foreign line shops for repairs, has returned and assumed his duties as gang foreman in the erecting shop. Mr. Cullinan (better known as "Johnny") states that it was some experience, but "there is no place like home."

Connellsville Division

Correspondents

- P. E. WELMER, *Office of Superintendent*, Connellsville, Pa.
- S. M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.
- C. E. REYNOLDS, *Superintendent's Office*, Connellsville, Pa.

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office*, Pittsburgh, Pa.

Glenwood Shops

Correspondent, CHARLES J. ROCH

Blacksmith Foreman J. P. Kane went turkey hunting, but needed no assistance in bringing home the "bacon." Plenty of them, but he could not get near enough for a shot.

Erecting Shop Foreman J. L. Bowser spent his vacation rabbit hunting. He secured a good many, but "Shorty" claims he could not smell them cooking when he was passing Bowser's house.

As usual, Glenwood back shops employes responded nobly in the War Savings Fund drive.



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FELIX J. CALLAHAN

Above is a photograph of Machinist Apprentice Felix J. Callahan, who died after two days' illness. We all extend our sympathy to the father, Foreman Joseph Callahan, in the loss of his son, who would have completed his apprenticeship in November. We feel that the loss of young Callahan's services at the shops will be severely felt.

Charleston Division

Correspondent, C. L. WEST, *Operator*,
Gassaway, W. Va.

Western Lines

Cincinnati Offices

Correspondent, J. C. KELLEY, *Train Schedule Clerk*, Carew Building, Cincinnati, O.

Bureau Rates of Pay

Opposite is a photograph of M. M. Greene, Bureau Rates of Pay, and daughter, taken Christmas, 1917, while he was at home on a furlough from the army. The girl is four and a half years old.

Mr. Greene enlisted in the regular army at New York on October 15, 1917, was assigned temporarily to Governor's Island and trans-



M. M. GREENE AND DAUGHTER

ferred to Camp Merritt, N. J., to Motor Truck Company No. 377. He enlisted as a private and was promoted to sergeant before discharge. He was taken sick with bronchial pneumonia in January, 1918, and confined to St. Mary's Army Hospital, Hoboken, N. J., for five weeks. He was honorably discharged February 14, this year, on account of a strained heart muscle. A brother, Orland S. Greene, is first lieutenant in the 102nd Field Artillery and has been at the front for a year and a half. M. M. Greene re-entered the service of the Baltimore and Ohio Western Lines in Federal Manager Galloway's office at Cincinnati in the Bureau of Rates and Pay after nine and a half years with the railroad in various capacities.

New Castle Division

Correspondents

W. W. McGAUGHEY, *Chief Clerk to Superintendent*,
New Castle, Pa.

C. S. MAYNARD, *Operator*, Chardon, Ohio.

V. P. McLAUGHLIN, *Operator*, BD Tower, Akron
Junction, Ohio.

Miss Pearl D. Clark, chief clerk to the freight agent at Youngstown, Ohio, was married November 4 to Henry A. Schmutz at the Episcopal Church of St. John, Youngstown, Ohio. Miss Clark entered the service of the Baltimore and Ohio December 5, 1904, as stenographer and had been advanced from one position to another until she was made chief clerk. Mr. Schmutz is employed as chemist for the City of Youngstown and the young couple are "at home" to their friends at 89 East Evergreen Avenue, Youngstown.



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Chicago Division

Correspondent, O. V. KINCARD, *Assistant Chief Clerk to Superintendent*

In a group on page 24 is a photograph of Private George Heiminger, distribution clerk in division accountant's office from February 13, 1917, to September 15, 1917, at which time he entered military service, and is now in France.

On the same page is a photograph of Seaman Douglass A. Putt, son of Passenger Engineer W. F. Putt. Douglass was employed as crew caller on the Chicago Division for sometime prior to his enlistment in the navy at Great Lakes, Ill., May 11, 1918, and is now in transport service, having made several trips across the Atlantic.

South Chicago

Correspondent, MRS. BERTHA A. PHELPS, *Wheelage Clerk*

Monday, November 11—Peace Day—is one day that will not soon be forgotten by the employes of the Baltimore and Ohio at South Chicago. At 9.00 a. m. the 400 employes left the shops and offices amid the shrieking of engine whistles and marched through the business district of South Chicago with bands, flags and banners sufficiently "loud" to inform the public as to what industry we belonged. The marchers were led by the heads of the departments and veteran employes, a number of the boys acting as marshals of the day. After a march of two hours we went to the shops, where Foreman J. E. Quigley and R. A. Kleist restored order. Trainmaster Huggins made a few remarks and referred to the speaker of the day—Arthur Altherr—as one to whom we needed no introduction. Mr. Altherr then made a fine address in that earnest manner of his by which he has been able during the period of the war to arouse our deepest interest in any question. He closed with an appeal to all Baltimore and Ohio employes to do their best in supporting the "drive" for the seven war relief agencies. Every employe at South Chicago has given the amount required of him gladly to help Chicago go "over the top."

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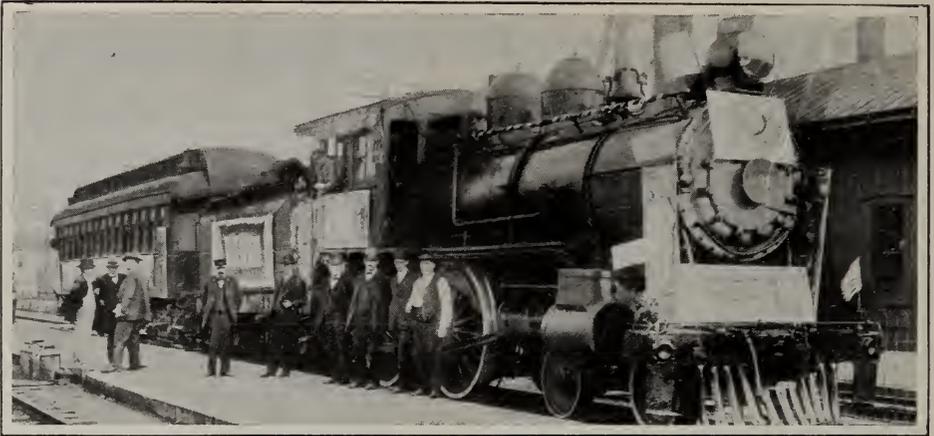
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A letter from Joseph Stazewski, formerly team track clerk at South Chicago, but now with Company D, 4th Infantry, A. E. F. in France, states that he is in a hospital, having been wounded in the right arm while at the front by a bullet from a machine gun. The wound was not serious. This is the first information received from him since September 1.

Mrs. Hughes, wife of Yard Conductor James Hughes, passed away on November 20 at the Washington Park Hospital, leaving a little daughter two days old. Mr. Hughes has the sympathy of his friends in this district.



LIBERTY LOAN SPECIAL OF OHIO DIVISION AT BLANCHESTER

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*, Chillicothe, Ohio

It is with pleasure that we announce the promotion of Ralph H. West, formerly secretary to superintendent and correspondent to the EMPLOYEES MAGAZINE, to the position of assistant chief clerk to general superintendent at Cleveland, Ohio. While working in the Chillicothe offices for the past six years Mr. West has made many friends, who all wish him the best of success in his new position.

Engineer William Conley, who recently joined the ranks of benedicts, was treated to a ride in the "calf wagon" by quite a number of his friends. Good luck, "Bill."

It seems that Miss Eva Williams, who has just been promoted to clerk to road foreman of engines at Chillicothe, will sooner or later accept another position. She wears a "solitaire" on her left hand.

Chief Dispatcher C. D. Pairan is back "on the job" again after several weeks' illness with rheumatism.

Miss Edith Woodruff, clerk in local freight depot, recently made a trip to New York to visit her brother, who was leaving for France. While at the metropolis, we are informed, she was "touched" for her pocket book.

It was with deep regret that the many friends of Engineer N. C. Kirton learned of his death on December 2 at Parkersburg. Mr. Kirton had started for the roundhouse and his prolonged absence aroused the alarm of his fireman, George Ganyon, who investigated and found Mr. Kirton laying by the tracks unconscious. He was taken to a hospital, but passed away



TERMINAL WRECKING CREW AT SEYMOUR, IND.

Those in the Group, Left to Right, are: A. KEENE, Foreman, SAM. HODAPP, BEN. BREITFIELD, GEORGE MYERS, WILL BROCKOFF, R. WARNER AND R. GOENS.

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ADOLPH FREYGANG AT PLAY

in the evening without regaining consciousness. A stroke of apoplexy was the the cause of his death.

Curtis Hutt has accepted position as clerk to trainmaster at this point.

Above is a photograph of Adolph Freygang, former division engineer, just after being promoted to the position of assistant to the engineer maintenance of way. At one time Mr. Freygang was star quarterback on the DePauw University eleven and he could not resist practising up a bit when he saw this Illinois pumpkin field.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

Cincinnati Terminals

Correspondent, W. F. COCHRANE, *Chief Clerk to Supervisor of Terminals*

We were all glad to see "Joe" Beel, car distributor in the superintendent's office, back on the job after having been "furloughed as a nurse," his patients having all recovered from the influenza again. During his absence J. L. Flanagan, chief yard clerk at Storrs, handled Mr. Beel's work.

Fred ("Speedy") Ulrich paid a short visit to Dayton to see his parents.

W. H. Poole, yard conductor, has just returned from a hunting trip in Kentucky. He brought thirty-two rabbits back with him.

H. W. Nolte, yard conductor, is now on a thirty-day leave of absence, which he is spending on his farm at Otway, Ohio, putting up his "pork" for the winter.

Miss Clara Schulte, of the superintendent's office, has returned from a belated vacation, which was enjoyed even though the summer was over.

Miss Leafy Wiltsee has been transferred from the agent's office to the superintendent's office, and A. H. Rose, formerly employed as a switchman, has also been transferred to the superintendent's office.

William Maloney is now chief yard clerk again. He was furloughed to enter government service last summer. Ross Kane, who was handling the position of chief yard clerk during Mr. Maloney's absence, has been transferred to Elmwood as chief clerk to the trainmaster.

Two large ferns have been donated to the superintendent's office, which not only enhance the office, but make us all feel more like working.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*, Flora, Ill.

Trainmaster's Clerk R. O. Dykins and another employe in the division offices at Flora, James McIntire, recently went on a hunting trip and expected to make a big haul. We are unable to learn all the facts of the case, but it seems that after they had been out for a few hours they came to a stream and as "Zook" was afraid to cross it, "Mac" had to carry him across and in some way or other some of "Zook's" clothes were damaged to such an extent that they had to go to the back shop for repairs. "Mac" informs us that he would have gotten plenty of game if "Zook" hadn't been with him, but "Zook" either made so much noise that he scared the game all away or they saw his face in the distance and disappeared while they had a chance. "Mac" says that the only thing they got was that "they got back home together." We understand they intend to take another hunting trip soon and we are going to try and get a better line on what they are doing.

Car Distributer H. M. Hogan is guilty of trying to raise a mustache. If he lets it grow a few weeks and buys or steals himself a stiff hat and a cane, together with some shoes, he will look like a twin brother of Charlie Chaplin, as his walk now resembles Charlie's to a certain extent.

Sergeant Robert Herrin, who is an old brakeman on the Illinois Division, but who has been stationed at Camp Dix for the last six or eight months, recently returned to Flora, having been discharged from the army. "Bob" is looking fine and seems to have derived a great deal of benefit from army life. We are all very glad to see him back. He is the first Illinois Division man to get back since peace came.

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Four of our most honorable employes recently started out for a spin one nice cool evening. When about twelve or fifteen miles from town they got into some bad roads and had to call for help. We understand they got someone to bring them back to town about two o'clock next morning without any of them freezing to death.

Recently a man was caught hunting on a farm near Xenia. The occupant of the farm spied him and asked him if he did not see the sign "no hunting allowed." The hunter replied that he saw the sign, but understood that there were quite a number of squirrels thereabouts and that as this was "a very extreme case," he thought he was justified in taking "extreme" measures. The farmer was curious to know why it was "extreme." The hunter asked the farmer if he was acquainted with a certain man formerly a resident of Xenia and now working for the Baltimore and Ohio at Flora. The farmer informed him that he knew "Karl" very well, so the hunter explained that his friend was very sick and that the doctor had recommended that he have some squirrel to eat, so the hunter was out trying to get a couple of them. The farmer told him that under the circumstances it was all right for him to hunt on his land. The hunter stayed until he got a couple of squirrels and then disappeared. Upon further investigation by the citizens of Xenia, a great many of them using the long distance telephone, it was found that this was a false alarm and that the man alleged to have been sick was on the job as usual. The farmer is now looking for the hunter with a double-barrel shotgun.

The picture below is of Brakeman C. D. Judy, taken while he was on a hunting trip near Carlyle, Illinois. Mr. Judy has quite a reputation as a



C. D. JUDY



AGENT C. E. WELCH

duck hunter and the accompanying picture seems to prove that his reputation is justified.

The picture above of Agent C. E. Welch, of Norris City, was taken a few days before he became sick with the influenza. Mr. Welch was off for two or three weeks, but is back at work again.

Operator R. P. Booth is back on the job at Flora after being off for several weeks with influenza.

Washington, Ind., Shops

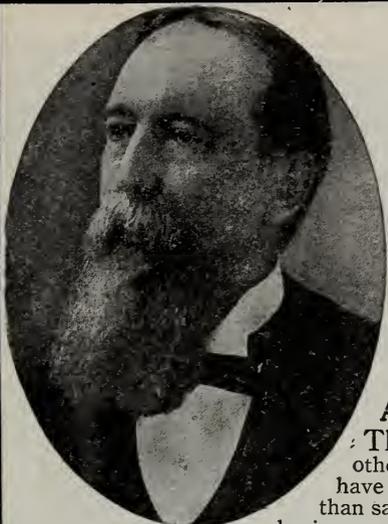
Correspondent, J. R. MINTER, *Shop Draftsman*, Washington, Ind.

Edgar A. Stater, machinist, whose picture appears in a group on page 24, entered the military service September 20, 1917. He is now in La Rochelle, France, in Company L, 35th Regiment, Transportation Corps. We hope Edgar will soon be home to resume his duties in the enginehouse.

George Hauss, electrical supervisor, with headquarters in Cincinnati, Ohio, was here looking over our plant a few days ago.

The steam heating plant in the enginehouse has been completed. This is one of the most up-to-date plants and was installed by the Huffman-Wolfe Co. Stoves will be dispensed with this winter, as well as "Bob" Kuhn's patent barn heater, which was made out of an old tank.

The Supreme Ruler of the Universe saw fit to remove from our midst George C. Durland in the latter part of October, 1918. Mr. Durland entered the service of the Ohio & Mississippi September 12, 1870, at Cochran, Ind., as a machinist helper; was transferred to Seymour, Ind., in 1873; promoted to a machinist July 1,



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Baltimore & Ohio Employees Magazine

readers.
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1876, transferred to Vincennes, Ind., January 1, 1886, and to Washington, Ind., April 1, 1889. He was pensioned on May 1, 1917, after forty-seven years of continuous service. Mr. Durland was familiarly known around the shop as "Old Regulator" and was respected by all who knew him. He was a man of good, clean habits and his life was devoted to caring for and making others happy. "Old Regulator" will be greatly missed by his friends, and the shop men extend their sympathies to his family.

Charles Mischler, machinist, woke up one morning and found his flivver half a square from home. He claims some one stole it out of his garage. His fellow workers claim he came in so late that he stopped the machine up the street to keep from waking up his family, and then removed his shoes and slipped into the house.

Walter Garaghty, motive power inspector, spent several days at this station looking over our motive power.

Foster M. Reuss, machinist in the back shop, was married recently, thereby ending a life of single blessedness.

Machinery in Washington shops will soon be driven by electricity. A high tension line, carrying 33,000 volts of alternating current, is being run to the shops from the Edwardsport plant of the Indiana Light & Power Co. This current will be stepped down to 440 volts. The faithful old Russell shop engine, which has been in service since 1891, will be given a rest.

"Teddy" Roosevelt take notice. The picture below is of Robert Garner, two years old, youngest child of John Garner, office janitor. Robert is the youngest of a family of fifteen children.



ROBERT GARNER



LORINE ELLEN HINKEY

We are pleased to present above the likeness of little Miss Lorine Ellen Hinkey, four years old, the pretty daughter of Storekeeper W. M. Hinkey.

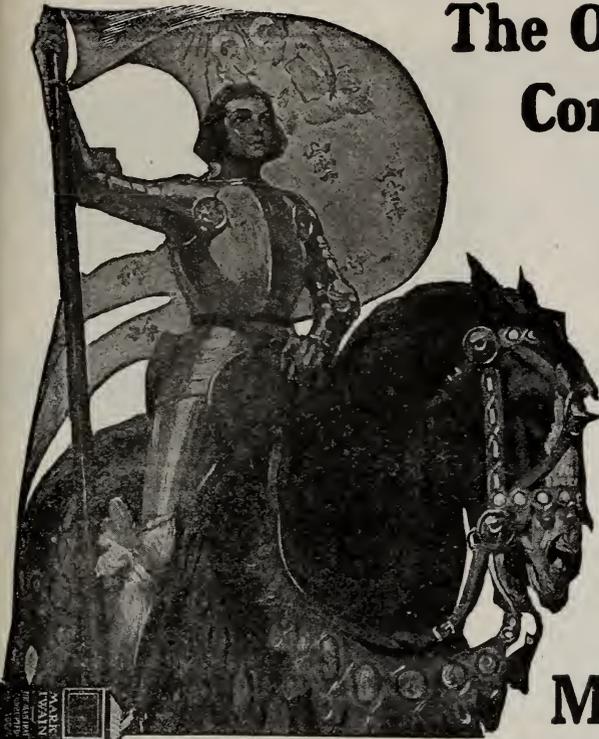
Catherine Joyce Perkins, whose picture appears below, is the daughter of James E. Perkins, chief clerk to Storekeeper Hinkey. Catherine is ten months old.

These are times that will surely be remembered in days to come as an epoch in the world's



CATHERINE JOYCE PERKINS

The Only Girl Who Commanded a Nation's Armies



A simple little girl of sixteen played one day in a little lost village. The next year, in supreme command of all the troops of France, she led them in triumph to victory.

Great dukes bowed before this girl, who could not read. Sinful men, men who had cursed and drunk and murdered all their days, followed her meekly.

It is the most dramatic, the most amazing story in the whole story of human life. In the dim, far-off past, Joan of Arc went her shining way in France—and her story was never told as it should have been till it was told by an American—

MARK TWAIN

To us whose chuckles had turned to tears over the pathos of "Huckleberry Finn"—to us who felt the cutting edge of "Innocents Abroad"—the coming of "Joan of Arc" from the pen of Mark Twain was no surprise.

The story began as an anonymous romance in Harper's Magazine, but within a few months the secret was out. Who but Mark Twain could have written it? Who could have written this

book that has almost the simplicity, the loftiness of the Bible—but with a whimsical touch which makes it human? Mark Twain's Joan of Arc is no cold statue in a church—no bronze on a pedestal, but a warm, human, loving girl. Read "Joan of Arc" if you would read the most sublime thing that has come from the pen of any American. Read "Joan of Arc" if you would know Mark Twain in all his greatness. **It is accurate history told in warm story form.**

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The vastness of the West—the fearlessness of the pioneer—the clear philosophy of the country boy were his—and they stayed with him in all simplicity to the last day of those glorious later days—when German Emperor and English King—Chinese Mandarin and plain American, all alike, wept for him.

A few months ago we had to raise the price a little. That raise in price was a very small one. It does not matter much if you missed it. ¶ But now the price must go up again. ¶ The rising costs make it impossible for us to continue the sale of Mark Twain at a low price. New editions will cost very much more than this Author's National Edition.

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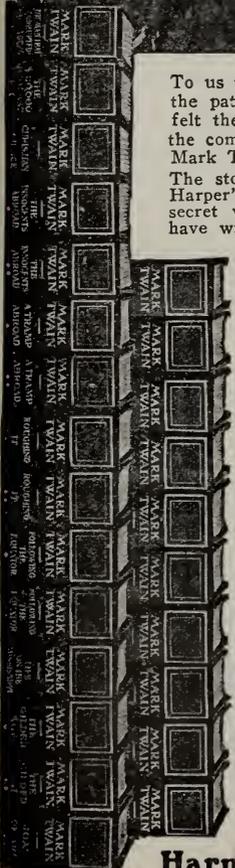
Send me, all charges prepaid, set of Mark Twain's Works in 25 vols., illustrated, bound in handsome green cloth, stamped in gold. If not satisfactory, I will return them at your expense. Otherwise I will send you \$1.00 within 5 days, and \$2.00 a month for 14 months.

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history. In the midst of wireless flashes giving us the good news of the termination of the great war, we got tidings that our genial and handsome division accountant, N. R. Martin, has at last taken unto himself a wife. Surely such an event as this should not be passed by unnoticed, and we all join in wishing Ralph much joy and happiness in his new undertaking.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*,
Dayton, Ohio

At about 6 a. m. Thursday, November 14, smoke was seen coming from the passenger station at Sidney, Ohio. An alarm of fire was sounded, the fire department responded and soon extinguished the blaze. While firemen were throwing water inside the ticket office, Warehouse Foreman Johnson crawled under the cloud of smoke and secured the ticket record books and cash drawer. The damage was slight.

Traffic officials of the City of Dayton, together with the committee representing the railroads entering that city, of which H. E. Warburton, D. F. A., is chairman, recently concluded their "peace meetings" and adopted the "sailing day" plan for outbound shipments. As time permits this policy will be worked out and adopted in all the larger cities of the territory.

The C. C. C. & St. L. freight and passenger accounts and traffic matters were taken over by the Baltimore and Ohio Agency at Troy, Ohio, with W. H. Gibson, agent. Both stations and yards are now being operated as a unit and the arrangement is meeting with general approval of the shippers. After a few improvements, this will be one of the best intermediate points on the Toledo line.

W. H. Jamison became traveling auditor November 1 and was given charge of the entire Toledo line and sub-divisions.

New York Terminals

Correspondents

T. A. KAVANAGH, *Freight Agent*, West 26th
Street, New York



C. DONNELLY AND H. J. HARRINGTON

C. E. FLOOM, *Terminal Claim Agent*, Pier 22,
North River, New York

Staten Island Rapid Transit Railroad

Correspondents

J. V. COSTELLO, Pier 6, St. George, S. I., N. Y.
MISS MARGARET GORDON, *Secretary to Super-
intendent*.

Seymour Volkert, clerk in the car accountant's office, has been promoted to crew dispatcher, St. George yard office.

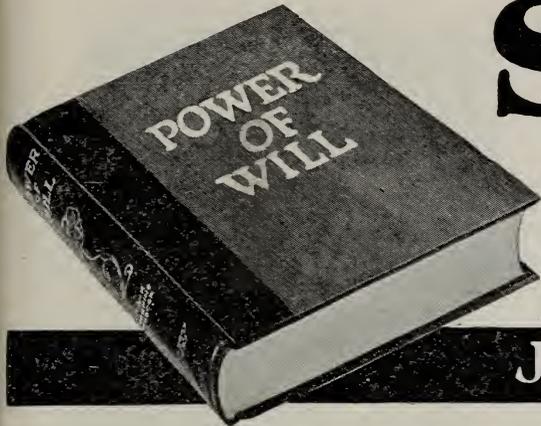
Trainman H. McCafferty has returned to duty after motoring through New York State. He also made a trip to Canada and is in the best of health.

Trainman J. Maragon has purchased a new Stutz automobile and can be seen any time during the early hours of the morning tearing up the highways.

Above is a picture of Trainmen C. Donnelly and H. J. Harrington, who work with Conductor Hawecker. Mr. Donnelly entered the service of the Baltimore and Ohio on June 8, 1918, having worked with the Pennsylvania Railroad



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Here are just a few extracts from the thousands of voluntary letters from owners telling what the book has meant to them.

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for eight years, and is an exceptionally good man. Mr. Harrington entered the Baltimore and Ohio service on March 1, 1909, as clerk; resigned April 19, 1910; re-entered the service as passenger trainman June 10, 1911, which position he held until July 18, 1916, when he resigned to accept a position with the Central Railroad of New Jersey. Harvey felt that there was no place like the Baltimore and Ohio service and re-entered it March 12, 1917, as trainman.

Miss Catherine Seney, third trick telephone operator, 295 Broadway, New York, has returned after a two weeks' vacation and is engaged to be married.

The Morgan Explosive Plant, Perth Amboy, New Jersey, was blown up October 4. When the TNT explosions in New Jersey were scattering terror all about Tottenville, S. I., B. F. Fithian, ticket agent at that point, proved one of the heroes that the calamity brought forth. It was due to his good work that so many women and children were carried to safety by the trains. He helped to bring the maddened throng into a state of order and stuck at his post all night and all day. Every trainload of refugees that left Tottenville had fervent thanks to offer to the veteran railroad man, who was cool, collected and free from fear amid a multitude of frenzied women and children fleeing from the dread monster belching forth death and desolation at Morgan, New Jersey.

Below is a picture of Conductor Louis A. Hawecker, assigned to run D-2 East Shore. "Louie" entered the service of the Baltimore and Ohio as passenger brakeman October 25, 1908, and was promoted to conductor on February 6, 1916.



L. A. HAWECKER



MISS MARGERET GORDON, G. J. GOOLIC
AND MISS ANNA BLOOM

On page 24 is a picture of G. A. Charles, who enlisted in the service of Uncle Sam and is now stationed at Fort Hamilton, N. Y. He was employed as hostler at Clifton shops.

Miss M. Cole, formerly employed at the Coal Pier, Arlington, S. I., has been transferred to position as time clerk in the C. T. Department.

Vincent Kennedy, formerly maintenance of way timekeeper and who enlisted in the United States Aviation Corps, returned on the steamer Mauretania from England December 2.

M. D. O'Connor, who until drafted by Uncle Sam was employed as timekeeper, motive power department, and now in France, is taking in all the sights, as we note from his letter just received. He expects to be home shortly.

C. P. Phipps, now in a hospital in France, is convalescing. He was wounded after he had the pleasure of capturing six Germans in No Man's Land—an officer and five men. "Cliff" was single-handed at the time and marched the six of them into an American prison camp. Before he enlisted in the army, "Cliff" was employed as C. T. timekeeper.

Miss May McBreen has been appointed general clerk in the division accountant's office and is doing very nicely.

Above is a picture of Miss Margaret Gordon, stenographer in the superintendent's office; George J. Goolic, chief clerk to division engineer, and Miss Anna Bloom, chief ticket agent. You can tell by the expression on George's face that he seems to be contented. What do you say?

M. J. Dalton, chief clerk in the station-master's office, St. George, has returned to duty after a brief illness.

Miss Madeleine Berry, ticket agent, East Shore Terminal, St. George, on Thanksgiving Day, after enjoying her turkey dinner, spent the rest of the day motoring throughout Staten Island in her new automobile.

Miss A. Johnson has been employed as stenographer in the superintendent's office and is doing very nicely.

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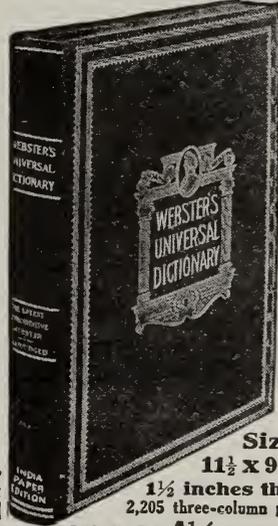
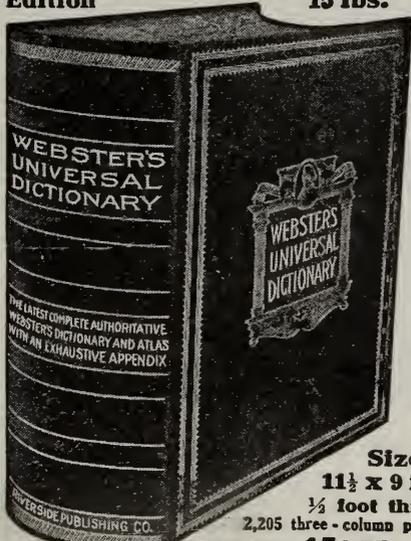
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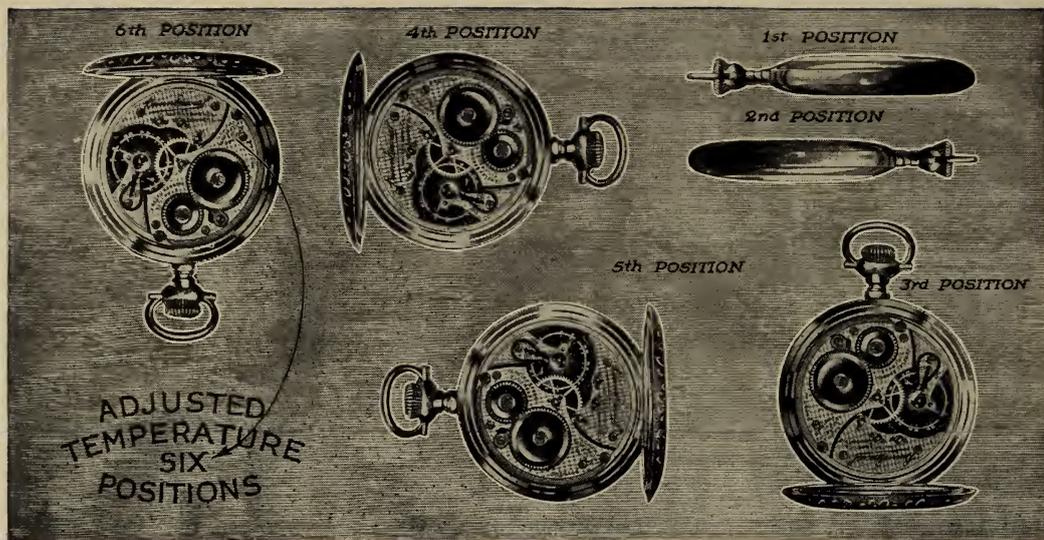
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FEBRUARY, 1919



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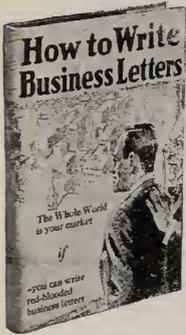
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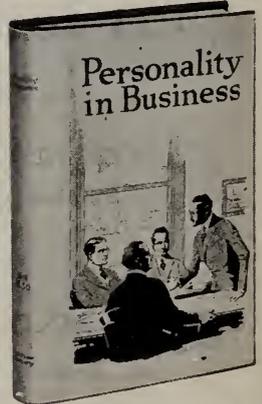
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

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WALKER D. HINES
The New Director General of Railroads

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Walker D. Hines, New Director General of Railroads, Expects to Follow Mr. McAdoo's Policies with Help of All Employes

THE first official act of Walker D. Hines, who on January 11 was named Director General of Railroads by President Wilson to succeed William G. McAdoo, was to issue a statement announcing that he would follow in the footsteps of his predecessor and that he wanted his "fellow workers in the hard war work" to join with him in giving the public in this time of peace "valiant and faithful service."

Here is a worker speaking to workers. He knows the railroad game thoroughly, having gone through several years of training with the Louisville and Nashville and the Santa Fe. During the tenure of office of Mr. McAdoo the former Director General had occasion to rely often on the judgment and capabilities of Mr. Hines. The latter never shirked work, never dodged an issue, and in taking up the reins of chief of the roads under Federal control, he has a perfect right to ask all employes to work with him and not for him.

Former Director General McAdoo had scarcely reached California when the announcement came of the appointment of Mr. Hines and the former Cabinet officer immediately let it be known that he had the greatest confidence in Mr. Hines' ability to handle the big job. Mr. McAdoo's statement was as follows:

The President has authorized me to announce the appointment of Walker D. Hines as Director General of Railroads. He will enter upon his duties of office immediately. Mr. Hines has been my assistant at Washington since the beginning of Government control, and has a thorough knowledge of organization and administration of the railroads under

Federal control as well as of the fundamental problem involved in the railroad situation.

His ability and experience admirably fit him for the great trust and responsibility with which the President has honored him. Aside from his obvious qualifications, Mr. Hines is in full sympathy with the policies which have guided the railroad administration and with the views of the President on the railroad question. I am sure that Mr. Hines will have the hearty support of the fine army of railroad officers and employes and I can ask nothing better for him than that they shall give him and the country the same loyal and effective service they rendered during my term as Director General.

In accepting the high office of Director General of Railroads, Mr. Hines issued the following statement:

To railroad officers and employes:

The President has appointed me Director General of railroads effective at once. I wish my first official act as Director General of railroads to be this statement to officers and employes. Having been part of Mr. McAdoo's organization from its first day, his policies are my policies and I intend to carry them out and to do so through the existing railroad organizations of the Railroad Administration.

The responsibilities of the work cannot be exaggerated and there can be no success in it without your confidence and support.

I shall gain and justify your confidence by prompt and fair treatment, but until you get a chance to know

me and judge me by my works I want you to take me on faith and from the very first day help me to give the Government the best possible service and the people the best possible transportation.

You and I have been fellow workers in the hard war work of the past year and I ask you to join me in giving the public even in time of peace the valiant and faithful service that you gave so heartily in time of war.

Mr. Hines also made a statement for the public in which he asserted that adequate and convenient service would be given at reasonable cost. This statement is as follows:

From the first day of Government control of the railroads I have been a part of Mr. McAdoo's administration and it will be my purpose as Director General to carry forward the policies he has so ably put into effect—fidelity to the public interest, a square deal for labor with not only an ungrudging, but a sincere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings.

Until the signing of the armistice the Government's first railroad duty was to run the railroads to win the war, but now that the war is won, the Government's railroad job is to render an adequate and convenient transportation service at reasonable cost. There can be no greater civic triumph in time of peace than the performance of a successful transportation service for the one hundred million consumers, producers and travelers in this country. To participate in the achievement of this great object I invite all the railroad officers and employes with whom I have had the great privilege of cooperating in their splendid war work.

I am a profound believer in the virtue of mutual understanding. Most disputes come from the failure to understand the other fellow's legitimate needs and his legitimate diffi-

culties. I shall do my best to understand the points of view of all the interests affected by the conduct of the railroads or charged with duties on the subject and I shall also try, frankly and as clearly as I can, to get all those interests to understand the Government's needs and the Government's difficulties in conducting the railroad transportation service. I ask of all that they meet me half way in this great work of trying to understand.

Director General Hines began his business life at an early age and the attainment of his present big office is due solely to his efforts to accomplish the best results in any task assigned him. Born of poor parents near Bowling Green, Ky., in 1870, Mr. Hines kept books at eleven years. At fourteen he was a stenographer and two years later chief stenographer for the Circuit Court at Bowling Green, Ky. After this service he attended Ogden College, later going to Trinidad, Colo., as a legal stenographer. His return to Kentucky was marked by his appointment as secretary to the chief attorney for the Louisville and Nashville.

Following that in quick succession he was made assistant attorney, and then in 1901 became first vice-president of the Louisville and Nashville. He was thirty-one years old and among the youngest railroad executives at that time.

Mr. Hines left the Louisville and Nashville in 1904 to engage in general law practice in New York. His next big railroad connection was with the Santa Fe in 1907, when he was made general counsel. The following year he was made chairman of the board of the Santa Fe executive committee and remained as such until 1916, when he was selected as chairman of the board of directors of that road.

He was the first man called to Washington by Mr. McAdoo when the railroads were taken over December 27, 1917. His first job was as assistant to the director-general. After sixty days he was made assistant director-general and as such has been in active participation of the railroads' management.

A. W. Thompson Steps Out as Federal Manager of Eastern Lines and C. W. Galloway Takes his Place

R. N. Begien, Western Manager

"Always Enshrined in my Heart"

"The ties which have been welded by twenty years of service with the Baltimore and Ohio will never be broken by me in spirit and although separated from my old associates officially, yet they will always be enshrined in my heart. I shall hold them all in sincerest friendship and fellowship—President Willard, who has been a father and whom I shall ever cherish; his vice-presidents, all the officials, the agents, the engineers, the firemen, the trainmen, the telegraphers, the shopmen, the trackmen, all my fellow employes."—From Mr. Thompson's statement upon his retirement.



ANNOUNCEMENT on January 16 of the resignation of Arthur W. Thompson as Federal Manager was a great surprise to Baltimore and Ohio officials and employes and the occasion for the expression of deep regret by everyone connected with the road, who had come to regard Mr. Thompson with much affection.

At the same time came the announcement of the appointment of Charles W. Galloway, then Federal Manager of the Western Lines, to Mr. Thompson's former jurisdiction and much rejoicing followed.

While officials and employes on the Western Lines were bemoaning the loss of their beloved manager, the announcement of the appointment of R. N. Begien to the post ameliorated the sense of loss that the Westerners felt.

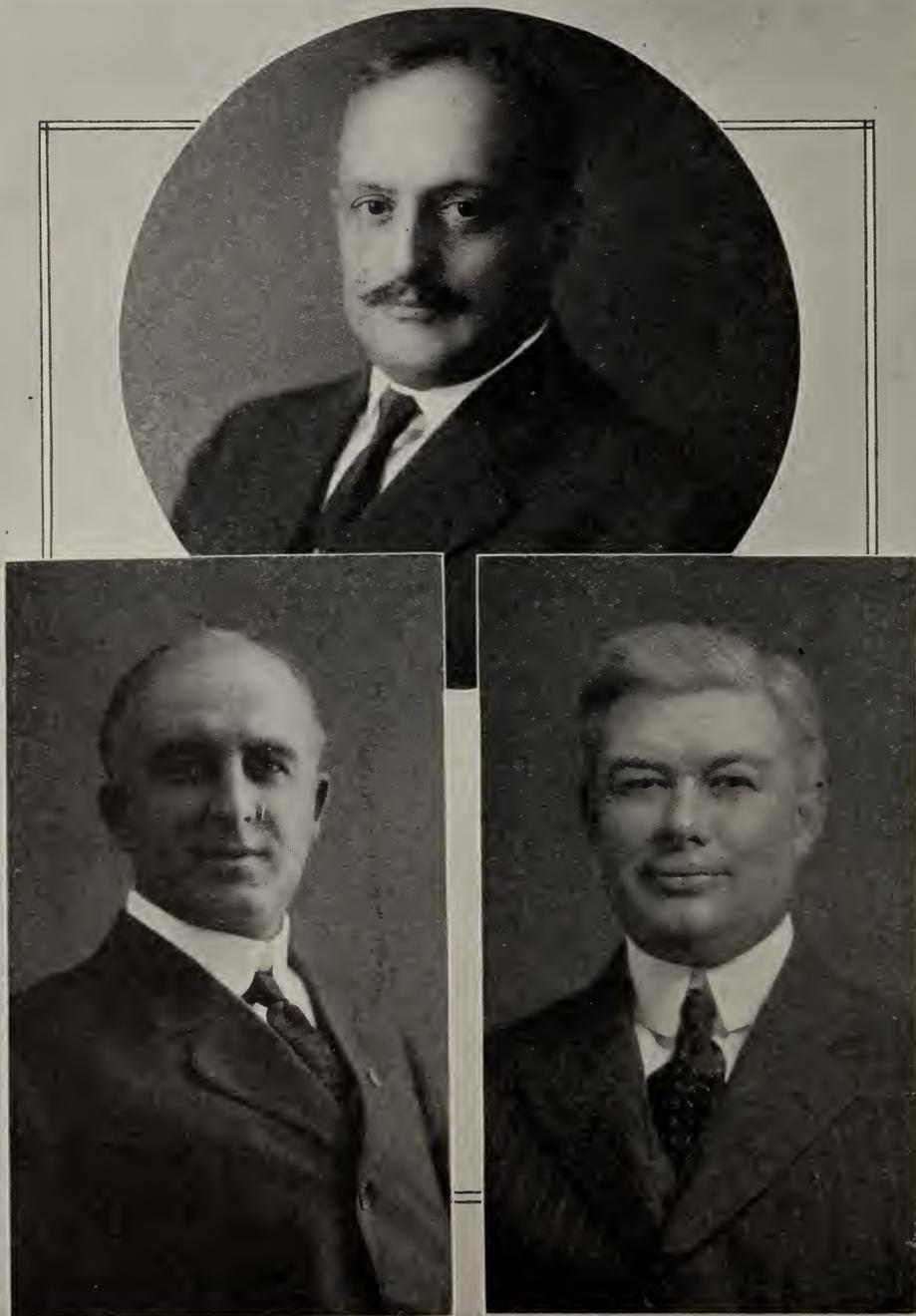
By the time this reaches the readers, the changes shall have gone into effect. The resignation of Mr. Thompson was dated February 1, but before taking his place as president of the Philadelphia Company, a Pittsburgh utilities corporation, he took a vacation, when he enjoyed a much needed rest. In his new position

Mr. Thompson will have opportunity for the further expansion of his talents. He will have supervision over miles of street car lines in Pittsburgh, more than 3,000 miles of pipe lines, thousands of gas wells, coke ovens and coal mines.

Charles W. Galloway

The changes bring Mr. Galloway back to familiar grounds. For more than thirty-five years he has been connected with the Baltimore and Ohio and he has won the respect and devotion of every man with whom he has come in contact. His accomplishments on the Western Lines have brought him deserved recognition and he brings to the Eastern Lines a store of energy that will assure the continuance of the high speed at which the section of the system has been operated. Beginning as a telegraph messenger, he climbed the ladder steadily until today he is regarded as one of the most efficient railroad men in the country. His popularity with his fellow employes is an assurance of his continued efficiency.

His return to Baltimore means much to him and his friends, for he first saw the



INVOLVED IN CHANGES ON BALTIMORE AND OHIO SYSTEM

Top Circle—C. W. GALLOWAY, now Federal Manager of Eastern Lines. Lower Left—R. N. BEGIEN, Federal Manager of Western Lines. Lower Right—A. W. THOMPSON, who leaves the railroad service

light of day there December 11, 1868. It was in 1883 that he first entered the employ of the Baltimore and Ohio as messenger in the general offices at Baltimore. He learned telegraphy and soon mastered stenography and became the secretary to the master of transportation. He also acted as stenographer for the superintendents of car service and of transportation. His first official position was given him September 23, 1897, when he was named trainmaster of the Baltimore Division. His attention to duty won him promotion to assistant superintendent on July 1, 1899. Mr. Galloway was appointed superintendent of the Cumberland Division on November 1, 1901, of the Baltimore Division on April 21, 1903. His next step forward was to superintendent of transportation, then to general superintendent of transportation and on September, 1910, he was selected as general superintendent of the Baltimore and Ohio Southwestern. On April 11, 1912, he was promoted to general manager of the Baltimore and Ohio. He was serving as vice-president of the Baltimore and Ohio Southwestern and general manager of the lines west when the Federal administration named him manager of the Western Lines.

Ralph N. Begien

Although his connection with the Baltimore and Ohio extends over only sixteen years, Mr. Begien has accomplished many noteworthy things in that time. Since July, 1918, until his most recent appointment he was assistant to Mr. Thompson in the operating end, having jurisdiction over all the territory in which the Federal Manager had authority.

The new Federal Manager is a native of Boston. He studied two years at Harvard and then went to Central America in the service of the Nicaraguan Canal Commission. After another year in Ecuador as a railroad engineer, he returned to the United States and entered the engineering department of the District of Columbia. It was on August 1, 1902, that he entered the employ of the Baltimore and Ohio as assistant engineer at Somerset, Pa. In August, two years

later he took charge of the engineering office at Morgantown, W. Va., while trunk line improvements were under way. He next performed special services for the then General Manager Fitzgerald and on June 1, 1908, he was appointed assistant to the chief engineer, maintenance of way. Just a year later he was chosen as division engineer of the Philadelphia Division. Mr. Begien was named assistant chief engineer on May 1, 1910, and a little later assistant to general manager. When Mr. Thompson was elected third vice-president Mr. Begien was selected as his assistant. On December 1, 1912, Mr. Begien was named general superintendent of the Southwest District, with headquarters at Cincinnati. He was appointed chief engineer in July, 1916, and held that office until he was appointed general manager of the Eastern Lines on April 1, 1917.

Arthur W. Thompson

Mr. Thompson left the Baltimore and Ohio just at the time when he had completed one of the most difficult tasks ever assigned a railroad executive. From June 1, 1918, when he assumed the Federal managership of the Eastern Lines, up until the time of his resignation he was confronted with problems in the expeditious movement of troops and coal. It was largely to his untiring energy and watchfulness that the industries and homes of the Eastern cities now have all the coal necessary to the proper maintenance of business and comfort.

To this plentitude of ambition to work and serve is due the rapid rise of Mr. Thompson. Born on May 8, 1875, at Erie, Pa., he is the son of Sheldon and Lavern B. (Webster) Thompson. After completing the public school curriculum, he entered Allegheny College at Meadville, Pa., and in 1897 was graduated with the degree of civil engineer. He spent a vacation period while at college as rodman for the Pittsburgh and Lake Erie Railroad. In 1898 he was made instrumentman with the same road and after a year the Baltimore and Ohio enlisted his service. Until July, 1900, he was in charge of survey parties and then

he was appointed assistant division engineer of the Pittsburgh Division. In September, 1901, he was made division engineer at Cumberland and after a year he went back to the Pittsburgh Division in the same capacity. Mr. Thompson was selected as superintendent of the Cumberland Division in 1903 and after a year he was transferred to the Wheeling Division. For three years he supervised the work there and then he was named chief engineer, maintenance of way. His work in this capacity attracted much attention

and he was selected as chief engineer of the system in 1910. His next position was general manager and in 1912 he was elected a vice-president. On July 1, 1916, he was appointed vice-president in charge of traffic and commercial development and on December 1 of the following year was made chairman of the operating committee Eastern Railroads. A month later he was made vice-president in charge of traffic, operating and engineering departments and it was from this berth that he was chosen as Federal Manager.

Fifty Treaties Necessary to End the War

MORE than fifty treaties of peace will be signed by the conference being held at Versailles—for more than fifty declarations of war were made during the course of human events since that memorable day in 1914, when hostilities were declared, says Edgar Mels in *Leslie's*. The exact number of treaties to be promulgated is hard to estimate, for the crumbling of Austria-Hungary and of the German Empire into segments and fragments may necessitate the drafting of extra treaties, unthought of when President Wilson stated his fourteen points in his address before Congress.

As the matter stood then, Austria-Hungary had declared war five times; Brazil once; Bulgaria once; China twice; Cuba once; France four times; Germany five times; Great Britain four times; Greece four times; Italy four times; Japan once; Liberia once; Montenegro twice; Panama twice; Portugal twice; Rumania once; Russia twice; San Marino once; Servia thrice; Siam twice; Turkey twice, and the United States twice.

But since these declarations were made, the whirligig of time and the pranks of fate have changed the aspect of things materially. Baden, Bavaria, Wurtemberg, Saxony, Hungary—and perchance a dozen other entities may demand and receive separate treaties. The Czecho-Slovaks and the Jugo-Slavs, Armenia, Palestine and the disintegrated parts of Russia from Esthonia to the Ukraine, may obtain separate treaties. So that when

the gigantic labors of the Versailles conference are done, more than seventy-five distinct international peace agreements may result.

When all the treaties are completed, they will be submitted to the treaty-making powers of the respective governments. In the United States the President is empowered to make a treaty, which must be ratified by a two-thirds vote of the Senate.

In Great Britain the peace-making power is a crown prerogative, subject to the assent of the prime minister acting on the collective advice of the cabinet.

In France the President may negotiate and ratify treaties, according to article 8 of the Constitutional law of 1875, subject to the sanction of the Chamber of Deputies.

In Italy, act 5 of the fundamental statutes of 1848 empowers the King to make peace, communicating this fact to the Chamber, but not requiring its sanction.

In Belgium, under article 68 of the Constitution of 1838, the King makes peace treaties.

Who will accept the peace terms for Germany and for Austria-Hungary it is difficult to say. In Germany in worse days, now happily relegated into history, the Kaiser had boundless powers, under Article 11 of the constitution of 1871. But the Bundesrath was required to give assent and the Reichstag had to validate treaties.

Huge Audience at Safety Rally in Cumberland Extends Warm Welcome to Mr. Galloway as Federal Manager of Eastern Lines

THAT SAFETY is not a dormant issue and that it has the hearty support of the employes, who recognize in the propaganda something for their benefit, was adequately manifested in Cumberland on January 23, when one of the largest audiences ever gathered in the Maryland Theatre heard the benefits of carefulness expounded.

This Safety Rally also was the occasion for the first public welcome to C. W. Galloway, the newly appointed Federal Manager of the Eastern Lines. It must have warmed his heart to witness this magnificent demonstration, for he was cheered to the echo when he made his appearance on the stage. Former associates of Mr. Galloway on the Cumberland Division were out in force and they gave him a royal greeting.

The first quarterly meeting of the General Safety Committee of the Baltimore and Ohio Eastern Lines was held in connection with the rally.

From gallery to orchestra pit the big theatre was crowded when the orchestra opened the ceremonies. There was not a vacant seat and this was remarkable in view of the fact that a chilling rain was falling all day and evening. The men and women who composed the audience sat deeply interested in all the proceedings throughout the two hours of the rally. There were boys, young girls, men and women of all ages present and each took home a lesson that will prove highly profitable to them personally, to the community and to the railroad.

As the audience entered the theatre the first thrill was given it by Cumberland Shops Band, which, under the direction of F. E. Tracey, played in the lobby.

Promptly at the hour set the curtain ascended upon a screen and a stereopticon portrait of Mr. Galloway was projected upon it. Immediately there was a deafening roar of applause and cheers. The American flag next was shown and again there was cheering. Then the words of the "Star-Spangled Banner" were displayed and the audience sang the national anthem lustily.

When the notes of the anthem had died away, the inner curtain ascended and a beautifully decorated stage came into view. The centre piece was a statue of Liberty, bearing in her hand the torch of freedom. American flags were draped gracefully aloft and at the sides of the stage, with potted plants forming a background. Mayor Thomas W. Koon gracefully and heartily welcomed the visitors, who occupied boxes on both sides of the theatre, and congratulated the residents of Cumberland for their manifestation of interest in SAFETY. He pointed out that safe practises mean a happier and more progressive municipality and he added that the city owed a debt of gratitude to the Baltimore and Ohio for its cooperation in the advancement of the interests of Cumberland.

Introductory remarks were made by J. T. Broderick, superintendent of the Safety and Welfare Department, which arranged the details of the meeting. The program was mapped out by Mr. Broderick and he received the hearty congratulations of all present on the smoothness with which it was carried out. In his remarks he stated that the Baltimore and Ohio had been the first railroad east of the Mississippi River to take up SAFETY work and that it had proved most valu-

able in the preservation of human life and limb. The United States Railroad Administration, Mr. Broderick said, realizes the necessity of the SAFETY work and has laid plans to make it a vital issue on all the railroads under Federal control. He paid tribute to the excellent work of A. F. Duffy, Manager Safety Section, United States Railroad Administration, who made one of the principal addresses of the evening.

When Federal Manager Galloway walked upon the stage the applause was deafening and continued for several seconds. Mr. Galloway was affected by the exceptional greeting extended to him and there were cries from the audience of "Glad you're back," and "Hurrah for Charlie Galloway."

"It is a pleasure to come back here where for four years I worked with you," said Mr. Galloway. "It is an honor to be able to attend such a great meeting as this and join with you in making SAFETY better understood. Mr. Broderick is to be complimented on the delightful program he has prepared for us. Before introducing Mr. Duffy I want to tell you how glad I am to be back with you again and to express to you my sentiments.

Must Maintain Standard

"Up to the time of the signing of the armistice which stopped the fighting in Europe, we worked at high gear. Every man heeded the call of the nation for greater and greater speed in keeping the railroads in first class condition and thus back up the American troops. With the coming of peace there was a let-up. Naturally there would follow a period of relaxation; but that period of relaxation is now past. As employees of Uncle Sam you must redouble your efforts and reach and maintain the standard that was evident during the war.

"Many problems confronted us during the strenuous days just past and we solved most of them. Others are in a formative stage. They too must be solved, but I ask that you have patience until the final determination is reached. Some of the solutions of the problems I spoke of have been misinterpreted, and this is especially true of the wage adjust-

ments. I urge you to have patience and to place absolute confidence in the United States Railroad Administration. Bear in mind that you will be dealt with in all fairness. Remember always that your differences can be ironed out around the table. During this formative period do not lose your patience. Place your unflinching confidence in the railroad officials.

"Large questions are before all of us now and there naturally will be differences of opinion. There is only one way to handle these questions, and that is, first, by having confidence in one another, and, secondly, you must trust the Federal administrators. The Government did the only thing left for it to do when the war started and it acted properly in view of the conditions which then existed. True, today the results are in red ink and on the wrong side of the ledger. Thus it is that efficiency in operation is more necessary now than ever before. We must get a little more out of the machine. We must depend upon you men to do it."

After the shops quartet, consisting of C. L. Colley, first tenor; H. E. Childs, baritone; John Gorman, second tenor, and R. C. Thuss, basso, had sung several selections, they were joined by Earl Drenning, a soldier who has just returned from war service, and the quintet aroused much enthusiasm among the audience.

In his address Mr. Duffy said:

"With this big railroad family gathering, and your good, benevolent Federal Manager Galloway, by leaving his other duties and vast responsibilities to come here to give evidence of his intimate paternal relations and interest in your welfare and importance of this meeting, I feel I should not take up much of your time except to thank you for having invited me and giving me the inspiration of seeing this loyal body of employees and their friends at this wonderful SAFETY meeting. Our friend Mr. Broderick never does anything half way, and when he asked me to come to this rally, I must have almost surprised him with my enthusiastic acceptance, for I just wanted to get down here on this road and thank you for the fine and splendid work you

are trying to do for SAFETY through his personal leadership. And I am not disappointed. I am glad that I came, and hope to meet you all again.

Big Work Lies Ahead

"The great and all-absorbing European war is over, for which we are indeed glad, especially those of us who have loved ones of draft age. But, we in the Safety Section, however—and that means all men in the railroad service, officials and employes, you who are present and those who are absent—have still got to engage in intense warfare in our educational campaign for safe practices and conditions. While the European war was waged to bring peace by killing and destroying, our present SAFETY battle is to bring peace and happiness by saving the lives of our fellowmen, our brother workers. Let us learn the lessons of the war by applying them to SAFETY organization, preparedness and intense regard for duty and for the rights—SAFETY—of others.

"Effective SAFETY work requires active, earnest and whole-hearted cooperation between the officials and employes. It is essential that both be impressed with the idea that if it is necessary to operate a railroad at all, it is more necessary to operate it SAFELY. The standards established should be adhered to strictly. Absolute observance of all rules, regulations and requirements should be emphasized. The rule which forbids an engineer or conductor to make up lost time during a storm or fog should apply with equal force to the superintendent, trainmaster or dispatcher who gives the wink or other manifestation of approval to an engineer who disregards this and other restriction of orders to reach the terminal on schedule time. The gravity of such practices is never realized until something happens; yet it is inevitable that sooner or later an accident will result.

"It may sometime be found more difficult to obtain cooperation on the part of officials than on the part of employes. This may be due to lack of proper appreciation of the work, or disposition to get in a rut and stay there. No plan for accident prevention or safe operation can

be successful which fails to deal with causes rather than with effects, or with unsafe practices as well as unsafe conditions.

Our safety committees have been selected by superintendents and I approve of that manner of constituting committees. The superintendent is the man to look to for satisfactory results and he is the man we hold responsible for failures. As he, more than anyone else, is held responsible and he is also liable for the safe conditions and operation of his division, who more than he is concerned in accident prevention, who more than he is concerned in the selection of the right kind of men for safety committeemen?

"The officials must see that their block signals and SAFETY devices are inspected and kept in perfect order. The engineer must know every minute that there are block signals and observe the simple but necessary rules governing his duty of eternal vigilance and ever-watchfulness, and, failing to observe, the possible serious consequence—misery and sorrow.

Cause of Shop Accidents

"It will usually be discovered that one of two conditions is responsible for the large class known as 'shop accidents'—poor lighting or inefficient supervision. Nothing is better calculated to safeguard against industrial accidents than a well lighted shop. The management is responsible for unsafe conditions and supervising officials and employes are responsible for unsafe practices. If a workman be required to work with machinery or tools in a poorly lighted shop, his safety is endangered no matter how careful he may be and under such conditions, having set such an example of carelessness itself, the management is in a poor position to complain of emulation. Where accidents are traceable to inefficient supervision, a change in supervisors or in methods should be made promptly. Where the management has gone to the expense of providing goggles, installing guards on emery wheels and around gearing and revolving parts of machinery in consonance with SAFETY

suggestions, it is the duty of employes for whose protection such expenditure was made to avail of same and it is the duty of officials having immediate supervision to require such availment.

"As you have all been told, I have recently been officially appointed the head of the Safety Section of the railroads under Federal control. It takes strong arms and active legs, and, above all, a heart in the centre of the body to unite the head with the various members of the body in order to have a complete, living, working force. The big, throbbing, appealing heart of humanity is in our midst. And so, as the head of the Safety Section, I want you to be the arms to sustain and the limbs to help carry this grand humanitarian movement along.

Audience in Contest

William C. Montignani, secretary of the South Cumberland Y. M. C. A., directed the singing of "There's A Long, Long Trail" and every man and woman and child in the theatre sang lustily. The married men, who were asked by Mr. Montignani to sing alone, outdid the single men, who sang in rather a weak strain. This contest was much enjoyed.

Under the direction of E. R. Scoville of the Safety Department and H. H. Bennett, two motion pictures were shown which deeply impressed the spectators. The first portrayed the dangers of neglect of fire prevention and the efficiency of the employes' fire fighting corps at Locust Point terminals in Baltimore. Then followed "The Rule of Reason," a film which graphically depicted the dangers of the use of intoxicants by railroad men.

The great crowd which attended the

rally was handled with dispatch and without the slightest confusion by a corps of ushers, young women from the division offices of the Baltimore and Ohio and Western Maryland, under the direction of Miss Elizabeth McNeill. The ushers were Misses Margaret U. Burns, Mary Virginia Turner, Pearl Piper, Mary Hollen, Shirley Romiser, Mary R. Farrell, Cleo Waffer, Meredith Tipton, Zarah Clase, Dorothy Fossett and Nancy S. Miller.

In honor of the Federal Manager and in appreciation of the efficient cooperation given him in the preparations for the rally, Mr. Broderick arranged a reception in the ballroom of the Fort Cumberland Hotel. The hotel orchestra played dance music and the railroad quartet gave selections. Refreshments were served.

Among the officials attending the rally, the general safety meeting and the reception at the hotel, besides the Federal Manager, were the following: E. E. Hamilton, assistant to Federal Manager; S. Ennes, general manager; H. B. Voorhees, general superintendent of transportation; M. H. Cahill, general superintendent Maryland District; Earl Stimson, general superintendent maintenance of way; H. A. Lane, chief engineer; C. A. Gill, superintendent maintenance of equipment; S. A. Jordan, engineer maintenance of way; J. H. Davis, electrical engineer; A. B. Moore, assistant to general manager; A. K. Galloway, J. W. Deneen, superintendent Cumberland Division; T. J. Brady, superintendent Keyser Division; T. R. Stewart, superintendent of shops, Cumberland; T. F. Perkinson, master mechanic, Cumberland.

The Shop Man's Creed

IT IS not how many fingers we take into the shop, but how many we bring out, that counts. We owe it to ourselves and our country to be safe. Let each individual say: "I will obey all rules and instructions; I will see that my tools are in proper condition; I will think before I act. I will admit the mistakes of yesterday and last week and remedy them before it is too late. I will not take needless chances of any description."—*Right Way Magazine.*

Improvements Made by Engineering Department of Eastern Lines Totaled More Than \$9,000,000

DURING the year 1918 "additions and betterments" costing in excess of \$9,000,000 were completed on the Eastern Lines by the Engineering Department. This article is intended to be more a very brief statement of improvements than a description of their details and the results accomplished. At a later date some of the more important improvements will be described more fully and some information will be given in regard to the places which they fill in connection with other facilities on the system. The principal improvements have been in yards and engine terminals in order to relieve the congested conditions brought about by the very unusual increase in traffic.

Conspicuous among the improvements was the construction of third and fourth tracks under Wharton Street at Philadelphia, of which mention was made in the December issue. The construction of the roadbed and tunnel involved some difficult engineering features, particularly on account of the necessity of supporting Pennsylvania Railroad and street car tracks and maintaining the services given by light, telephone, gas and water lines in the street beds. This required extensive consultation with the various city departments and other interests to reach agreements as to the best procedure. The entire work cost about \$750,000 and included a new 113-foot overhead bridge at Wharton Street and installation of automatic signals for protection of the new passenger tracks.

Large additions to the yard and engine facilities were made at Elsmere Junction at a cost of \$580,000, involving among other structures a modern 300-ton reinforced concrete coaling station, a turntable 100 feet in length and a new five-stall engine house.

At Bay View and Claremont, Md., yard extensions were made providing space for 210 and 465 additional cars, respectively, and a new yard of 750 cars capacity was constructed at Mt. Winans, Md., the three improvements costing a total of about \$1,000,000. Installation of switching leads in Leadenhall Street, Baltimore, has been undertaken at a cost of \$47,000, and \$200,000 is being spent to complete the third and fourth tracks from Baileys to West Baltimore. A modern five-stall engine house, mechanical coaling station and ash pit are about complete at Carrolls, Md., at a cost of \$90,000.

Mt. Clare shops are being improved by the addition of a reinforced concrete car repair building, estimated to cost \$190,000 when completed. Passing sidings have been provided at Beltsville on the Washington Branch to hold full trains and also at Tuscarora, Boyd and Metropolitan Southern Junction on the Metropolitan Branch. These have added a capacity of about 150 cars to the existing facilities at a cost of \$167,000.

Better Brunswick Terminals

At Brunswick, in addition to a modern icing plant costing \$25,000, extensive improvements were made to the engine



Curtis Bay Coal Thawing Shed Now in Operation

terminal. An extension of seven stalls was made to the roundhouse, a 100-foot turntable installed and improvements made to the coal tipple, involving expenditures of \$125,000.

At Cumbo, W. Va., some additional yard room was provided.

At Cumberland, a heavy repair shop for locomotives is nearing completion at an estimated cost of over \$1,300,000. Besides this, an additional battery of boilers is being installed in the power house, and some work has been done in connection with four advance tracks east of the yard which will not be completed this season on account of the late date started.

At Keyser a yard extension to provide room for 490 additional cars is nearing completion at a cost of \$190,000 and a wet ash pit costing \$106,000 has been finished. Two single and two double houses have been built for employes, and a rest house containing twenty-eight rooms has been added to the one built last year, making a total of fifty-three rooms available.

At Rinard and Les Malinston (Grafton), W. Va., work was started on advance yard tracks estimated to cost \$318,000, but due to the late date authorized, construction has been postponed during the winter.

Considerable improvements have been made to the engine terminals at Grafton, at a cost of about \$328,000. The roundhouse built in 1910 has been enlarged by the addition of twelve stalls and now occupies the site of the old circular house built before Civil War days. A new 100-foot turntable has been installed in

place of the eighty-foot one in order to keep pace with the growing length of locomotives, and a new building constructed for housing the boiler washing facilities. Space for toilers and offices also is being provided. The ash pit and coal tipple are being repaired and extended and a new wheel shop has been built at the east end of the yard.

The terminals at Fairmont have been improved by the construction of a new 100-foot turntable, wheel shop and inspection pit. A water treating plant has also been installed at this point.

Work is being pushed on an engine terminal on the West Fork at Clarksburg, which will represent an expenditure of \$275,000 and when complete will provide a five-stall engine house, machine shop, store house, ash and inspection pits.

In the vicinity of Monongah, work is proceeding on storage and passing tracks for which \$77,000 has been authorized. Additional storage facilities are also being provided at Flemington, amounting to 150 cars.

On the Charleston Division (Coal and Coke Railway) the connection with the Monongah Division at Hampton, W. Va., has been completed. Work on three passing sidings near Adrian has been held up for the winter.

The F. M. & P. Branch has been given considerable attention as an additional outlet for West Virginia traffic and extensive improvements made to permit the utilization of heavier power. Twenty-two bridges between Uniontown and Cheat Haven, Pa., have been strengthened or renewed to carry Mallet engines.



Engine House and Turntable Pit at Elsmere Junction, Del.

This item is practically complete and comprised an authorized expenditure of \$325,000. An engine terminal has been erected at Smithfield, providing a four-stall house, machine shop, power house, mechanical coaling station, ash and inspection pits, and involving an outlay of \$160,000. The local hotel was purchased and is being remodeled as a rest house for the use of employes.

In addition to the above, expenditures aggregating \$309,000 have been authorized and work is under way on new passing sidings and extensions, storage tracks and other miscellaneous facilities at

pits, increasing length of seven engine house stalls, involving expenditures of about \$100,000. At Allegheny a seven-stall engine house is being rebuilt and is now partly in service, together with a new power house and an eighty-foot turntable. A new brick freight house has been constructed at Braddock, Pa. to replace the one recently destroyed by fire.

Comfort For Employes

In addition to the work at Keyser, the welfare of employes has received consideration during the past season by the construction of a rest house at Els-



Fine New Freight House at Braddock, Pa., Viewed From South Side

Leith, Smithfield, Van Vorhis, Cheat Haven, Morgantown and other points.

Approximately \$100,000 has been expended in adding four miles of second track near Evans, Pa. Other improvements on the Connellsville Division consist of a five-stall addition to the engine house at Connellsville, completed at a cost of about \$44,000—a 200-ton concrete coaling station at Yoder, Pa., the expenditure of \$67,000 on additional engine facilities at Somerset, and increased yard trackage at the latter point. Connections have been made with the Western Maryland at Ohio Pyle and with the Pennsylvania at Oriental at a cost of about \$72,000.

At Glenwood, Pa., on the Pittsburgh Division, construction is being pushed on a heavy repair shop for locomotives. These facilities when completed will represent an outlay in excess of \$1,700,000. A full description of this and the Cumberland shop will be given in a later article.

In addition to the above, other improvements have been made at Glenwood, such as new ash and inspection

mere Yard, Del., and the purchase of buildings for similar use at Gassaway, W. Va., Connellsville and Glenwood, Pa., involving in all a cost of about \$270,000.

In addition to the bridge work mentioned elsewhere, the draw span over Bear Creek on the Patapsco Neck Branch has been completed during 1918 and it might be interesting to note that this bridge is operated by a six cylinder automobile engine. Bridge 174, on the Wheeling and Pittsburgh Branch, was rebuilt, seven bridges on the Astor Branch were completed and about twenty-two structures extended for additional facilities or renewed.

During the year practically forty-eight miles of double track on the Connellsville Division has been protected with automatic block signals, part of an authority that will, when complete, add a total of ninety-two miles of trackage protected in this manner. Besides increasing the facilities considerably for handling traffic, this installation uses alternating current and no batteries, resulting in a much reduced maintenance

cost. The work included an interlocking plant at Green Junction and the rearrangement of eight existing outfits.

In connection with the safe and expeditious handling of traffic at Camp Meade, two interlocking plants were installed at Annapolis Junction, allowing

trains to be handled direct to and from the camp. At Okonoko, on the Cumberland Division, a forty-eight-lever machine was placed to handle traffic at the junction of three-track and four-track systems, arranged so that trains can be routed in either direction on any track.



Statement of employes who have been honorably retired during the month of December, 1918, and to whom pensions have been granted.

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Alder, Victor.....	Conductor.....	C. T.....	Philadelphia.....	28
Burke, Edward E.....	Engineer.....	C. T.....	Cleveland.....	47
Connors, Martin M.....	Engineman.....	C. T.....	Wheeling.....	37
Cox, Joseph P.....	Ass't City Ticket Agt.	Pass.....	Illinois.....	54
Paul, Lyman G.....	Special Agent.....	Pass.....	Illinois.....	20
Shaner, David P.....	Conductor.....	C. T.....	Indiana.....	32
Shipley John W.....	Carpenter.....	M. W.....	Baltimore.....	29
Steadman, Levi F.....	Carpenter.....	M. W.....	Shenandoah.....	41
Taylor, Benjamin F.....	Foreman.....	M. W.....	Shenandoah.....	43
Winters, Wilbur A.....	Ass't Foreman.....	Tunnel.....	All.....	41

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

During the calendar year of 1917, over \$312,000 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, have amounted to \$3,563,222.10.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Baker, Robert B.....	Cabinet Maker.....	M. P....	Baltimore.....	Dec. 15, 1918..	38
Dixon, William H.....	Mail Carrier.....	C. T....	Indiana.....	Dec. 10, 1918..	10
Jones, H. S.....	Drill Pressman.....	M. P....	Cumberland..	Nov. 28, 1918..	19
Mingons, Asa W.....	Laborer.....	M. W....	Indiana.....	Nov. 27, 1918..	35
O'Hara, Michael.....	Oil Issuer.....	M. P....	Monongah.....	Nov. 28, 1918..	40
Rumney, Robert.....	Machinist.....	M. P....	Baltimore.....	Dec. 19, 1918..	51
Smith, Job C.....	Agent's Clerk.....	C. T....	Chicago.....	Dec. 6, 1918..	30
Weddigen, Theodore..	Flagman.....	C. T....	Baltimore.....	Dec. 7, 1918..	29
Whiteford, George T..	Helper.....	M. P....	Baltimore.....	Nov. 30, 1918..	43

Notes from the Diary of a Veteran Prove Heroism of Those Operating Baltimore and Ohio in Civil War Days

By J. E. Spurrier

THE world war recently closed made many new heroes for the Baltimore and Ohio rolls of honor. Many of the young men who went at the first call of the nation as engineers, telegraph operators, etc., to handle the railroads constructed from the disembarkation ports in France to the trenches by the American Expeditionary Force were able and capable employes. The glorious fields of France are stained with the blood of valorous Baltimore and Ohio furloughed employes. Others died as a sacrifice upon the altar of Liberty before reaching the trenches at all. Until the last, though, every one of them remembered their railroad "alma mater" and were glad that they had learned enough of operation while upon its payroll to be able to do something for the glory of their country.

None felt more elated at the heroism of the soldiers of 1917 and 1918 than did those veterans of the Civil War who are still at their tasks with the railroad. These gray-haired heroes read of the daring of the present national force and recalled the days when the Baltimore and Ohio was the transportation artery around which was fought some of the most thrilling battles of the War of Rebellion.

The first train from the Chesapeake to the Ohio River, was upon the Baltimore and Ohio, and carried the President of the United States from Baltimore to Parkersburg, thence to Cincinnati, Ohio, via the Marietta and Cincinnati Railroad (now the Ohio Division).

The first telegraph to give the news to the world was constructed along the Baltimore and Ohio right of way.

It is no doubt well known and it has been repeatedly said that without the aid and the united efforts and support of the Baltimore and Ohio and its loyal employes and the telegraph there is no tell-

ing when and how the Civil War would have ended.

It was April 19, 1861, that the United States arsenals were captured at Harper's Ferry and the railroad and telegraph lines destroyed. The railroad was torn up for miles, telegraph poles cut down and burned, the rails heated on the burning poles and ties and badly warped, and then bent around trees.

John W. Garrett, then president of the Baltimore and Ohio, did not sit down and throw up his hands and yell "kamerad." He was on the job to win the war and to save his railroad, and quickly started out his repair and construction forces, headed by his able engineers, Walter C. Quincy and W. E. Porter; his transportation manager, Alexander Diffey; his telegraph superintendent, Charles W. Westbrook, and chief lineman, Henry V.



J. E. Spurrier



Walter C. Quincy

Riley. The reopening of the road and telegraph line was speedily accomplished. So rapidly was the work done and the troop and ammunition movement resumed that General Lee reported that destroying the railroad and telegraph line did not materially interfere with troop movements on the Baltimore and Ohio.

It was also on the same date (April 19, 1861) that the Southern sympathizers of Baltimore attacked the Sixth Massachusetts Regiment on Pratt Street. The soldiers were on their way to Washington, being hauled from President Street Station to Camden Station, via Pratt Street, by horses and in the same coaches which they boarded at Jersey City.

It is known, especially among the Baltimore and Ohio veterans and many others of Civil War fame, that the Baltimore and Ohio, at that time 379 miles long (Baltimore to Wheeling, and operating the North Western Virginia Railroad, Grafton to Parkersburg, 104 miles, with 236 locomotives), played a star part in winning the war.

It was in Maryland and West Virginia where the telegraph and the Winan's camel-back, iron-clad engines No. 120 and No. 144 demonstrated their usefulness, and where each employe was tried by fire and showed his heroism and courage.

Recalling some exploits of the United States military telegraph operators, especially in Maryland, from 1861 to 1865. W. W. Shock was dispatched to Point of Rocks to relieve "Big Bill" Vernetson. Arriving at his post of duty he was greeted by Vernetson as follows:

"Billy, I am truly glad to see you. You will make a fine target for the rebel pickets across the river. They have been shooting at me the past week or ten days. Good-bye, good luck; I am glad to get away alive!"

Billy held the fort and had the pleasure of seeing his tormentors routed.

There were many other cases of bravery among the Baltimore and Ohio operators, who invariably remained at the key until captured, in their desire and anxiety to keep Washington and Baltimore fully advised of conditions up to the last moment.

Thought He Was Killed

Frank B. Miller, another Baltimore and Ohio and United States military operator, barely escaped death and capture at Green Spring Run. The U. S. military office at North Branch Bridge reported as follows:

"Hand car just arrived from Patterson's Creek Bridge. Rebels there. The bridge on fire. Two cavalymen just passed on tow path going towards Cumberland. Frank Miller's horse with them, but poor Frank either killed or wounded and left behind."

Miller escaped, and was depot master at Camden Station and then agent and operator at Frederick Junction for many years after the war. He often related his war experience. His last report before retreating from his Green Spring Run office was telegraphed to General Kelley at Cumberland as follows:

"Rebels now on tow path marching toward Cumberland. I don't know if I can get away or not. Will keep telegraph working long as possible."

A message from South Branch Bridge stated:

"Our troops are about to abandon the iron-clad cars. The rebels have three pieces of artillery and firing two shots a minute. One of the iron-clad cars has

end knocked out. Iron-clad engine No. 144 retreating to Cumberland.”

Miller said after the war that he telegraphed General Kelley at Cumberland for reinforcements, and as soon as iron-clad No. 144 reached Cumberland, General Kelley started her back with a train of troops, artillery and ammunition, and they routed the rebels before they had time to do much damage of any kind. Everybody thought Cumberland was doomed, but No. 144, aided by the telegraph and loyal railroad employes, saved the day.

There were also many cases of heroism among the train crews, in fact several engines and trains were captured and destroyed in their attempt to run the gauntlet of the Confederate lines. The pay car was captured near Kearneysville. The engineman was killed in the wreck. A freight train was captured and destroyed at Berlin (Brunswick). Of course, the train crews had iron nerves. Among the daring enginemen were William Marsh, Abe Ingles, Curt Elliott, Ormond Butler, Adam Horn, Jim Buckey, Horse Head Linthicum, Bill Galloway, Rube Zepp, Jack Baldwin, Tom Beckett, Josh King, Bill Collins, Zack Hackett, Tom Spurrier and Young Tom Spurrier; Conductors Harry Green, John Synder, Bob French, A. P. Shutt, Jim Walters, Jack Bell, P. D. Getendamner, Kemp Mosburg, John Ashby, Baz Browning, Tom Turfield, Amos Wilson and Jim Underwood; Telegraph Operators Bill Bauer, Billy Shock, Tom Cline, Asa Ward, Ed and Dan Mason, Jim and Clarence Yeakle, Mooney, Clarvoe, Vernetson, Kerner, Sunn, Tom Dailey, Hopkins, Charley Ways, and others. Shock, Jim Yeakel, Dan Mason and Ed Spurrier survive. Jim Yeakel is with the Baltimore City Fire Alarm Telegraph and Mr. Spurrier is with the Baltimore and Ohio Railroad.

Were Warned By Shock

When Billy Shock, operator at Point of Rocks, reported the rebels crossing the Potomac River at Edwards Ferry there was much excitement and a quick movement of rolling stock and Government property from Harper's Ferry and Sandy Hook. A dispatch stated that the mail

train was fired into on its return from Harper's Ferry, but escaped because the engineman, William Collins, backed his train to Sandy Hook. Another dispatch stated that General Kelley sent iron-clad No. 144 (mentioned by Frank Miller) and three iron-clad cars to Sir Johns Run with orders to feel their way cautiously to Cherry Run or Back Creek Bridge. Another dispatch stated iron-clad No. 120, from Sandy Hook to Monocacy, ran the gauntlet as it was fired upon from the Virginia side at Point of Rocks by Mosby's cannon and rifles. A passenger train and four trains of Government stores from Harper's Ferry also ran the gauntlet and reached Monocacy in safety. It passed through Point of Rocks under enemy fire, picking up Operator Shock to save him from capture. Speaking of the iron-clad car which had end knocked out, another dispatch stated that the reinforcements handled by iron-clad engine No. 144 had an iron-clad car destroyed. The men then got into the blockhouse and defended it with so much bravery that the enemy retreated, not having time to damage the railroad and telegraph.

When it was dangerous to poke your head out of an iron-clad, Adam Horn, with No. 120 in a convoy of ten troop trains enroute from the west to Baltimore or Washington, fell asleep and pulled into the train ahead at Plain No. 4 water station and killed two or three soldiers loaded in box cars. The soldiers on Horn's train thought it was done purposely and while hunting for a rope, Horn, his fireman and train crew disappeared. A man lacking iron nerves was better away from the railroad. The world loves Marshal Foch; why should not the United States be proud of the Baltimore and Ohio Railroad and the veteran telegraphers?

It may be of interest to many employes to peruse the names and numbers of the engines and the names of some of the men running them during the Civil War. The following list is made from memory and not from a diary, and may be slightly incorrect. Of course some are missing, they having slipped the memory of the writer. The engines and enginemen named were

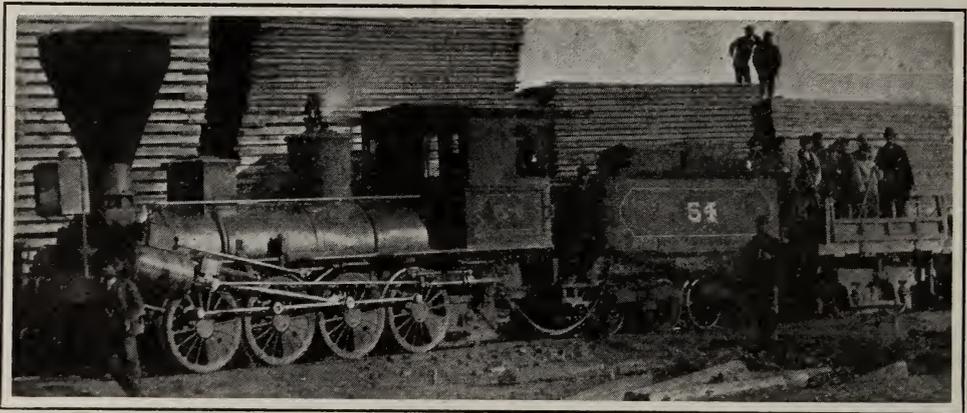
employed between Baltimore and Martinsburg and Baltimore and Washington. The writer was not acquainted West of Martinsburg during the Civil War. The list is as follows:

Some Brave Enginemen

Grasshopper Engine George Washington, Engineman Hugh Fisher; Crab Mc-Kim engine, Lem Marks; Grasshopper Engine Thomas Jefferson, Barney Fisher; Engine 23, Sam Peacher; Engine 27, Josh King; Engine 43, Joe Toomey; Engine 52, Bill Collins; Engine 54, Bob Lyons; Engine 57, Sam Palmer; Engine

Engine 176, Adam Riggall; Engine 197, Joe Sagle; Engine 198, Gus Goodnow; Engine 199, Chris Smith; Engine 201, William Franklin.

Sometime in 1863, the United States Government called upon the Baltimore and Ohio to move 15,000 men, with artillery, horses and ammunition to re-enforce the Federal army. Mr. Garrett was called to Washington to confer as to the possibility of being able to move them in a stated time. Mr. Garrett called his transportation managers, William Prescott Smith and Alexander Diffey, together and then answered that it could be done.



Engine No. 54, Which Bob Lyons Handled In Dodging Rebels

70, Fatty Willard; Engine 72, George Thompson; Engine 88, Bill Marsh; Engine 89, Billy Galloway; Engine 95, John Baldwin; Engine 99, Tom Beckett; Engine 101, John Buxton; Engine 106, Sam Pearl; Engine 33, George Birely; Engine 38, Sol Haugh; Engine 107, Reuben Lapp; Engine 131, Abner Ingles; Engine 173, Martin Raysinger; Engine 182, Zack Hackett; Engine 207, Bob French; Engine 108, Curt Elliott; Engine 119, Dick Purdy; Engine 120, Adam Horn; Engine 122, John Woodall; Engine 125, Iz Howser; Engine 144, Ormond Butler; Engine 146, John Mullinix; Engine 150, Bill Dougherty; Engine 157, Amos Reed; Engine 159, Theo. Addison; Engine 165, Jim Buckey; Engine 166, Tom Spurrier, Jr.; Engine 167, Bill Reynolds; Engine 170, Tom Spurrier, Sr.; Engine 174, Mart Raysinger;

The movement was made twenty-four hours ahead of time. No doubt it was this fine work which kept the Baltimore and Ohio out of military hands. Some roads which failed to give satisfactory service to the Government were under military orders. Mr. Garrett was tendered the commission of Major General, but declined it.

I do not know what commission was given Mr. Smith, but Mr. Diffey was commissioned a captain. This troop movement was made to Washington over the Baltimore and Ohio, via Orange and Alexandria and other roads and was handled by telegraph by Thomas M. King, who became a vice-president of the Baltimore and Ohio about 1883 or 1884, and is the man who pushed the Baltimore and Ohio into Philadelphia and around the Delaware and Schuylkill River fronts.

Accounting Department is Reorganized with J. P. O'Malley as Auditor of Revenue in Place of the Late J. M. Watkins

WITH the approval of the Federal Managers of the Eastern and Western Lines, J. J. Ekin, Federal Auditor, announced the following reorganization of the Accounting Department, with their headquarters:

All Lines

Federal Auditor, J. J. Ekin, Baltimore; Assistant Federal Auditor, F. A. Deverell, Baltimore.

Baltimore and Ohio Railroad

Auditor of Revenue, J. P. O'Malley; Auditor of Disbursements, G. H. Pryor, Baltimore; Assistant Auditor of Disbursements, S. W. Hill, Baltimore; Auditor Merchandise Receipts, W. E. Rittenhouse, Baltimore; Assistant Auditor Merchandise Receipts, N. F. Davis, Baltimore; Auditor Coal and Coke Receipts, L. A. Lambert, Baltimore; Auditor Passenger Receipts, C. H. Poumairat, Baltimore; Auditor Freight Claims, J. F. Schutte, Baltimore; Auditor Miscellaneous Accounts, C. G. Pollock, Baltimore; Chief Traveling Auditor, Q. E. Turner, Baltimore.

Western Maryland Railroad

Auditor, F. C. Uhlman, Baltimore; Auditor of Traffic, P. L. Overman, Baltimore.

Cumberland Valley Railroad

Auditor, E. T. Halter, Chambersburg, Pa.

Cumberland and Pennsylvania Railroad

Auditor, E. T. Dixon, Cumberland, Md.

J. P. O'Malley

It was with genuine pleasure that the employes in the office of auditor of revenue received the announcement that Mr. O'Malley would head the department.

He is one of the most popular officials in the central offices in Baltimore and his efficiency in the accounting division won him the appointment to the place left vacant by the death of J. M. Watkins. Until his appointment to his present office, Mr. O'Malley was auditor of merchandise receipts, having been appointed to that place on July 1, 1914, as successor to William McGowan. The new auditor of revenue is a native of Youngstown, Ohio, where he was born March 19, 1873. He began his railroad career as a mailing clerk in the general freight department of the Cleveland, Lorain and Wheeling Railway in August, 1895. His energy and devotion to duty were immediately evident and he won rapid promotion. He filled several positions with the C. L. & W. and then he went with the Erie Railroad as clerk in the freight department at Cleveland. It was in 1900 that he returned to the C. L. & W. as rate clerk in the auditor's office. When the C. L. & W. was absorbed by the Baltimore and Ohio, Mr. O'Malley was transferred to the Baltimore office of the auditor of revenue. This was in February, 1902.

The following June, Mr. O'Malley became assistant chief clerk to the auditor of coal and coke receipts and two years later became chief clerk. In January, 1913, he was transferred as chief clerk to the auditor of merchandise receipts. He became assistant auditor of this department on January 1, 1914. His next promotion was the auditorship.

W. E. Rittenhouse

For twenty-one years Mr. Rittenhouse has been in the service of the Baltimore and Ohio, and his present promotion is a reward for faithful and capable service.

Born September 9, 1877, at North Bend, Ohio, he got his education in the schools



J. P. O'Malley

of his native city. On March 15, 1896, he got his first job with this railroad, being clerk for road-master and master carpenter up until October 6, 1901. He then became account clerk to the engineer maintenance of way at Cincinnati. On October 9, 1903, he became chief clerk to division engineer and remained in that capacity until January 17, 1905, when he came to Baltimore as accountant for the engineer maintenance of way. He left the service of the Baltimore and Ohio on February 14, 1906, and remained away until the following July as traveling accountant for the Missouri Pacific. He returned to the C. H. & D. as clerk in the auditor's office and on April 1, 1909, he was named traveling auditor of the C. H. & D. He left the employ of the Baltimore and Ohio again on March 13, 1910,

to become an examiner for the Interstate Commerce Commission, but on April 4, 1911, he was back again as auditor of disbursements for the C. H. & D. He next was appointed auditor of traffic accounts on April 23, 1913, and on August 1, four year later, he was made assistant auditor of merchandise receipts. From that place he was appointed to his present office.

C. G. Pollock

In tackling the intricate problems of the miscellaneous accounts department, Mr. Pollock displayed untiring zeal, and his long railroad accounting training stood him in good stead. This department handles thousands of various accounts because of the movement of troops and military supplies, and these alone require minute attention. War taxes, vending machine income, and a hundred other small accounts reach the desk of



W. E. Rittenhouse



C. G. Pollock

Mr. Pollock, and the amounts range all the way from ten cents to ten thousand dollars. Mr. Pollock is a native of Cincinnati, Ohio, where he grew up and received his education. His first railroad job was with the Baltimore and Ohio Southwestern as a clerk. He moved around the various offices to get a working knowledge of all the details. In 1891 he was appointed an auditor and six years later chief traveling auditor. In 1904 he came to Baltimore as chief clerk in the merchandise accounting department and served in this capacity for ten years. He then was selected special accountant and was doing this work when appointed to his present position. Mr. Pollock's success can be attributed to his cheerful, winning disposition and his capacity for mastering details. He radiates cheerfulness and his office force is one of the most contented looking groups in the central offices building.

J. F. Schutte

Mr. Schutte will have direct charge of all overcharge and agents' relief claims and will perform such other duties in connection with the accounting for freight claims as may be assigned him by the Federal Auditor. Mr. Schutte is capable of handling this work efficiently, for he has spent the whole of his railroad career in the auditing department. Born in Baltimore on Christmas Day, 1865, he attended the local schools and in August, 1893, entered the employ of the Baltimore and Ohio as junior clerk in the general auditor's office. In November, 1894, he was appointed general bookkeeper and in April, 1902, he was named chief clerk to the general auditor. His appointment as auditor of freight claims



N. F. Davis

dates from November 15, 1918. A man of modest and retiring disposition, he has won a host of friends by his magnanimity and good fellowship.

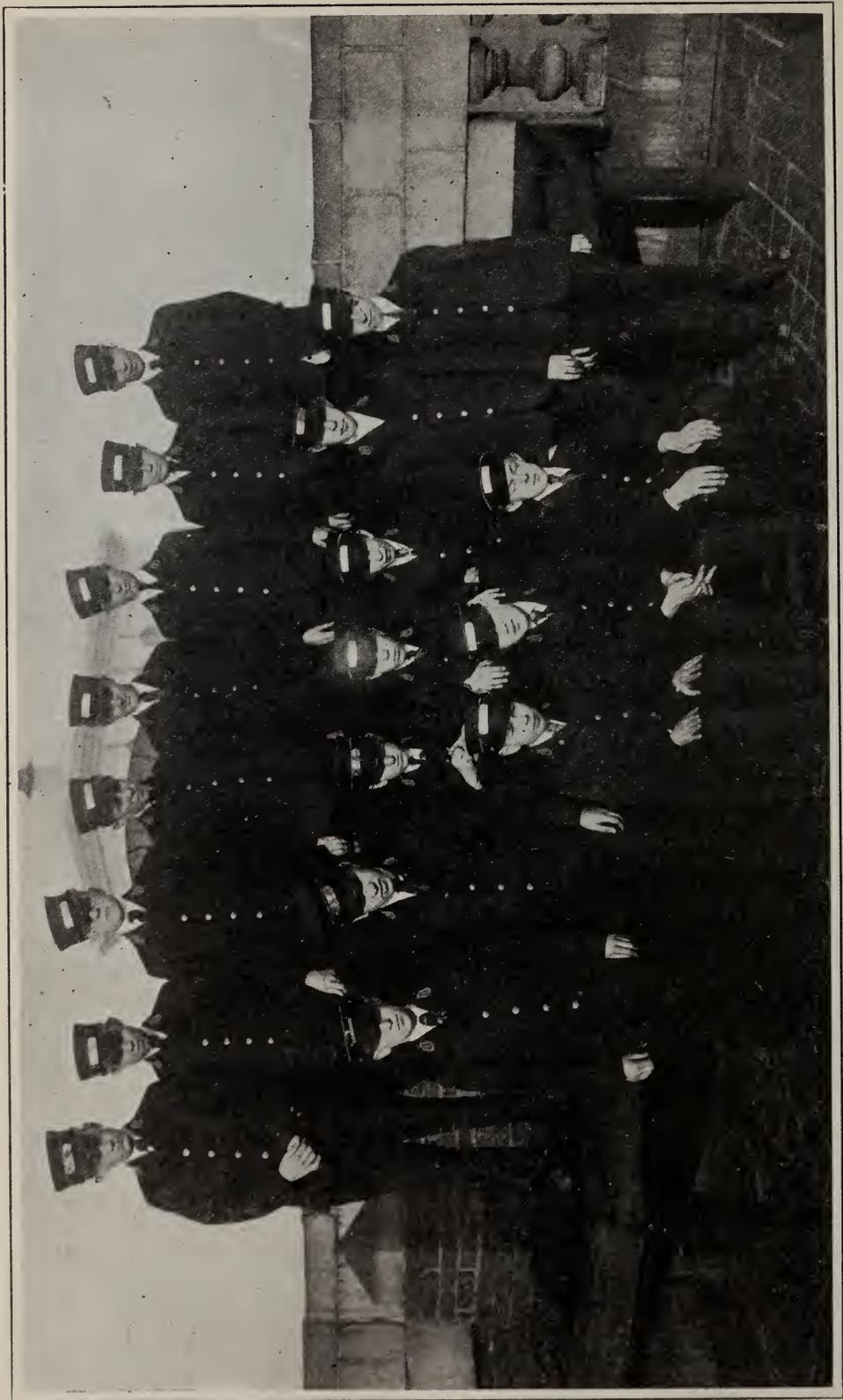
N. F. Davis

Mr. Davis was born November 17, 1872, at Baltimore and received his education in the public schools of that city. He entered the employ of the Baltimore and Ohio, July 16, 1888, as clerk in the office of the auditor of revenue. On October 12, 1903, he was made assistant head clerk in the office of the auditor of merchandise receipts, where he remained until May 1, 1909, when he was appointed head clerk. His next promotion was on July 1, 1914, when he was selected as chief clerk in the same office and held that position when promoted to his present place.

Compliments From a Passenger

The following was written upon a post card found on No. 6 and the card was mailed by the trainman who picked it up:

"On Baltimore and Ohio train January 4, 1919. Left Chicago on time. Reached Gary, Indiana, at 6.30 p. m. On a fine train and enjoying ride. Have a fine sleeper and a good porter, so have no complaint. Crossed into Hicksville, Ohio, at 9.30 p. m. We are now making a mile a minute, and are due at New Castle, Pa., at 4.15 a. m., and due at Pittsburgh, Pa., at 7.30 a. m."



LIVELY PROTEGES OF MERCURY WHO ARE GIVING MOST EFFICIENT SERVICE ALL THE TIME

These Baltimore and Ohio Messengers at the Central Offices in Baltimore are—right to left—Back row: THOMAS GREEN, CHARLES DOMINICK, LESLIE GRACE, WALTER LOTZ, WILLIAM KUGUS, CHARLES METZ, MILTON PARR, EDWIN CLARK. Middle row: FRANCIS COLE, ROBERT HUNT, JOSEPH HARTMAN, WALTER BLOHM, GERALD LAUR, JOHN HANRAHAN, ALBERT BASEL. Front row: ALBERT WIEBER, JOHN MCCUSKEY, GEORGE HARTMAN.

Eye Injuries and Recommendations for the Prevention of Them Discussed At Divisional Safety Meeting

By Dr. W. M. Barnette
Division Surgeon

The following vital paper on the protection of the eye of the railroad man was read before the Division Shop Safety Committee of the Cumberland Valley Railroad at a meeting held in Chambersburg, Pa., on December 19, 1918.

TO PRESENT a subject of this nature to a body made up of the various mechanical professions is not without difficulties. To do so and not stultify all concerned it is obviously necessary to use every-day language. Any thought, therefore (no matter how pertinent to the subject in hand), which cannot be expressed without technical language will be left unsaid. The number of ways in which the eyes of mechanics and working men in general may be injured are, apparently, so obvious to most of us that it may seem somewhat useless to consume time and space to enumerate and discuss them. But the most familiar things may present unusual angles and thereby stimulate our interest, at least, for a time.

If what follows, therefore, should seem to some of you as a mere rehearsal of the commonplace, I can only beg your kind indulgence, hoping there may be others whom these wanderings may benefit.

The air in the shops and in the vicinity of railroads is, at all times, laden, more or less, with fine particles of various materials such as metal, dust, sand, fine coal dust, etc. These frequently get into the eyes of employes, but seldom cause anything more serious than a brief inconvenience. The reason for this is that

cold bodies seldom adhere to the tissues (surface) of the eye-ball and are, consequently, either floated out by the secretion of the eye or are easily removed.

An entirely different condition confronts us when we come to consider hot substances which, when they strike the eye, literally burn their way into the tissues. The heat of these bodies causes the destruction of a relatively large amount of tissue. The size of the area of tissue so destroyed is frequently six times the size of the foreign body. I might say, too, that this dead tissue itself, if not properly removed, becomes, in every sense, a foreign body and nature puts forth exactly the same effort to expel it.

Coming first in this category are hot sparks from engines. The men in the train and yard services are particularly prone to meet with injuries from this source.

It is a well known fact that when two metals, or a metal and a stone, are struck, forcibly, together that the fine particles thrown off are usually very hot, sometimes cherry red.

It is from this source that the shopmen and mechanics in general receive most of their eye injuries. In this connection I would also mention hot rust.

This causes a particularly painful and, often, very destructive wound. The reason for this I am not prepared to offer other than to say that it appears not only to destroy the tissues by burning, but to partially dissolve and in this way adds to the tissue destruction and so increases the inflammation and pain.

Flying particles from grinding (grit) stones and emery wheels are another great source of eye trouble. There is about the particles from emery wheels, however, another fact for which I have no explanation to offer. Their presence in the tissues of an eye does not always set up the reaction which we call soreness. Not so many years ago, before any effort was made to shield the eyes of men using these machines, it was not uncommon to find a man whose eyes were covered with countless numbers of these particles. Paradoxical as it may seem, too, these men were often quite unaware of the presence. I would not be misunderstood, however, and wish to add that, unfortunately, they are not as a rule so unoffending.

Before passing on to the graver forms of eye injuries, it seems pertinent to discuss those injuries resulting from hot foreign bodies from the standpoint of their possible result, especially when improperly handled. The cornea (transparent, anterior, central portion of the eye) is indirectly nourished from the blood in the surrounding white part of the eye. It can be readily seen that, owing to this indirect supply of nutrition, the resistance of the cornea to infection is relatively low and, also, that a break in its surface continuity is a potential ulcer. An ulcer is always serious, for, while healing may be effected, as a rule, there is more or less impairment of vision on account of the opaque scar tissue which remains.

So far, it has been my effort to point out two facts. First, that hot foreign bodies destroy a large amount of tissue, and, second, that these points of destroyed (or devitalized) tissue are readily infected. Hoping that I have succeeded in this, I feel that it gives me warrant to take up another, equally important, phase of the subject.

In doing so I wish first to mention briefly the natural pigment spots found in many eyes. I desire to point out the fact that these pigment spots are exceedingly difficult to distinguish from foreign bodies. I will make the statement less qualified by saying that, in many cases, this is quite impossible without a good light and a magnifying lens. After what has been said, I venture to believe that no particular doubt remains in the mind of any one of you gentlemen of the imprudence of permitting the use of cocaine by lay-persons. Not that the cocaine is of itself harmful, but because it permits too much liberty to be taken with a very delicate organ by a man whose knowledge of the situation does not enable him to know where to begin or when to stop, but, instead, he is at liberty to dig away until something disappears.

To bring this matter out a bit more forcibly, there are two possible contingencies which I will try to picture: Recalling what has been said about the pigment spots, we will suppose a man working with a hammer and chisel suddenly feels severe pain in one of his eyes; suppose now that he really has been struck by a particle of metal which is, as is often the case, too small to be seen with the naked eye. He seeks the assistance of a fellow workman who, not being aware of the pigment bodies, immediately concludes that he sees one or more foreign bodies—cocainizes the eye and proceeds to dig them out.

Again, suppose a man, whose eyes present these natural pigment bodies, is at work at something from which he might readily be struck by a flying particle, has a sudden, severe pain in one eye; he decides that he has been struck by a foreign body and requires the assistance of our friend with the cocaine. The eye is rendered insensitive and again the pigment spots are mistaken for foreign bodies and dug out. In this case the pain was not due to the presence of a foreign body, but, instead, to the onset of an acute cold, the pain from which is sudden in onset and not at all unlike the pain caused by a foreign body.

I beg your patience still a little longer in order that I may call to your attention

a few matters no less important than anything that has so far been mentioned. We will take a brief survey of the most common articles used in general for removing foreign bodies from each other's eyes. I might mention the points of lead pencils, which may have been moistened with saliva many times; tooth picks, which may have done service; a dirty pen-knife blade, horse hair or the twisted corner of a pocket handkerchief, which may have been used many times.

Having enumerated some of the wrong things to use in removing foreign bodies, it remains for us to indicate what should be used. It has been my practice for some time to demonstrate to the men the method of using a charred match stick. In this we have, at once, cleanliness and smoothness. If a match is not available, the next best thing is a splinter of wood scraped to a point, being careful to remove all of the original outside portion and not to touch the clean point against either the clothing or the hands.

If a foreign body is loose in the lower sack of the eye, or if it is lodged beneath the upper lid, there are no objections to removing it by either of the means just mentioned. If, however, it is adhering to the cornea and does not come away when very lightly touched it should be let alone. If a doctor is available he should be consulted. If some time must elapse, however, before it is possible to get the

attention of a doctor, a great deal of pain may be avoided by tying a first aid bandage over the eye. This excludes the light and to a certain extent puts the eye at rest.

The graver forms of eye injuries, such as punctures by flying spalls or ruptures by direct blows can be handled in but one way. No time should be lost. The eye should be covered with a first aid bandage and the person taken to the doctor or to the nearest hospital.

When an eye has been injured by an acid, or an alkali, such as ammonia, lime, etc., the logical thing to do is to lay the person down and flood the eye with tepid water to remove as much of the offending material as possible.

After discussing these things, we should be even more strongly convinced of the importance of having employes protected at every possible moment by the use of goggles. These should always be of the best quality obtainable. I believe, too, that it is in keeping with the most modern ideas along the line of welfare work to say that it is the duty of industrial bodies to purchase these articles wholesale and sell them to their employes at cost.

Every shop employe should be furnished a pair the first thing when he reports for work. He should at the same time be verbally instructed in regard both to their use and the consequences of his failure to use them as instructed.



VIEW OF THE FINE AND COMMODIOUS STATION AT OLNEY, ILLINOIS

This station building was erected in 1901, the old depot being destroyed by fire. All the office work is done in this station, but freight is received and delivered at the freight house opposite. The office force consists of four clerks in addition to the agent, R. F. Jones.



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AUSTIN F. DUFFY

**Newly Appointed Manager Safety Section, Division of Operation,
United States Railroad Administration**

Austin F. Duffy Named Manager of Safety Section of Railroad Administration as Successor to the Late Hiram W. Belnap

ANNOUNCEMENT was made about the middle of January of the appointment of Austin F. Duffy as manager of the Safety Section, Division of Operations, United States Railroad Administration. He succeeds the late Hiram W. Belnap, whose death from influenza was a shock to the railroad world.

Since the death of Mr. Belnap, Mr. Duffy has been acting manager of the section and had entered into the work of promulgating SAFETY propaganda with much interest. He stated in a speech before the Advisory Committee of the Safety Section, which was printed in the January issue of the EMPLOYES MAGAZINE, that there must be no relaxation in the efforts to disseminate the benefits of SAFETY.

The appointment of Mr. Duffy places in charge of the Federal SAFETY work a man who has had wide and varied experience in this very necessary department. During the fourteen years previous to his entering the service of the Railroad Administration he was engaged in SAFETY work with the Bureau of Safety of the Interstate Commerce Commission. Prior to that work he was engaged with the Delaware, Lackawanna and Western Railroad for twenty-four consecutive years.

In this term of years he learned the practical side of railroading and the workers of the country's transportation lines need not fear that they have a theorist to deal with. He brings to the office of Manager of the Safety Section of the Railroad Administration a ripened judgment and a broad knowledge of the conditions existing in the transportation department of railroads.

Since he took over his new office he has probed deeper into the SAFETY problem and he hopes to have every railroad man in the nation deeply interested in this great undertaking before he ceases to strive for the goal which he aims at.

The object for which the Safety Section was created was to establish on all Class 1 railroads in the country Safety committees, and, having organized these bodies, to supervise their activities and co-ordinate their work as much as possible, thus bringing about standard practices and regulations for the conservation of life and limb in the operation of the carriers. Already the work of the Safety Section is in splendid condition, and thousands of safety committeemen have been appointed throughout the country to serve their respective roads in this great and far-reaching movement.

Are You One of These 11,000?

Between the rails of a railroad there are, ordinarily, just four feet, eight inches and a half, and the balance of the unsafe space does not exceed three feet; yet with all the rest of the world to stand and walk on, some 11,000 persons every year find it necessary to their employment, to end their days, or their health, on this narrow strip of land.

Letters of a Self-Made Failure

By Maurice Switzer

This is the second 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.

III

OLDBURG, July 6, 1912.

DEAR BOB:

If you think you can make me sore by sending news of your advancement to a managership, go right along and rub it in.

Bob, old man, my lid is off, my mitt is out; I salute you!

You write that you could make things hum were it not a for couple of house pets who are not only non-productive but actual obstructions in the way of progress. All I have to say in reply to that is that you're a poor manager if you can't make things hum in spite of them.

Leadership consists in the ability to bring order out of chaos; knowing how to pick up a lot of loose ends and weave them into definite form. It stands to reason that there must be weakness in any body of men that is willing to be led; that very weakness is your strength, and yet you complain of it.

A real leader must inspire confidence and enthusiasm. He ought to be human enough to sympathize with the shortcomings of his followers and strong enough to command ready compliance from the rank and file who depend upon him for those qualities which they lack: force, initiative, ingenuity, purpose and action. Real leadership must produce, not pose. Gold lace never won a battle. Sitting in a swivel chair on a Turkish rug before a mahogany desk and wearing a wise look, a wrinkled brow, and complaining about the quality of your help or the dullness of trade will never get you anywhere.

If a man is wrong, don't throw him—show him. Noise isn't reason. There

isn't any harmony in the bass drum unless it beats in rhythmic unison with the rest of the instruments in the band; and there's no success in business unless the whole organization is keeping step, with high spirits and colors flying. Don't criticise—analyze. Anybody can find fault; it's dead easy to tear down, but to build requires skill. Criticism is destructive and discouraging; suggestion is constructive and inspiring. Don't roast—reason. If business is bad there must be a cause; find it; you'll discover it if you know your book, and a correct diagnosis—unless the disease is fatal—is half the cure.

The house pet is a sort of commercial accident that is likely to occur in the most perfectly regulated business. House pets have their uses by eventually proving a background for the brilliance of real ability.

In the old days kings had their fools, and some of them were not so foolish as they looked, and others were more foolish. Later monarchs had their favorites, and often they played the duce with government, but just as frequently government played the mischief with the favorite.

The bigger the ship the more room for barnacles, and the larger the business the more room for simple efficiency to masquerade in the guise of commanding ability; but whether the craft be nautical or commercial, there comes a time when she has to have her hull scraped or lose her speed.

It's always discouraging to a hustler to see a dead one drawing good money, but when you begin to feel that way, just compare your joy—the joy of well-rendered service—with the anxious state

of mind of the four-flusher who is always beset by the dread that somebody will get his number; think of that, old top, and you'll draw much consolation from the reflection.

The man who takes cash that doesn't belong to him is a thief, and the man who takes money and gives nothing in return is a beggar; neither one is happy.

You've seen the balloon filled with hot air go up, but if you stuck around long enough you also saw it come down. Nothing lasts without continual effort; if it does it's either a ruin or a curiosity.

Tie up your perfectly good arm for a few months and when you remove the bandage it will be useless. Easy jobs make incompetents of those who fill them; that's the hustler's consolation, as well as part of his compensation. Only fools stick to sinecures. On general principles nothing comes easy that's worth having. What is easily had is lightly treasured and therefore easily lost.

As I said before, the bigger the house the more opportunity for incompetence. It's only in the small shop, where they

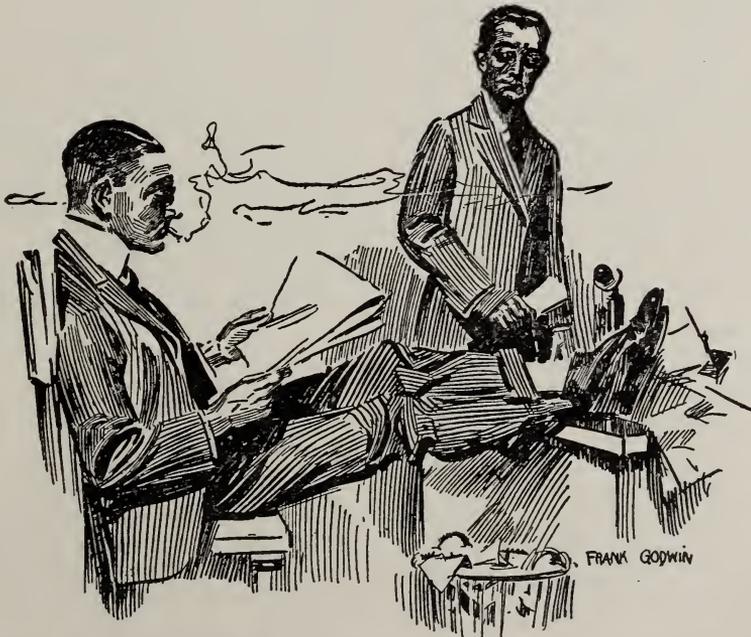
count the stamps in the cash drawer nightly, that you'll find everybody toeing the scratch; they have to, to pay the rent.

Sometimes a big institution maintains a few incompetents for the sake of past efficiency. When they do it's the sign of poor business policy, but a good heart. If that's the trouble with your house don't discourage it. There are entirely too few humanitarians in business as it is. Stick to them.

If, on the other hand, back numbers are maintained for lack of discernment on the part of the head of the house, don't let that worry you. This same weakness may stand you in good stead when you happen to make a few bad breaks—and you will make mistakes unless you quit doing things.

You mustn't expect to have everything your own way; nobody ever has. Every job has its drawbacks, and this you may discover some day when you quit a fair position for a worse one.

Personally, I think you ought to be thankful for the fact that everyone in your concern is not an ace; if they were



The house pet is a sort of commercial accident that is likely to occur in the most perfectly regulated business

all top-notchers, probably there wouldn't be any room for you to expand. Certainly you'd have to be several times better than you are to make an impression. I'd rather take my chances any time in a house full of mediocre people than in one where everybody knew as much as or more than I did. "In the country of the blind a one-eyed man is king."

Forget those dead ones. Plug along with your eye on the job higher up, and if you fail to land, and not for any lack of earnest effort, console yourself with the reflection that few people in this vale of tears ever get what's coming to them either in the way of reward or punishment.

Even your bosses are up against it, for by your own admission they are not getting the service they are paying for.

In heaven's name don't provide yourself with a set of ready reasons against possible failure.

Your house pets may be obstructions in the way of progress, but if you set them the proper example of efficiency you can make them so uncomfortable that they will hunt other jobs.

Don't stop at obstacles, surmount them; the tougher they are the more exercise you'll get. Any way you look at it, it's better to fall down than to lay down. A good mechanic can manage somehow even with inferior tools, but a poor workman will do a botched job with the best instruments in the world. No man can rise above his limitations, and we all have them; but there's no disgrace in failure when you've done your best.

Your personal work will tell its own story, but even if it's good there's no certainty that your reward will be in proportion to your worth. Injustice, unfairness and selfishness are all in the game and you've got to learn to take them philosophically. Failure to do your best is your fault; failure to get a just recompense is your misfortune; that you can't help and no man should worry about something which is beyond his control.

But I've noticed one thing. In most cases where an employer fails to recog-

nize real ability in an employe, some competitor with foresight and insight grabs the man. Of course it doesn't follow that this will happen to you, but no fellow who keeps his health, his job and an increasing balance in the bank need worry one way or the other.

Life is full of hard knocks, and many of them leave us pretty sore spots; but a little ready money is a mighty fine ointment in most cases.

I hope your future will prove to be as rosy as you picture it in your fondest dreams, but don't discount it by spending all you make in the belief that some day you will be making more than you can spend; I told you what happened to me.

Prospects are pleasant reflections, but to bank on them is to believe in dreams; they are both made of the same stuff. At the age of twenty-four, with two-thirds of life still before him, a man talks of prospects as tangible assets. When he gets to be twice that age he knows better. The future is mighty poor collateral when you're in the hole; it's about as helpful as the track trophy you won at college, but not nearly so negotiable.

Prospects are the ten-pins of desire set up in the alley of hope, down which rolls the uncertain ball of chance. A ten-strike is usually an accident.

Good luck to you, old man, and may you prove to be the one real credit to our ancient name. Who knows but in our veins there courses the blood of great commercial giants and captains of industry?

Your affectionate brother,

JIM.

IV

OLDBERG, Oct. 12, 1912.

DEAR BOB:

I've just returned from a three-months' trip and find your letter among my unpaid bills—where I usually keep wedding invitations. I don't know how it got there, but from the fancy envelope I presume somebody thought it would cost me money to open it. Whoever got that idea had an inspiration.

I inclose a check for the fifty you asked for, and I am less worried, old chap, about your returning it than I am over your need of it.

Apparently I've been wasting perfectly good advice, to say nothing of time and stationery. In spite of all I've written you've laid down like a quitter—ducked, because you couldn't convince the boss that you knew more about running a successful business than the fellows who helped him build it.

You say the concern was hampered by deadwood and was unprogressive. Of course you're entitled to an opinion, and maybe you are right, but I don't think an awful lot of your judgment.

You led me to believe when you first connected that it was a great opportunity—the first you ever had. If you made a mistake then you're just as likely to be wrong now. A fellow who can't tell an opportunity when he sees one doesn't strike me as being an infallible judge of that most complex of all things, human nature.

But you expect to land another position which you say offers greater scope for your ability and brighter future. How about the present? Suppose in three months or three years you find you've made another mistake? What are you going to do right now to provide against such a contingency? Will you need fifty dollars, or will you have laid aside five hundred?

It's the cheerful lad with a ready smile whose society is mostly in demand, and the only time that kind of a smile is really on the level is when it lights up the countenance of a fellow who *knows* that tomorrow needn't worry him.

Opportunity? Why, man, it's everywhere—opportunity to get on and succeed in a modest way. But it isn't opportunity that most of us are looking for, it's omnipotence, ready made.

When I was a kid I held a job with a Buffalo concern where it was the custom to advance employes in the order of their length of service. When a vacancy occurred higher up, the first call was given to the man who had been in the company's employ longest of those in the line below. This rule ap-

plied all the way down to the errand boys. Of the latter there were two, and I was one of the fleet-footed Mercuries, having qualified for that important position about three months before my running mate appeared on the scene.

We had a shipping clerk who was the son of a rich father, so it didn't matter much whether he toiled or not. This chap was in the habit of dolling up on Saturdays and disappearing about noon. In those days Saturday was not a half holiday, but Sylvester—which wasn't his name—wouldn't show up again until the following Monday morning.

Sylvester was an agreeable chap, with nice, easy manners, and he tried to get me to do his work on those particular afternoons so that he wouldn't be missed, but I couldn't see it. He was getting ten dollars a week and I was drawing down four. His business was filling in shipping forms, routing freight and receiving goods and it took head work and experience to hold the job. My declination to act as accessory to the errant Sylvester was not prompted by any high moral principle; I couldn't see where I came in to learn his business and labor at it while he enjoyed himself and copped the coin.

Freckles, my side partner, was an easy mark who was always doing something for somebody as a matter of accommodation, so he fell for Sylvester's sophistry and learned to fill in the bills of lading and to master much of the other detail. He kept at it until he became so proficient that Sylvester felt able to add every Wednesday to his periods of recreation without fear of finding on his return that the company had gone into the hands of a receiver as the direct result of his neglect.

One day the boss took an afternoon off to see Lawrence Barrett give a matinee performance of "David Garrick," and as the "Old Man" took his seat in the theater he lamped Mr. Sylvester about three rows ahead of him.

The next day there was a vacancy in the shipping department and in the forenoon the "Old Man" haled me before him.

"Jimmy," said he, "we've decided to have a new shipping clerk and you're in line for the position; can you fill it?"

I saw ten dollars a week making faces at me and I grew nervous.

"I guess I can, sir," I finally stammered.

"I don't want you to guess," said the boss sternly. "Can you *do* the work—right now?"

I had to admit that at that particular moment I couldn't qualify.

He summoned Freckles while I stood there.

"Freckles," began the boss, "Jimmy has been here a little longer than you have, so I've offered him the job of shipping clerk first, but he isn't positive that he can hold it down; now do you think you can?"

"Sure thing!" replied Freckles right off the bat.

"Why are you so certain?"

"Because," said Freckles with a grin, "I been doin' the work for three months so's Mr. Sylvester could attend to some of his personal business."

"All right," said the Boss with a smile, "you're the shipping clerk from today on and your salary is ten dollars a week; don't have too much 'personal business' outside the shop."

And he didn't. Twenty years later he was one of the bosses.

I told you that the family obsession was leadership, and that the taint was in your blood. We have all wanted to make "names" for ourselves. Well, somebody else makes the name and it begins with an "F," ends with an "L" and the middle letters represent the sum total of our ability as compared with the real stuff that makes for greatness. Lead? Why, the average man hasn't the qualifications to lead anything but a fox-terrier.

I think it was Emerson who said that there came a time in the experience of every man when he learned that envy was ignorance and imitation suicide. That time does arrive, only it usually comes around so late in life that the knowledge doesn't help much.

You've been reading the wrong stuff. There's too much sunshine poetry and optimistic bunk being painted these days. I've worked on a newspaper, and I know. A good deal of that kind of matter

emanates from a brand of philosopher whose principal qualifications consist of a little education, some imagination, a flow of words and a colossal gall. Some of the fellows who write discourses on "Hope," "Truth," "Optimism" and "Opportunity" own a code of morals that ought to be dragged out with a bale-hook into the back yard and fumigated.

Those are the bards who tell you to study the lives of the illustrious dead or point to our great living geniuses as glittering examples for the emulation of every American youth. Running a close second in impracticability is the fond parent who hopes his or her pin-headed offspring may some day become President of the United States, when the boy probably hasn't the inherent mental capacity to be doorkeeper of the White House. Many a good laborer has been spoiled in the making of a bad lawyer.

Really great men are born only occasionally, but the country is overflowing with men of ordinary ability, which, if properly applied, would bring the possessors comfort and some degree of happiness.

When fellows like you and me fall down it isn't because we're failures. It's only because we waste and scatter our ordinary talents in attempts to attain the extraordinary—objects which are entirely beyond our reach—and things we wouldn't be happy with if we got.

The fellow in a good position, who by his energy, application and loyalty assists in the upbuilding of some great enterprise, is just as big in a way as the enterprise itself. The printing press is a wonderful piece of mechanism, but there isn't a cam or a cog in the whole device that isn't essential to the perfect working of the complete machine. Every part serves its purpose and is just as important proportionately as the power that drives it.

You complained some time ago that I was setting a premium on mediocrity. The great multitude, my boy, isn't even mediocre; it's absolutely ignorant—and a lot of the ignoranuses have good educations. Learning isn't necessarily knowl-

edge, and illiteracy doesn't always spell stupidity.

I'm for the mediocre man; for more literature that will hold out some hope to him and bring home to him the truth that he is just as important to the world's progress as the greatest captain of in-

dustry that ever scuttled a corporation or wrecked a railroad.

Future? Forget it, old man; look after the present and the future will take care of itself.

Your affectionate brother,
JIM.

Jim's next series of letters will appear in the March number of the EMPLOYEES MAGAZINE

What Do We Mean by 100 Per Cent. Plus?

By F. M. Kirkendall

Delivery Clerk, Dayton, Ohio

THERE are two methods by which we can appeal to the masses and make forcible a statement: First, by an extraordinary document, and secondly, by repetition of a rule or precept.

This article is written to meet the second premise. From the most reliable data it is estimated that the man who has and is contributing 70 per cent. of his increase in pay since January 1, 1918, to bonds or thrift stamps is 100 per cent. The *plus* represents his daily exercise of care and judgment in his work. This care and judgment is the source of railroad revenue. His bond is the source of his own income. The *plus* man knows that our transition from industrial to military activity invites danger to life and limb. He knows that our speeding up process has increased accident possibilities.

He knows that freight handling is unlike any other piece work, for no one can know the loss due to careless acts. He knows the value of floor space in car and house. He knows that merchandise loaded in violation of safety rules is a company risk. He knows that merchandise checked "bad order" at delivery point is a demerit mark. He knows that merchandise marked "fragile" when dumped is a debit donation. He knows that diverted freight

is delayed in delivery and damaged by excess handling. He knows that the minimum loss is the maximum profit. He knows that the *way* he does is more important than *what* he does. He knows that the demand of the world is for something a little bit better.

He appreciates his increase in pay and by living up to what he knows is making himself a *plus* that is worth more than his 100 per cent.

1776 to 1918

By W. E. Foutch, Crossing Watchman

This dear little flag
That waves now there,
Was made with a tear
And a mother's prayer.
Born of Old Glory
With only one star,
Look today what a wonderful flag
you are!

You float in the breeze of 48 States;
All nations fear you.
Some day you will float in the
breeze of the world.
You will rule all nations
And the sea will be yours.

You are backed by an army
Of millions of men;
Who all proved loyal to the flag that
was won.
Our forefathers won you
By shedding their blood.
And we will protect you;
Old Glory wave on!

Points to War-Time Cooperation as Augury of Continued Effort of Railroad Men to Solve Peace-Time Problems

By Frank McManamy

Assistant Director, Division of Operation, United States Railroad Administration

IT HAS been generally understood that the Government assumed control of the railroads because of the necessity of increasing their efficiency and operating them in such a manner that the necessary transportation would be provided to enable the country to successfully conduct the war against what had come to be recognized as the enemy of civilization.

It had been demonstrated that under individual control it was not possible to obtain the degree of cooperation necessary to bring about the increased efficiency which must be obtained, and that only by operating the railroads as a single system, under the direction of a strong central organization, could the transportation needs of the country be met. A survey of the situation showed that one of the principal, if not the principal, need was to improve the condition of motive power and rolling stock.

Greater efficiency in this respect could only be secured by greater efforts and closer cooperation of the army of the railroad shop employes, because with the urgent demands for men for military service and for munition factories it was not possible to increase the forces in proportion to the increased work. The results of the past year show that increased efforts and better cooperation was secured to an extent hitherto unknown. Personal convenience and comfort on the part of railroad officials and employes were alike disregarded. Sundays, holidays and vacations were unknown to most of the railroad workers for the past year or more. Every loyal man was on the job twenty-four hours a day and seven days a week or as near it as was physically possible.

Employes' contracts were temporarily modified with respect to shop hours and to promotions and suggestions or requests of the Railroad Administration for changes that would increase efficiency and bring about closer cooperation have been cheerfully and promptly complied with. As a result of this it is not an exaggeration to say that a degree of efficiency in operating railroad shops was reached which has never before been attained. The railroad machine has been operated at high speed and with full tonnage and the shop employes have provided the necessary equipment.

In the matter of furnishing necessary equipment to conduct transportation during the war, the railroad shop employes have gone over the top, and when the records of what they have accomplished is written, they will have little to regret and much to be proud of.

The war is now over and the problems thereto are things of the past. We have, however, confronting us, problems equally important although perhaps not quite so urgent.

The principal requirements necessary to go from a peace basis to a war basis were unlimited energy and unceasing effort. To change the shop organization from a war basis to a peace basis, which is the task that confronts us now, will require unlimited patience, tact and judgment. A degree of cooperation equal to that which has been exercised during the war will be required. It will require the principle of the square deal to be recognized and observed on all sides, and it will require absolute confidence that the necessary reorganization will be worked out with fairness.

The railroad shop employes, with the cooperation of the officials, have performed a great service in their work during the past year, but it could not have been accomplished without complete cooperation and confidence in those who were directing the work. They have before them during the reconstruction or reorganization period an opportunity of performing an equally great service, and if that is to be successfully performed, it will require the cooperation of all, and the work must be done in a way that will inspire confidence.

During war times two points in the operation of railroads predominated, namely, safety and efficiency, and others, where they in any way adversely affected

these, could, in a measure, be disregarded. In times of peace safe and efficient service must be rendered to the public at a cost commensurate with the service performed. This, of course, means readjustments of hours and reorganization of force, but this can and should be done along reasonable lines, with proper consideration for the rights of the public and of the employes. If approached in the proper spirit and carried out with absolute fairness, necessary readjustments can be made without friction and without loss of efficiency.

The spirit of cooperation and the desire for performing constructive work which has been manifest during the past year is a sufficient guarantee that this will be done.

The Wettest Place on Earth

 OF COURSE the very bottom of the Pacific ocean (approximately six miles below its surface) is an exceedingly wet spot; but the "wettest place" upon earth, according to the usual meaning of this term, is Cherra Punji, in the Khasia hills of Assam, India. Here the annual rainfall averages 458 inches, or about thirty-eight feet. This annual average is from January to January; but during the summer months Cherra Punji is deluged with about 300 inches of rain. This is a summer average of over three inches per day, but more than thirty inches per day have been recorded for five successive days, approximately 150 inches falling in 120 hours. Thirty inches in one day would certainly be more than enough rain for any place on earth, except the Sahara Desert, where the rainfall is zero; but almost forty-one inches descended upon Cherra Punji during June 14, 1876. And in the year of 1861 more than 900 inches, or about seventy-five feet, of rain fell there.

Now let us see what the average annual rainfall upon Cherra Punji really means. The nearest approach to its 450 inches is

at Maranham (277 inches), while at Vera Cruz 180 inches have been recorded. As for New York City, that has about forty-five inches yearly, or about one-tenth of the rainfall of Cherra Punji.

If the average annual rainfall all over the world for the past 2,000 years has approximated fifty inches—this yearly average has been variously estimated—then since the beginning of the Christian era there has fallen from the clouds an amount of water not far from 100,000 inches in depth, or what would be equal to about 8,000 feet—that is, about one and one-half miles. And supposing that, instead of an average yearly rainfall of fifty inches, there should have fallen from the clouds 458 inches, then the land-surface or our world—had all this water remained upon it—would have been covered by an ocean some 70,000 feet in depth. In other words, this land-ocean would have extended approximately eight miles above the 29,000-foot summit of Mount Everest in Asia.

Certainly Cherra Punji deserves the title of the "wettest place."—*Popular Science Monthly*.



SOME OF THE GALLANT MEN FROM THE OFFICE OF AUDITOR

- | | | | |
|-----------------------------|---------------------------|---|----------------------|
| 1—SERGEANT JOHN J. TEWEY. | 2—PRIVATE D. L. CLAYLAND. | 3—PRIVATE ELMER E. OLDHOUSER. | 4—F. W. ... |
| 8—SERGEANT MARTIN H. STOUT. | 9—WALTER S. LOSER. | 10—REGIMENTAL SERGEANT MAJOR M. M. GAFFNEY. | 16—PRIVATE F. J. ... |
| 14—JOHN F. PARROTT. | 15—HAROLD M. MOLESWORTH. | | |



4—PRIVATE AMON BURGEE. 5—LIEUTENANT J. CARROLL PEREGOY. 6—PRIVATE WILLIAM H. HUTTON. 7—LIEUTENANT MORRIS S. KERR.
 8—PRIVATE C. MARVIN MARK. 11—AMON BURGEE. 12—PRIVATE C. MARVIN MARK. 13—SERGEANT CARLIN L. MOLESWORTH.
 16—LIEUTENANT HARRY F. SCHNEIDER. 17—LIEUTENANT HARRY F. SCHNEIDER. 18—PRIVATE S. R. BABYLON.



Baltimore and Ohio Employees Magazine

WILLIAM F. BRADEN, *Editor*
Office, Mount Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*

Pitiful Spectacles



GENUINE work of mercy is that performed by Sir Arbuthnot Lane, a famous British surgeon, who sometime ago visited the United States to attend a medical convention at Chicago. He said one of the most tragic figures of the war is the soldier whose nose or jaw has been shot away. "Such a man returns from the war," he said, "expecting, of course, to be received with open arms. However affectionate the wife may be, she shrinks from him and his little children run from the home and scream."

One of Sir Arbuthnot's duties is to rebuild, or reform, the disfigured face. A photograph of the soldier as he appeared before entering battle is obtained and the merciful work of making him presentable at home is begun. By means of flesh taken from parts of the body and grafted to the face, the man's features are transformed so that they more nearly represent those of a human being.

For such a mortal the world has its profoundest sympathy. Horribly disfigured while defending his flag, he returns bringing sorrow with him to his home. Tragic, indeed, is such a figure.

As there are tragic figures among those who return from the battle's fury, so, also, are there tragic figures among those who have been forced to retire from active service in the industrial world. And what, in the main, has been the cause of

their retirement? Investigation would show that most of them owe their premature inactivity to carelessness. A piece of shrapnel flying from an explosive shell is no more dangerous than is part of a broken tool hurled from a machine in motion. A broken piece of belting snapping from the flywheel may inflict a deeper gash than a Hun's sabre.

Heed the beacon light of carefulness and you will not return home with your face so horribly disfigured that your wife and babies will shrink from you.

Send Them Books

WHAT sort of books do the wounded soldiers in hospitals and men in camps awaiting demobilization most desire? According to the Library War Service of the American Library Association the immediate pressing need is for light current fiction, the men's minds turning quite distinctly just now to recreational reading.

A recent list of books particularly wanted includes such writers as Rex Beach, B. M. Bower, Edgar Rice Burroughs, Zane Grey, Henry Herbert Knipps, O. Henry, Peter B. Kyne, E. Phillips Oppenheim, Mary Roberts Reinhardt, Bertrand W. Sinclair, Booth Tarkington, Stewart Edward White, Harry Leon Wilson and Harold Bell Wright.

It is evident from this list that what the soldiers are looking for is stories of action. The one characteristic these writers have in common is their dramatic ability. Books by any of these writers are especially welcomed as gifts for the men in service and can be sent to the Baltimore and Ohio Library, Mt. Royal Station, Baltimore, or to any public library with the assurance that they will be promptly forwarded.

**The Three Great Pests:—The Kaiser,
the "Flu," Carelessness. Two
Have Been Exiled. What
About the Third?**

Supervisor Points Out Benefit of Tackling Day's Tasks in The Proper Frame of Mind

IN SENDING out copies of Director General McAdoo's "A Life Sentence," which is reproduced below, Supervisor W. C. Wright, of the Wheeling Division, made it the occasion to give his foremen some advice that should be noted by all railroad men. He points to the necessity of performing the allotted daily tasks with the idea of making the present day more productive and better than the preceding one. The way a worker looks at the task ahead of him, says Supervisor Wright, determines whether the job is to be one worth while or just a matter of "killing time." His letter to his foremen is as follows:

To All Foremen—I enclose herewith a few copies of the circular entitled "A Life Sentence," and in connection with this I would like to say a few words to you foremen and men on this subject.

Did you ever realize that the way you look at any kind of work, that is, your state of mind, is reflected in your work? A man goes out on the section in the morning thinking, "Well, I don't care whether I do anything or not. I will just get this day as easily as possible; it doesn't make any difference whether I work or not so long as the boss don't see me."

How few men realize that in this way of thinking they are damaging themselves far more than the railroad for whom they work. Soon or late they will fall into the habit of thinking this way, and it will stay with them through life, for no man ever did a good piece of work and tried to shirk at the same time. On the other hand, a man will go to work in the morning thinking, "Well, today is another chance. I think I can do that work just

a little bit better than I did yesterday. While the work yesterday was good, I believe I can improve upon it a little."

He right there gets interested in his work, no matter what it is. He forgets the time clock. The day goes faster, and at night he has that indefinable feeling of a duty well done.

Another thing I would like to impress upon each one of you is carefulness. Did you ever realize the amount of responsibility that rests upon each of you? A small crack in a rail may, during the hours of the night, develop into a bad break, which will result in a derailment, and not unlikely a serious loss of life. In railroading, as in everything else, you must watch the small things in order to avoid the larger ones. How much easier and safer it is to change a rail, surface-up a joint, or readjust a switch point than it is to clear a bad wreck?

And another thing. You don't want to get to thinking that your work doesn't matter. This railroad has no job that does not matter. Your job is just as important as an engineer's or conductor's, that is if you do the work required, otherwise you are injuring yourself as well as the railroad, without doing any good to any one.

SAFETY and honesty should be always kept in mind and applied to your daily work. The question I wish each one of you to consider when you read this is: Are you setting the right kind of an example before your men? Remember, we officers should give an example of honesty and faithfulness in all our work and should see that the men under us obey the rules laid down just as near as possible.

And if we do this our employers will see that we are interested in our work and we will have no trouble in making our efforts a success.

W. C. WRIGHT.

The circular which inspired Mr. Wright to give the above advice is as follows:

A Life Sentence

*From an address recently delivered by the
Rev. J. F. Weinmann, of Philadelphia*

"Take the case of a railroad conductor or engineer. Suppose a man has to take a train of coaches from New York to Washington, leaving New York, say, at 6 a. m. Anyone can readily see that his task may be contemplated in two entirely different frames of mind.

"He can say, as the bell rings and rouses him in what seems the dead of night, 'Hang it all, it's time to get up again; nothing but the same old grind; I hate railroading anyway; I think I'll quit; this isn't a job; it's a life sentence.'

"Or he can do something else. He can press a button somewhere inside himself and in a flash see the whole situation big before him, pulsating and tense in its human interest. He can see the great 'system' with which he is connected; its multiplex life. He can see the huge overarched shed with its breathing trains; he can see his own engine or train, and as he contemplates what by this time has begun to shape itself in his mind as an opportunity a smile can be seen breaking out on his lively face—it is *his* engine, *his* train; he can see the three hundred souls, more or less, waiting to be taken to Washington, each with a living interest, how and with what freight God only knows; and *it's up to him to take that big human thing to Washington!* Once more he smiles and, thanking God he has a share in human things, in the work that needs to be done, he presses his hat down on his head and 'beats it.'"

Printed for distribution among the United States
Army of Railroad Men with the compliments of—

W. G. McADOO,
Director General of Railroads.

Foreman Tells How to Interest All in Safety

AT A meeting of the Indiana Divisional Safety Committee, held in the office of the superintendent at Seymour, Ind., on November 16, General Foreman P. T. Horan presented his ideas as to how to interest men in SAFETY. His address was as follows:

"From the time of life's beginning it has been natural on the part of man to consider first and foremost self-protection. There is an old proverb which says, that 'self-preservation is the first law of nature,' and the realization of the individual as to this proverb, as we view life in its every aspect, comes very close to proving the truth of this proverb.

"It is but natural that a man should seriously consider, firstly, the protection of himself, and, secondly, the protection of those with whom he associates. In order to properly protect others we must first protect ourselves. Of course, we all understand that protection means equipment, facility, efficiency and all that goes with it in all the various spheres of life. Particularly does this apply to the industrial life. A man to be able to interest others in the safety of men, equipment, and operation must, by virtue of his own

actual performance, prove himself to be a living example of what he urges upon others.

"We all know that there isn't anything in life that gives so much satisfaction, so much real pleasure, as duty well done. One can best advise others when he has the satisfaction of knowing that he himself has lived up to the policy that he advocates others to pursue.

"Confidence on the part of man, firstly in judgment and, secondly, in the personality of his superior official, creates a mutual interest that is productive of the greatest possible good. We all love commendation, especially when we feel we deserve it. It is not well to wait until men have departed this life and left our ranks before we give them the credit they deserve. In this respect I believe in the words of the poem which I once read:

Do It Now

If, with pleasure, you are viewing,
Any work a man is doing,
And you like him or you love him,
Tell him now.
Don't withhold your approbation,
Until the parson makes oration,

And he lies with snowy lillies o'er his brow.

For then no matter how you shout it,
He will never know about it—

He will never know the teardrops
you have shed.

If you think some praise is due him,
Now is the time to slip it to him,
For he cannot read his tombstone
when he's dead.

More than Fame and more than
money

Is the comment, kind and sunny,
The comment of a true and earnest
friend.

It gives to life a savor, it makes you
stronger—braver;

It gives you life and spirit to the end.
If he deserves your praise; bestow it.

If you like him, let him know it;
Let the words of true encouragement
be said,

Do not wait till life is over,
And he lies beneath the clover,
For he cannot read his tombstone
when he's dead.

“Faithful performance of duty in every sphere of life should be the ambition of everyone of us. This, combined with the cooperation upon the part of men in a certain branch of industry, not only brings about the very best of results, but it leaves an impress of security upon the minds of the general public that have dealings with that industry concerned, especially such as railroads.

Actual cooperation and its general recognition will do more for the SAFETY of ourselves and the SAFETY of others in general than any other one element that figures in the railroad life. I feel that I can say, without fear of contradiction, that we have had such cooperation in the performance of our duties here.

“Let our motto ever be SAFETY in the great work that we have to perform from day to day and through this the general public will readily recognize that Safety First with us and our railroad is not only a motto, but one of actual reality.”

**Look Both Ways For Safety, Begin
to Move—Then Look Again**

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United States Railroad Administration

News from Washington

Work of Employes in 1918

The achievements of the transportation facilities during 1918 were such as to make every official and employe of the Railroad Administration have just cause to feel proud for the part played by each in establishing such a record of accomplishment. When President Wilson took over the railroads of the country the United States was already deep in the world war, and it was apparent from every side that the chief functions of the carriers were to be directed to the movement of troops from the mobilization camps to the seaboard and the transportation of foodstuffs from all quarters of the country in order to feed the allied forces battling for the overthrow of the Kaiser. How well both plans were carried out is best related in the official reports which have been made to the Director General. In this stupendous undertaking so successfully brought to full realization every railroad employe, no matter how humble his or her position might be, has played a part. Here is the way in which the two most perplexing problems facing the Railroad Administration during the first year of government control over the roads were solved:

So far as the movement of troops is concerned, the official reports made to the Director General show that from January 1, 1918, to November 10, 1918, a total of 6,496,150 troops were moved over the American railways, 4,038,918 having been transported on special trains. Such movements required a total of 193,002 cars of all types, including 167,232 coaches for draft and regular train movements. The troops were transported in comparative freedom from accident, due largely to the steadfast maintenance of a reasonable rate of speed.

In carrying out this plan it is hardly necessary to call attention to the fact that such a splendid showing could not have been made without thorough preparation and organization on the part of those who shouldered the responsibility for the accomplishment of the task placed be-

fore them. To insure the proper care and orderly movement of this immense body of men comprising the American army and navy, a special organization had been built up, including a railroad representative stationed at the office of each state adjutant general to cooperate in the transportation of drafted men, a man in charge of troop movements on each principal railroad and a central organization under the Railroad Administration at Washington.

And it must be remembered, too, that the successful movement of such a huge body of troops from the camps to the seaboard was accomplished in spite of the fact that the Railroad Administration, when it entered upon its task, faced a season of terrific blizzards, an alarming coal shortage and ten weeks of winter the worst ever known in the history of transportation. But all the difficulties were surmounted without any serious interruption to traffic or interference with the efficient movement of our soldiers and sailors to the Atlantic coast ports for transport to Europe.

Then came the signing of the armistice, closely followed by orders for the demobilization of troops. With this action, the Railroad Administration was confronted with another burden. It was estimated that to demobilize troops under arms would involve the transportation of not less than 7,250,000 men; for the creation of the army and the sending of approximately 2,000,000 men to the points of embarkation involved the movement of 7,800,000 men. This undertaking is now being carried out without the least interruption.

It may be recalled in this connection that in carrying on the activities incident to the prosecution of the war, it was necessary to provide for the daily movement to and from the many industrial plants and camps of 205,587 persons in each direction. To perform this work, 2,319 passenger equipment cars were in use daily.

Food For The Allies

Then came the demands of the allied nations for food supplies of all kinds. If the war was to be won, the United States would have to supply the foodstuffs for the troops fighting against the armies of the kaiser. Again the Railroad Administration was put to the test, and again the hundreds of thousands of employes demonstrated their patriotism by putting their shoulders to the wheel, sticking to their posts of duty and devoting all their energies to supplying the necessary foodstuffs, which, had they not been forthcoming, would no doubt have resulted in defeat for the allied armies.

So serious had the situation become that in February last, representations were made by Great Britain, France and Italy that unless the program of food deliveries promised by the Food Administration was carried out, Germany and her associates, inevitably, would win the war. These facts could not be told at the time, but they were well known to those officials of the government who were on duty at Washington and upon whose shoulders fell the responsibility for meeting all the demands made upon them. It was realized in all quarters that the outcome of the war depended upon the ability of the railroads to cope with the situation and to move sufficient foodstuffs to the seaboard for transportation to Europe. There was no time for half way measures, no time for bickerings or delays, no time for endless discussions as to the steps to be followed.

With a spirit of dash and cooperation that redounded to the credit of officials and employes of the Railroad Administration, empty box cars were rushed from all portions of the East and also to the Southwestern grain states. Conflicting traffic of all kinds was held up. Every facility of the railroads under government control was thrown into the balance. All hands worked day and night. With such a display of patriotism evidenced on every hand success was bound to follow. The results speak for themselves.

By March 15, the vessel capacity of the Allies had been satisfied and there was available at North Atlantic ports an excess on wheels of 6,318 carloads of foodstuffs, exclusive of grain on cars and in elevators. Since that time there has never been any danger of the American railroads failing to transport the necessary amount of food supplies to Europe. As an illustration of the manner in which the movement of foodstuffs was handled and how the emergency was

met it is necessary to call attention to the fact that in the period from July to November, 1918, 135,000 more cars of grain were handled than in the same months of 1917, thus demonstrating the enormous extra strain placed upon the railroads by this one item alone.

Civilian Inconveniences

It must not be supposed that while this work was being carried on by the Railroad Administration some interference with the transportation of ordinary freight in the United States could be avoided. The necessities of the war had to come first and then the wants of the civilian population of the country were taken care of afterwards. With a limited supply of passenger and freight equipment available, and with a large proportion of this equipment available, and with a large proportion of this equipment needed for the movement of troops and food supplies, there were not sufficient cars and locomotives remaining to fully meet civilian needs, nor was there time, materials nor labor to build them. If the people generally suffered any inconveniences, these were not due to the fact that the railroads were under government control.

Army Freight Rushed

The United States Railroad Administration issues the following:

According to the report of the Exports Control Committee for the week ended December 14 made public by Director General McAdoo, much progress has been made in disposing of U. S. Army freight and freight for the allies. Government freight on railroad-operated terminals shows an increase of 35 cars in deliveries over receipts. There was, however, as a whole, a slight decrease at North Atlantic ports. There was a total of 10,087 cars received during the week, while 9,743 were delivered.

Decrease of Cars on Hand

The situation at the other points shows a decrease of cars on hand at North Atlantic ports of 887; South Atlantic 87, while an increase of 353 cars is shown at the Gulf ports, a net decrease of 621 cars for all ports.

War materials of all kinds intended for shipment to the allies and not now needed, are rapidly being disposed of in this country through the various governmental agencies.

Provisions on hand during the week for the Commission for Relief of Belgium amounted to 89 cars.

The Delinquent Bureau has succeeded in arranging for the clearance of a lot of corn sirup which has been held at the terminals for a long time on account of the prohibition against the exportation of this commodity when treated with bisulphide of soda.

Ocean Tonnage Sufficient

According to latest advices, the food administration's program for the remainder of December indicates that sufficient ocean tonnage has now been allocated to take care of all demands.

For the week ended December 5, there were 229,566 tons of grain in elevators at North Atlantic ports while 194,894 had been cleared. At the Gulf ports 216,126 tons of grain were in elevators while but 48,016 had been cleared.

It is expected that the vessel program will show a decided improvement at the Gulf ports and create a full elevator turnover.

Secret Service and Police

U. S. RAILROAD ADMINISTRATION,
WASHINGTON, December 30, 1918.
CIRCULAR NO. 69

Effective January 1, 1919, the secret service branch of the Claims and Property Protection Section of the Division of Law is terminated, and instead thereof the Secret Service and Police Section of the Division of Operation is created.

Mr. W. J. Flynn is appointed Chief of the Secret Service and Police Section with office in Southern Railway Building, Washington, reporting to the director, Division of Operation, effective January 1, 1919.

The Chief of the Secret Service and Police Section will deal through the regional directors as to matters affecting the police service of the various railroads under the jurisdiction of the several regional directors.

W. G. McADOO,
Director General of Railroads.

Opens Homeseekers' Bureau

The United States Railroad Administration has established a homeseekers' bureau to furnish free information about opportunities in the several states to those who wish to engage in farming, stock raising, and kindred pursuits.

J. L. Edwards, manager of the agricultural section, traffic division, will have general charge of the work. J. F. Jarrell will be transferred from the bureau for suggestions and complaints to be supervisor of the homeseekers'

bureau. The other members will be C. L. Seagraves, of Chicago, and W. W. Croxton, of Atlanta, chairmen, respectively, of the North and South standing committees of railroad agricultural agents having in hand the assembling of information by states.

The homeseekers' bureau and the several railroads will be in position to send to inquirers fresh data arranged in such form that the homeseeker will have a fair idea of the advantages offered by the state in which he is interested.

Trainmen Classed

The United States Railroad Administration issues the following:

SUPPLEMENT NO. 12 TO GENERAL ORDER NO. 27

To carry out the intent of Article VI, of General Order No. 27, and retroactive to June 1, 1918, it is ordered:

1. Employes in a passenger train crew, except conductor, collector, and baggagemaster, qualified and regularly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly:

- (a) Inspect cars and test signal and brake apparatus for the safety of train movement.
- (b) Use hand and lamp signals for the protection and movement of trains.
- (c) Open and close switches.
- (d) Couple and uncouple cars and engines and the hose and chain attachments thereof.
- (e) Compare watches when required by rule.

2. Where white brakemen are not employed, the compensation and overtime rule for colored brakemen shall be the same, for both passenger and freight service, as for the same positions on the minimum paid contiguous road.

3. This order shall not curtail the duties of employes heretofore classed as "train porters."

4. This order shall not infringe upon the seniority rights of white trainmen.

W. G. McADOO,
Director General of Railroads.

Appointment of Mr. Powell

On January 16, Director General Hines announced the appointment of T. C. Powell as director of the Division of Capital Expenditures, succeeding Judge Robert S. Lovett, who resigned recently to become president of the Union Pacific. Mr. Powell assumed his post immediately. Mr. Powell is a man of wide railroad experience and in addition to his scr-

vice on railroads, has performed important work for the government since the entrance of the United States into the European war. He formerly assisted on the government Priorities Committee, of which Judge Lovett was chairman. Born in 1865, Thomas Carr Powell, with the exception of his recent governmental work, has been in the railroad business since 1884. From 1905 to July, 1918, he was vice-president of the Southern Railway System and from 1908 to 1916 he was also vice-president of the C. N. O. & T. P. and A. G. S. Railroads, in charge of all departments, including operation. In November, 1917, he was detailed by the Southern Railway to assist on the Priorities Committee, of which Judge Lovett was chairman. On July 1, 1918, he was appointed by Mr. McAdoo as special representative of the Railroad Administration with the War Industries Board and remained a member of the Priorities Committee until the War Industries Board was discontinued.

Named Director Division of Operations

Director General Hines announced the appointment W. T. Tyler as director of the Division of Operations, effective January 15. The resignation of Carl R. Gray took effect on that date. Mr. Tyler was born at Janeville, Wisconsin, July 29, 1870. He entered railway service with the Wisconsin Central as messenger in June, 1883, and was later an operator and dispatcher on the same road. In 1889, he was employed as a brakeman on the Milwaukee, Lake Shore and Western, now a part of the Chicago & North Western. In the two subsequent years he was brakeman and conductor on the Northern Pacific, and from 1891 to 1900, was, consecutively, yardmaster, trainmaster and superintendent on the Great Northern. He was appointed superintendent on the St. Louis, Iron Mountain and Southern in 1900, and from 1901 to 1906 was general superintendent. In the eight succeeding years he was successively general superintendent and general manager of the St. Louis & San Francisco. In 1915, he was appointed superintendent on the Northern Pacific, with headquarters at Pasco, Wash., and on February 1, 1917, he became general manager of the St. Louis Southwestern Lines. On May 15, 1917, he was elected first vice-president of the St. Louis Southwestern Lines and November 1, 1917, assistant to first vice-president, Northern Pacific Railway. Mr. Tyler came to Washington as assistant to Mr.

Gray January 22, 1918, and was made senior assistant director general, July 1, 1918.

Allegheny Region Extended

The Director General of Railroads has issued an order extending the jurisdiction of the Allegheny region, under Regional Director C. H. Markham, to include the lines of the Pennsylvania and Baltimore & Ohio west of Erie, Pa., Pittsburgh, Pa., and Parkersburg, W. Va.

District Director H. A. Worcester, with office at Cincinnati, Ohio, will continue in this capacity for both the Allegheny and Eastern regions, reporting, respectively, to Regional Directors Smith and Markham in respect to the lines belonging in their region.

The Allegheny region was created because of the vital necessity for stimulating, in every way, the production of coal and coke for war purposes, and, to this end, the western lines were required to divert the greater volume of their through traffic from the Pittsburgh gateway to the northern trunk lines, thereby releasing the Pennsylvania and Baltimore & Ohio eastern lines for the handling of their vastly important local traffic. This emergency having passed, it is now possible to restore the integrity of these trunk lines.

Text of the Order

The formal order follows:

U. S. RAILROAD ADMINISTRATION,
WASHINGTON, December 1, 1918.

CIRCULAR No. 66

Effective this date the following railroads are transferred from the Eastern to the Allegheny region:

1. Pennsylvania Lines west of Erie and Pittsburgh; Cincinnati, Lebanon & Northern Railway and Lorain, Ashland & Southern Railroad, Mr. G. L. Peck, Federal Manager, Pittsburgh, Pa.
2. Baltimore & Ohio Railroad west of Parkersburg and Pittsburgh, and Dayton & Union Railroad, Mr. C. W. Galloway, Federal Manager, Cincinnati, Ohio.

Until otherwise advised by Regional Director Markham, Mr. H. A. Worcester, district director, will in respect of these properties continue in his present capacity reporting to Mr. Markham, and in respect of the lines under his jurisdiction in the eastern region reporting to Regional Director Smith.

W. G. McAdoo,
Director General of Railroads.

MOVIE

OF

NEW YORK AND WASHINGTON EXPRESS

LOCATION No 525 CHILDS, MD.

Engineer

Fireman

Conductor

Baggage man

Brake man



Mr. High Speed

Mr. Keep 'Em Hot

Mr. Collector all

Mr. Bustall

Mr. Flirt with 'all



Here She Comes

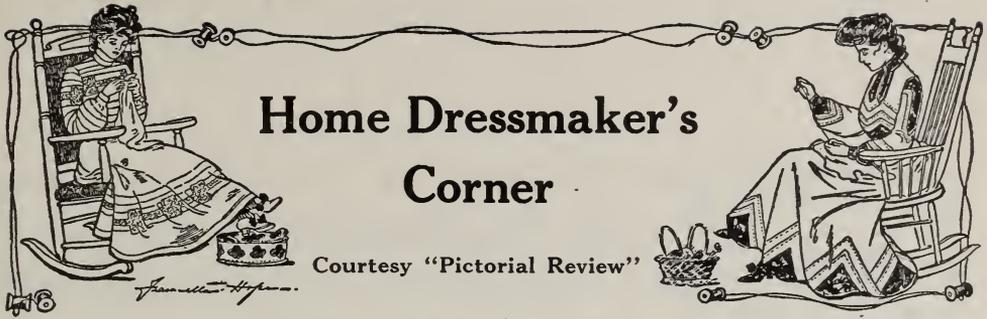


There She Goes



H.H. RAYMOND





A House Apron With Princess Panel

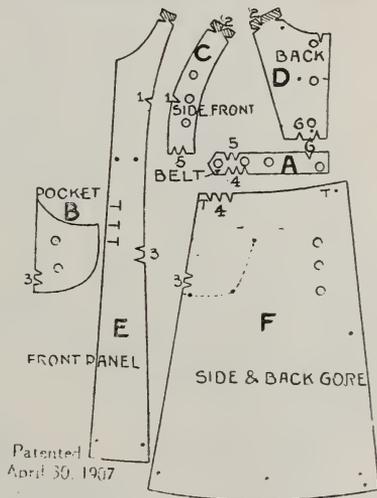
SOMETHING new and nice looking for the housewife is this apron with princess panel front. It is made of percale, or gingham in check, or plain color may be used. The gathered side and back gores of the skirt are cut in one. There are large pockets with edges bound with washable braid. There is a back section, but this may be cut out, leaving only shoulder straps, if preferred. In medium size the apron requires $3\frac{1}{2}$ yards 27-inch material.

Take the side front and sew to panel as notched. Close the shoulder seam as notched and turn hem in back at notches. The large "O" perforations indicate the center of the

back. Next, arrange the pocket on side and back gore, matching straight edges and notches; stitch the curved edge to position along small; "o" decorations.

Turn hem at back edge of side and back gore (cut in one) on small "o" perforations. Gather upper edge between "T" perforations, sew to front panel as notched. Turn hem at lower edge of apron on small "o" perforations.

CONSTRUCTION GUIDE 7836



Finish belt and sew to upper edge of side and back gore (cut in one) with notches even; and bring back edge of gore to large "o" perforation in belt, which indicates center-back. Sew belt to lower edge of side front and to back section D with notches and back edges even; stitch pointed end to position on the front panel.

A little finishing braid for the edges of the panel, belt, etc., adds much to the daintiness of the apron.

Pictorial Review LADIES' APRON No. 7836.

Sizes, small, medium and large; corresponding with 36, 40, and 44 inches bust. Price, 20 cents.

Pictorial Review patterns on sale by local agents.



The Needleworker's Corner

A Tea Set of Originality and Simplicity

By Kathryn Mutterer

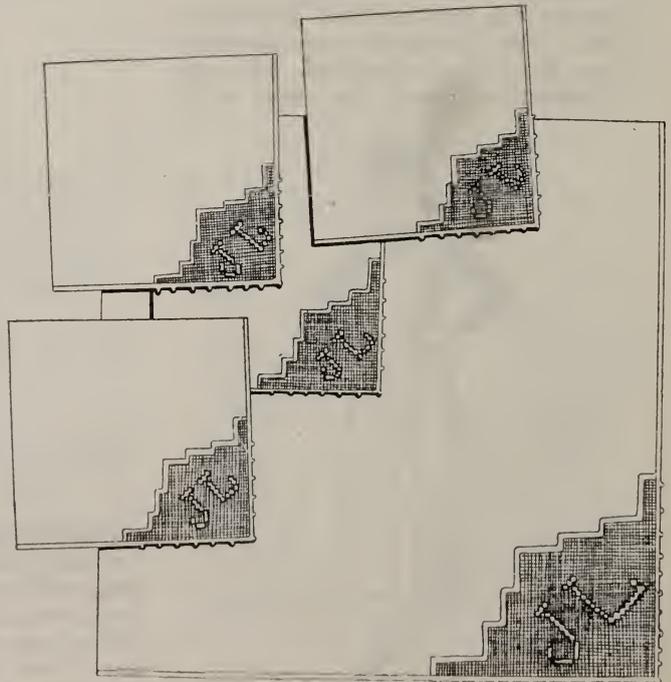
Courtesy of "Pictorial Review"

NO MATTER how many tea sets a housewife may have in the linen chest she is ready to make or receive one more. She realizes the importance of variety in the setting of her table as the necessity of variety in her menus. Being thus assured of the popularity of tea sets, every woman who sees the set illustrated here will be inclined to make it.

The filet requires but little time and is not difficult to make. One must be careful about counting the number of meshes required for each letter, and there must be at least one mesh between each letter. If the letters, like those of the illustration, are not very wide, more meshes may be left between them. The same method employed in making the letters for the tea cloth is used for the napkins.

In selecting material be sure to purchase a good quality linen, or as fine a substitute as possible. It is never advisable to spend a lot of time and effort on inferior material, for it wears out too soon. For use in the dining room white linen is best, although there are many fashionable tea sets in dainty colors and ecru.

After the medallions are made they are buttonholed onto the linen and the edges finished with a little picot scallop. The tea cloth is a splendid size for a serving table or a very large tray, although a few inches may be added to both length and width if desired. The napkins are about twelve inches square.



No. 88.—A Linen and Filet Set for Luncheon or Tea

For luncheon or breakfast as well as tea, this set is both appropriate and satisfactory, giving a touch of individuality as well as novelty to one's service.

Pictorial Review and working pattern for TEA CLOTH No. 88. Price, 10 cents.

Pictorial Review patterns on sale at local agents.

Planning for the Valentine Day Party Made Easy— Dress that is Inexpensive

For the St. Valentine's Day costume party you can make a stunning dress of crepe paper. Such a dress is more practical for such a temporary use than cloth, for it is inexpensive and easy to make. In fact it is easier to make than a cloth one, for there are no fraying edges to hem and very often a bit of paste or glue will hold it together as well as the much longer process of sewing. When occasion demands, the

paper can be gathered, plaited, or tucked with needle and thread and even sewed on the machine.

The large variety of beautiful shades of crepe papers gives them a great advantage over inexpensive cloth materials, and the designs of decorated papers may be used as borders or cut out for applied trimming. A muslin slip the right size and length is a necessary founda-



Pretty Arrangement of Valentine Party Table

tion for a paper dress and the slip can be put on a standing form and the paper dress made over it.

The following materials are needed for the dress illustrated: Five folds of white crepe paper, one fold of red crepe paper, one fold of decorated crepe paper, one red paper flyer, one box of small gummed hearts, one envelope each of large and small heart cutouts, one tube of paste, gauze ribbon, slip, and silkateen for sewing.

A paper hat can be purchased at almost any stationery or department store.

In preparing for a Valentine party the table is a very important thing to consider. The one illustrated can be trimmed easily and inexpensively. A Valentine crepe paper lunch set furnishes table cover, plates, doilies and napkins all of



Paper Valentine Dress

the same design. The cupid center-piece or "Jack Horner Pie" is quickly fashioned from the following materials: One fold of leaf green crepe paper, one fold of decorated crepe paper—cupid design, one box of gummed hearts, two sheets of mat stock and some red ribbon.

A tin pan covered with green crepe paper and filled with the paper festoon, as grass forms the base. The cupids are cut from decorated crepe paper and mounted on mat stock. The ribbon, with the gummed hearts attached, is joined to the hands of the cupids.

Favors can be hidden under the festoon grass and drawn forth by the guests with the ribbons which extend to their plates.

Heart bonbon boxes, cupid nut boxes, and place cards complete the decorations of the table.

News of Veterans' Association

Baltimore Division

C. H. Pennell, of the Riverside Shops, was elected president of the Baltimore Division Veteran Employes' Association at the annual meeting held in Baltimore January 6. Other officers elected were: Vice-President, E. R. Sparks; Treasurer, C. B. Snapp; Recording Secretary, W. H. Shaw; Financial Secretary, William H. Harrigan; Sergeant at Arms, J. P. Stauffer; Board of Directors, Adam Abel, Jr., G. T. MacMillen, George W. Sturmer, J. A. Wall, J. D. Riley, H. A. Beaumont, F. H. Schley, J. A. Hilton, A. H. Beaumont and C. R. Weir.

In accepting the honor, President Pennell asked the cooperation of the members in raising the membership to 1,000 before the close of 1919 and there was an enthusiastic response. Mr. Pennell declared that he was signally honored



Joel O. F. Covell

by being elected to the high office and that he would attempt to carry on the traditions that his predecessors had established. In relinquishing the chair, J. O. F. Covell, who made a fine record in 1918 as president, thanked the members for their loyalty and assistance. He stated that he had been an employe for forty years and that he ever would cherish the title of past-president of the Veterans' Association. He spoke on the abuses of passes and urged his fellow members to use them only when necessary to travel. He stated that it was the duty of every veteran to safeguard the privilege and to protect the railroad from those who might use their passes merely to ride for the pure joy of traveling and not for business reasons. He urged increased compensation for retired employes and stated that he would be willing to pay a little more each month in dues to have a living compensation when he had retired from active service. He reported that during 1918 exactly 100 additional members were enrolled in the association, but urged a vigorous cam-

paign for additional membership. He set the goal at 400 for 1919.

Mr. Sturmer reported that he had forwarded about \$67 to the general fund for the support of Miss Jennie Smith, the railroad evangelist. Mr. Snapp, reelected as treasurer, declared that he would continue to give the association his best efforts. Mr. Shaw, who has served as recording secretary for a long time, made an address in which he assured the members that he would continue to serve to the best of his ability.

After the business meeting the veterans joined with the members of the Ladies' Auxiliary, who also had held a business meeting, and enjoyed refreshments. The ladies are planning to dispose of a handsome crochet yoke to raise funds and tickets for the event were passed around among the men. A strenuous year is planned by the veterans, and J. D. Riley was named chairman of the entertainment committee, which will attend to the enjoyment of the veterans during 1919. Several gala events already are under consideration.

Shows Exciting Scenes From War-Swept Europe

Railroad men should be especially interested in the motion picture lectures of E. M. Newman, the renowned lecturer, who is generally regarded as the peer of all travel-talk artists in this country today. Mr. Newman will visit several cities along the Baltimore and Ohio Lines during the month of February and March and many of the scenes that he will throw upon the screen will deal with the work of the railroad detachments of the United States Army in France.

Newman has seen the war from "behind the scenes." To you, with heart and soul in the winning of the war, he brings the story of sacrifice, courage and fortitude sublime and unparalleled.

Under authorization of the United States Government, and with the approval of the British War Department, the French Republic and Italian Government, the master traveler has talked and walked with those who are our brothers in the fight.

The Bois, Fifth Avenue, the Strand today are one. The same colored stream of military garb trickles through the mufti everywhere—the same heart beat—the same firm set eyes. London dark and silent in the night; Paris, with gay heart and brave face; Venice, ghost of a day that was, typify to the traveler in his first

hour of advent, the very breath of courage. The shell foundry, the munition plant where once stood a wheatfield, the millionaire's daughter at the lathe, the laugh of the soldier as he goes about his work, the old man of France tending railroads in the dead of night, the soft spoken word of the master strategist, the shifting scene behind the line where rich and poor are one, where both sexes, every class, ceaselessly toil without complaint to the common end for the common good.

Mr. Newman will appear the following dates in cities on the Baltimore and Ohio:

Baltimore—February 4, 11, 18 and 25. The afternoons of these Tuesdays, Mr. Newman will speak at the Academy of Music and in the evenings at Albaugh's Theatre.

Washington—February 6, 13 and 20, in the Masonic Auditorium, afternoon and evenings.

Philadelphia—February 1, 7, 8, 14, 15, 21 and 22. The lectures will be given in the Academy of Music, on Fridays at night and on Saturdays in the afternoon.

Pittsburgh—March 4, 11, 18 and 25 and April 1, in the Carnegie Music Hall. All traveltalks will be given in the evening.

Cincinnati—March 2, 9, 16, 23, in the Emery Auditorium, Sunday nights only.

Don't Send a Penny

See what a bargain you are offered here—and not even a cent to send with your order. We want you to see these shoes. These strong, durable,



wonderful shoes, sent at once on approval to show you that in spite of advancing prices of material and labor we can give you the most remarkable values. Send only the coupon. Get the shoes and compare with any at even \$6.00. Keep them only if they are the best bargain you ever saw.

Remarkable Bargain Work Shoes Genuine Munson Last

Shoes made like those our men wore in the trenches. You know that they had to have the kind to stand the hardest knocks, mud and water. That's the kind you want for work shoes, isn't it? And here they are—with the genuine Munson Last—yours at a price which makes them a stunning bargain. Lace Blucher style. Special tanning process leaves all the "life" in the leather and gives it wonderful wear-resisting qualities; also makes it proof against acids of milk, manure, soil, gasoline, etc. Wide, comfortable last. Smooth, soft, easy toe. Double oak solid leather soles and double wear leather heels. Tan only. The very shoes you want for real wear. Biggest value for your money. Stands all kinds of hard usage, wetting, etc. A wonderful outdoor and farm work shoe bargain. When they arrive **\$4.10** pay only for shoes, if not satisfactory, return them—we will refund your money.

Order by No. X16014

**Soft Toe
Genuine Munson
Last for Civilians**

Leonard-Morton & Co.
Dept. X893 Chicago

Send the Genuine Munson Last Shoes No. X16014. I will pay \$4.10 for shoes on arrival and examine them carefully. If not satisfied will return the shoes and you will refund my money.

Size..... Width.....

Name

Address

Send NOW

Send only the coupon—no money. See how well made these shoes are—and note what a big bargain at our special price. Send right now while the offer is on. We send the shoes at once. Sizes 6 to 13. State size and be sure to order by No. X16014.

Leonard-Morton & Co.
Dept. X893 Chicago

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AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Law Department

Correspondent, G. W. HAULENBECK

Captain George D. Penniman, Jr., and his brother, Lieutenant John A. Dushane Penniman, both members of Battery C, 313th Field Artillery, sons of George Dobbin Penniman, one of our counsel, are with the boys on the other side. Mr. and Mrs. Penniman are in a tranquil state of mind over the gladsome tidings that Captain Penniman will return to the States as soon as his condition will permit.

Battery C rendered valiant service in the closing engagements of the strife, and it was in one of the hotly-contested actions that Captain Penniman was wounded. At the same time it was reported that Lieutenant Penniman was among the missing, but this was later disproved.

The furnishing of fighting men from this department, however, has not been confined to the families of counsel, for Edward Jennings Silkman, our popular law clerk, has three sons in active participation, one of them especially giving up a lucrative position in El Paso, Texas, to enter the service early in the conflict.

Sergeant-Major Melville Gemmill, of the Law Department force, who enlisted before the selective draft law was passed, writes me a most interesting letter. It is as follows:

HEADQUARTERS 29th DIVISION,
AMERICAN EXPEDITIONARY FORCES,
A. P. O. 765.

FRANCE, November 24, 1918.

My Dear Mr. Haulenbeck—Two of my comrades and I are sitting around the open fireplace in our billet, where the blaze is practically lighting the room. We all seem to have the blues today for some reason, longing for home. This is the hardest battle, waiting to sail back to our loved ones in the good old U. S. A.

I was wondering what I could do, so I remembered I owed the grand old man of the Law Department a letter. We are now in the back area and located in a dandy town, Bourbonne les Bains. We have natural hot sulphur baths. A fellow can get most anything he wants, but everything is very high. The people here are wonderful to us. We are most comfortably fixed by occupying the Grand Hotel for officers, and have dandy billets. I have been assigned to a room in a private home. Have fought hard to keep our billet, and it would take an army to run us out for other departments, such as the Q. M., etc.

I sleep on a cot with a large mattress while the others only have a mattress on the floor. We just returned from the front, where we were sleeping on the hard floors in dug-outs and puddles of water. Such is war. The French opened the doors of one of their churches to us and it surely was a great treat to attend this morning. Our division chaplain spoke to us, and he is a wonder. We had fine music and it reminded me of home. It is a treat to be in civilization again after spending a month in dug outs in the bare hills of France where

shrapnel, gas bombs and aerial bombs were falling thick and fast the entire time. No place for a married man. I had many narrow escapes.

I am proud of being a member of the Blue and Gray, the Fighting 29th Division. Hoping I shall soon be occupying my old desk again in the Law Department, I am,

Yours sincerely,
MELVILLE GEMMILL.

In my outburst of feeling, as expressed in my initial contribution to the Baltimore and Ohio EMPLOYEES MAGAZINE, I made a serious error, which I hasten to correct, as well as I can. In sending the photograph of William Berry to the Editor, I inadvertently denominated the young man as a "messenger." This, he tells me, is an erroneous designation. He is junior clerk in the department. And with this explanation and apology, I feel quite normal again. If the troubles and tribulations of a correspondent, as exemplified in my case, should be increased and augmented all the way up to the position of Editor, what an unhappy condition would be his lot. In the first instance, I was requested by a young gentleman in the department not to place him in any communication to the MAGAZINE, and this, before the ink of my acceptance as correspondent, was dry. Then in another direction a similar request was presented. Then my mistake in connection with the forwarding of a photograph.

Our Charles Radley Webber, assistant general attorney, who has been unremitting in labor or effort in the entertainment of soldiers, has entered the Y. M. C. A. service for duty overseas. Mr. Webber has worked in connection with Old St. Paul's Church, where men have been entertained and made happy and comfortable every Sunday evening. Mr. Webber never missed an opportunity to extend assistance and we will always have a warm place in our hearts for him and his work. He is a grand good man in every respect.

The working force of the Law Department from the head to the junior clerk, I maintain, cannot be excelled. High class, would be a proper designation. The attorneys are just as nice as they can be, and it is a pleasure to work for them. Every one seems to proceed on the principle that "the best service is cheerful service," and harmony reigns.

Grain Elevators Office

Correspondent, J. M. WELLS

An interesting flag-raising ceremony took place at noon on December 16, at Export Elevators "B" and "C" at Locust Point, Baltimore, the affair having been arranged by Superintendent J. A. Peterson, his assistant, James H. Warren, and Elevator Foreman W. M. Carr. Besides numerous representatives of the Baltimore and Ohio, the flag-raising was witnessed by about 140 employes of the elevators, about 300 stevedores, and some 200

employes of the Baltimore Dry Docks and Shipbuilding Co. The orator of the occasion was Egil Steen, a member of the Baltimore bar, and well known in the grain and hay trade. Mr. Steen's original interpretation of what the stripes in the American flag and the white stars in the blue field on the flag are symbolic drew forth vociferous applause, and his reference to the deeds of valor performed under the American emblem by intrepid sons of Uncle Sam on French soil put his hearers on edge. Additional enthusiasm was evoked by the excellent program of patriotic airs played by a band from Fort McHenry, the birth-place of the "Star-Spangled Banner;" and in closing the exercises the entire assemblage sang "America."

Practically every vessel loading at and near the grain elevators ran up the American flag about the same time "Old Glory" was floated to the breezes from Elevators "B" and "C." The flag over the first named house measured twelve by twenty feet, while the one raised over "C" house measured eight by twelve feet, with the flag poles rising 240 feet above the ground. Mrs. Winfield Ellis pulled the rope that released the flag on "B" house, and Mrs. Joseph Berkens filled the same role for "C" house.

Among the invited guests were: David H. Larkin, chief grain inspector, Baltimore; Thomas H. Seal, agent, Mt. Clare; William H. Moore, agent, Baltimore and Ohio Piers; W. E. Phillips, representative of the Wheat Export Co., and W. F. Fahey, of the Baltimore and Ohio.

Freight Claim Department

Correspondent, J. F. SMITH

The office of the Freight Claim Agent has backed the Government 100 per cent. in every loan or drive made. How close the office is following the U. S. A. can be seen by the large five-by-eight-foot service flag which hangs on the south wall in full view of every one who enters the office. This flag contains forty-eight stars, the exact number in Old Glory. There is one gold star for Private Charles W. Williams, who died at Camp Meade from pneumonia following the influenza. The latest reports from the other men show that all came through the large drives successfully.

Francis X. Malloy, former head clerk of the over, short and damage division, has left the office to accept the position of chief clerk in the Superintendent of Police Department. Mr. Malloy left us so quickly after getting married we did not have time to congratulate him and we now take the pleasure of congratulating him on his getting married and the new position, and wish him success in both.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

Business activities and faithfulness to duties are on the ascendency here. On January 1 the following changes were noted:

Auditor Merchandise Receipts, J. P. O'Malley, to be Auditor of Revenue. Assistant Auditor Merchandise Receipts, W. E. Rittenhouse, to be Auditor Merchandise Receipts.

Chief Clerk N. F. Davis, to be Assistant Auditor Merchandise Receipts.

Chief Clerk H. S. MacCubbin, to be General Chief Clerk.

Head Clerk R. E. Mitchell, to be Chief Clerk, Interline Settlement Department.

Head Clerk J. M. Byrd, to be Chief Clerk, Revision Department.

Head Clerk C. G. Schindhelm, to be Assistant Chief Clerk, Agent's Settlement.

Head Clerk D. J. Gibson, to be Assistant Chief Clerk, Statistical Bureau.

We regret to lose Mr. O'Malley as our direct superior, our loss being some others' gain. We wish you, Mr. O'Malley, many, many years of usefulness.

Messrs. Rittenhouse, Davis, MacCubbin, Mitchell, Byrd and all the rest also are deserving of our best wishes, their work among us being better known to the immediate organization. Congratulations, also, as you climb the ladder of progress.

'Tis said "all work and no play makes Jack a dull boy" and in order that our organization might maintain its social standard, members of the Auditor Merchandise Receipts' office, who also are veterans, attended the entertainment and dance at Hazazer's Hall on the evening of December 11, where a good crowd congregated and had a fine time renewing old acquaintances. The Monumentals held a minstrel show and dance on the following evening at the same place, the musicians and stage-folks all being "home-talent." The hall was packed and everyone seemed as though they had met before, so congenial was the crowd. L. A. Lambert, Auditor Coal and Coke Receipts, and Mr. O'Malley, then Auditor Merchandise Receipts, were among those present.

J. Beverly Tuggles, traveling auditor of the Virginian Railway, was a recent caller to this office and expressed himself pleased the way business was conducted here.

Miss Sara Keller, comptometer operator, left us Christmas Eve to join life partnership with Harry A. Bentz. They had been married since November 11. May unalloyed happiness meet them at every step.

Our old friend, Heinie Gardner, still wears the smile that won't wear off; at any rate that smile better not get mischievous, with two big sisters-in-law not far away.

John Pickett, F. J. Hennessy, Martin H. Stout and J. L. Kernan have resumed duties after doing their bit as soldier boys.

The revision division and the interline division vied for honors as to Christmas decorations, but it seems that the interline section had the better end of it, with Dan Gibson's statistical crew not far behind.

Francis J. Kelly expects to return shortly after serving his country in one of the Southern

camp. At present he is taking a rest cure studying way stations from New York to Chicago. You ought to know the numbers 0 to 4000's when you return, Frank.

Friend Massicot paid his respects during the holidays, having been granted permission by the doctors to come to Baltimore. The fresh air around the State Sanitorium is evidently doing him a world of good. Here's hoping he'll be back on the job at an early date.

At conclusion of the day's activities on Christmas Eve an office entertainment was held. The department assembling in the revision division. The program was as follows (pardon all omissions), talent our own: Orchestra, Song, "Star-Spangled Banner," by the Department; address, by Harry S. MacCubbin, senior chief clerk, who spoke along the lines of shop, which was promptly tabooed, for we said there was no time for shop just then; "Smiles" by Stanley Wolf; "Three Wonder Letters" by Miss Helen Wehe; "I'm Sorry I Made You Cry," by Homer Porter; readings by H. Roboust, "Keep the Home Fires Burning" by Miss Goldsmith. Then Mr. Davis introduced the entertainers. The exercises were concluded with a pleasing address by Mr. O'Malley.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPETT

George Bunting has received a letter from Ainsley G. Nash, in which he states that he went into the front line trenches in the middle of September and was wounded on the 29th, his wound being a fractured elbow received from a piece of shrapnel, but that he is now coming along fine. Mr. Nash expects to be back with us shortly. I am sure all of us will be glad to hear that Mr. Nash is recovering so quickly and will be glad to welcome him back.

One of the young ladies in the office received a letter from Milton C. Smith in which he tells of having been in the front line trenches for five days and five nights "without receiving a scratch." We are all glad that Mr. Smith has had the same good luck in the war which he enjoyed in the office.

Miss Reba H. Baron spent her Christmas holidays in New York and returned tired out. Miss Baron, you can't expect to ride the "bumpers" without becoming fatigued.

John Weickel was in the office a few days ago to see his friends and we heard the girls whisper, "Don't he look stunning in his uniform." Keep it up John, you're doing good.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPETT

Quite a few of the young ladies of this office received wrist watches for Christmas gifts. We suppose they will have plenty of time on their hands now. It is also learned on good authority that articles of jewelry, such as stick

pins, watches, etc., have disappeared and are no longer sported by certain young men. Could the wrist watches have any connection?

If anyone is looking for something "soft" in the line of bowling, communicate with O. R. Lutz and L. D. Downey, of this office. Recently these two gentlemen thought it would be great fun to tackle two of the youngsters and invited them out to roll a few games, but, according to our informant, the big boys were snowed under. We hope the next time this team sallies forth they will have better luck or pick less expert opponents.

Transportation Department

Correspondent, M. T. STEVENS

Below is reproduced a picture of the file desk's Christmas tree. Two of the most important features do not show on the picture, the dove of peace which soared above the American flags, and the scenery back of the window. The latter portrayed a night scene, with house tops, church steeples, and a clock tower, with lights shining from the windows and Santa Claus driving at full speed over the tops of the moonlit clouds and waving his hand to wish everyone a Merry Christmas. This is how the file clerks played Santa Claus on the Monday night before Christmas.

The background for the scene was made from an old "fast freight" board with a little camouflage applied; the window scene is done in colored chalks on wrapping paper, as were also the frame of the window and the little service flag. The soldier and sailor are done in crayon on heavy cardboard. The Christmas tree was donated by our only young man on the file desk; the wee Santa Claus in the foreground is made of absorbent cotton. The flags are those which we used on "Peace Day" and the snow-covered platform is but a pile of file-backs covered with crepe paper and artificial snow. The arrangement was merely "camouflage," very inexpensive, and yet it was heartily en-

joyed by everyone, from the officials to the messenger boys.

Mt. Royal Station

Ismah Smith, colored, long a faithful employe of the Baltimore and Ohio, died January 5, after a short illness. He had completed thirty-seven years of service and on June 5 next would have added another milestone to his record. Around Mt. Royal Station he was known for his cheery disposition and readiness to serve and his loss will be keenly felt by the station and baggage masters. He was a true Christian and tried hard to live by the Golden Rule.

Ismah entered the employ of our railroad on June 5, 1882, at Camden Station, Baltimore, and after four years of service was transferred to the 24th and Chestnut Streets station in Philadelphia, but returned three years later (1889) to the baggage room at Camden Station. One year later he was transferred to the general manager's office, where he served under General Managers Dunham, Campbell, O'Dell and Green. At the opening of Mt. Royal Station in 1896, Ismah Smith was the man picked for baggage truckman at the new station. Ismah's excellent record was established by his attention to duty, and by always having the good of the railroad at heart. He had letters of commendation from the late Thomas Fitzgerald and Charles W. Galloway, in reply to congratulatory letters from him on the occasions of their appointments to the position of general manager.



Look What Santa Claus Left in the Office of the Transportation Department!

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*
W. J. SCOTT, *Shop Clerk*, East Side

Baltimore Division

Correspondents

W. H. TARR, *Superintendent's Office*, Camden Station
J. A. CLARKSON, *Assistant Yardmaster*, Locust Point
E. K. SMITH, *Secretary Y. M. C. A.*, Brunswick, Md.
P. P. PURGITT, *Shop Draftsman*, Riverside Shops

Locust Point

Charles A. Anderson, who has been attending the Officers' Training School at Camp Benjamin Harrison, has been released from the army and resumed duty as night assistant yardmaster in the water front yard at Locust Point. We are glad to have Charlie back with us.

Private J. Arnold Kennedy, who lost a leg in the second Battle of the Marne on July 15, 1918, and is now at the Walter Reid Hospital, Washington, D. C., paid us a visit on New Year's day. All his old friends were glad to see "Little Nemo," who is very anxious to get an artificial limb so he can run Uncle Joe Clarkson a foot race.

Conductor William L. Ewing and Yard Clerk John E. Green are contemplating joining the Volunteer Fire Department. They will make some firemen. We wish them success.

Night Yardmaster Paul Yeastker informs us



Three Gallant Railroad Men

that Night Chief Clerk William Snack has had his hair cut saucer style, and received two moving picture admission tickets as a premium. Some hair cut, Willie.

Corporal John J. Link, of Camp Meade, paid us a visit a few days ago. John enjoys army life, but is looking forward to the day when he will be back at his desk in the yardmaster's office.

Foreman Bill Dudley, in charge of a force of carpenters, is putting down new floors and making other improvements to the yardmaster's office.

Mt. Clare Shops

Correspondent

MISS M. L. GOETZINGER, *Acting Secretary to Superintendent*, Mt. Clare, Baltimore

The photograph opposite was received from David W. Baker, former clerk in the accountant's office at Mount Clare Shops. Mr. Baker is with the Railroad Transportation Company at La Rochelle, France. He is the first man on the left and his comrades, also railroad men, are from the Delaware, Lackawanna and Western and the Central Railroad of New Jersey.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

It probably would be an unheard of occurrence if any freight station of any size could pass from one month to another without some changes in the office force, and Washington is no exception to this rule. During the last month we have lost some old faces and welcomed new ones into our force. Miss M. M. Lipscomb, our telephone operator, left us to return to the Union Station and Miss E. M. Shafer succeeds her at the switchboard. Mr. and Mrs. D. A. Lyerla have recently joined our forces, and we trust that they will be with us for some time to come.

Information reached us—in a roundabout-way, of course—that the busy stork had visited the home of our tallyman, W. A. Clark, once more, and left a bouncing boy to make one more addition to the voters of the nearby town of Hyattsville. We congratulate Mr. and Mrs. Clark.

It was a glad New Year's Day for Chief Delivery Clerk Thomas E. Frye, as he was able to return to his duties after a prolonged sickness. We welcome him back, and hope that his health will permit him to remain with us for many years.

We received word of the first casualty that has befallen any of our number "Over There." Oscar Miller, who left us on August 25, 1917, to join the forces of Uncle Sam in the great fight for freedom, was reported wounded, but how seriously we do not know. Let us hope that, as no further report has been received, he has, by this time, fully recovered from the effects of the wound.



Joseph Busch in Fighting Togs

The above photograph is that of Patrolman "Joe" Busch, who being of the age that Uncle Sam was looking for, as well as possessing a fearless nature, left his happy home to sojourn for a while at Camp J. E. Johnston, Florida. "Joe" regrets that he was not called soon enough to go over seas, as he would very much have enjoyed paying his respects to a few of the Huns that were missed by the other boys in the struggle. It is very proper to suppose that some unknown Huns are today shaking hands

with themselves over the fact that he did not go, as if he had been there they would most probably have had no hands left to shake. Mention has been made in these columns in a previous issue of the quick and able manner in which "Joe" saved a little girl from death near this station, and his courage in an emergency is an established fact.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

W. C. MONTIGNANI, *Secretary Y. M. C. A.*

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

Martinsburg Shops

Correspondent, H. B. STEPHENS, *Assistant Foreman, Martinsburg, W. Va.*

Below is a picture of four fine boys and their faithful dog. The boys are sons of Henry Keller, acetylene welder. You must concede that each one is better looking than Henry, and the four are four times as good looking. But Henry doesn't mind.

James H. C. Dailey, a life long resident of Martinsburg and a veteran employe of the Baltimore and Ohio, died at his home on East Mohler Avenue on November 18. Mention has been made in these columns of Mr. Dailey's long fight against death. His many friends on the system will regret to read of his demise. He entered the employ of the Baltimore and Ohio many years ago, serving his time as a boilermaker. He was always a painstaking and thorough workman, and by his faithfulness



Sons of Henry Keller, Acetylene Welder, and their Dog

earned and retained the confidence of his employers. His last position was that of switch stand repairman. About five years ago ill health compelled him to stop work and since then he has been fighting a losing fight against disease. He was born fifty-seven years ago on Mohler Avenue near his late home, and lived the greater portion of his life in that vicinity. He had been twice married, his first wife, formerly Miss Anna Gertrude Becker, having preceded him to the grave by almost fourteen years. He afterwards married Miss Nannie Whittington. He is survived by his second wife, six children by the first marriage and five by the second marriage. Mr Dailey was a member of the Knights of Pythias, Loyal Order of Moose, The Baltimore and Ohio Veterans' Association and St. John's Lutheran Church.

Supervisor Z. T. Brantner is back on the job after an illness of several weeks. Mr. Brantner had enjoyed a life of splendid health, this having been his first illness in over fifty years. It is a great pleasure to chronicle his recovery and return to duty.

John W. Manford, a conductor, and Miss Clara Evans were married in Akron, Ohio, December 31, 1918. The groom is one of the best known railroad men in this section. The boys are wishing Mr. Manford and his bride, who is an attractive young lady, many happy years of married life. They will make their home at 219 West Martin, Martinsburg, W. Va.

Edward S. Barton, a retired Baltimore and Ohio veteran employe, died at his home here January 9, after a long illness. Mr Barton was born seventy-three years ago in Rockingham County, Va., and during the Civil War served with honor in the Confederate Army. He entered the employ of the Baltimore and Ohio many years ago and served faithfully until age caused him to leave active life. He was a man well known throughout this section. For several years he has served on the Martinsburg Board of Education and was president of the board at the time of his death.

Keyser Division

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

Espy Workman, formerly storekeeper at Keyser, has been appointed district storekeeper, with headquarters at Baltimore. We are all rejoicing because of Espy's promotion and wish him much success.

Mr. Terrell, formerly agent at Keyser and new warden of the State Penitentiary, paid us a visit the first of the year. "J. Z." is always welcome. We miss him, but we are glad that he has landed a good position.

Hugh Motler, who has been serving his Uncle Samuel at Camp Taylor, has been mustered out and is at his old position in the Electrical Department.

Monongah Division

Correspondents

- 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.

On next page is a picture of the Fourth Liberty Loan Special of the Monongah Division. This special made a tour of the entire division, and the result was the magnificent sum of \$323,500 in bonds sold. The names of the team as they appear in the picture are as follows:—Left to right—M. J. Tighe, road foreman of engines; W. B. Foley, conductor; A. E. Gilmore, engineer; W. D. Brannan, brakeman; C. F. Dotson, road foreman of engines; C. W. Van Horn, superintendent; B. Z. Holverstott, assistant superintendent; J. McClung, trainmaster; H. E. Knight, fireman; J. Donnasche, relief agent; H. H. Marsh, division freight agent; G. F. Eberly, division engineer; S. H. Wells, agent; George Huber, engineer; J. A. Louthier, conductor; W. A. Coffman, brakeman, and W. E. Summers, general yardmaster. When it came to the call to the colors on the Monongah Division, all were found ready to respond.

Walter Damron has been appointed trainmaster, with headquarters at Grafton. Mr. Damron is a very congenial fellow, and we welcome him to our midst.

John Niland, trainmaster at Grafton, was promoted to general yardmaster, to succeed M. E. Nuzum, deceased.

Quite a number of the young men who left their desks during the World War for training in Uncle Sam's army have returned and again taken up their work.

During the month of December the following appointments were made among the operators: second trick, Central, R. M. Coyne; third trick, Flemington, J. S. Mickoff; second trick, Benton Ferry, J. A. Clelland; second trick, Monongah, F. E. Dent; third trick, Monongah, E. Satterfield; agent, Wilsonburg, W. A. Johnson.

Wheeling Division

Correspondents

- C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.
 D. F. ALREED, *Agent*, Folsom, W. Va.
 JOHN C. JONES, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

S. Ennis, general manager, E. E. Hamilton, assistant to the Federal Manager, and J. M. Scott, general superintendent of the West



Railroad Men Before Y. M. C. A. Home at Benwood

Virginia District, held a get-together meeting with the staff of this division in the committee room of the Baltimore and Ohio Building at Wheeling January 3. All present are confident that much good will come from this meeting.

C. M. Serda and wife, who have been spending several weeks in Mobile, Ala., have returned to their home in Wheeling.

In the early part of November a number of

men were sent here from the Baltimore and Philadelphia Divisions to help in the emergency caused by the epidemic of influenza. The majority of these were taken care of at the Y. M. C. A., and it has seldom been our pleasure to meet with a finer bunch of men.

The above picture shows a group of railroad men taken in front of the Y. M. C. A., with Old Glory for a background.



The Workers of the Monongah Division Who Made the Fourth Liberty Loan a Big Success

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
 MISS MARY ETHEL OWENS, *Stenographer to*
Division Engineer, Parkersburg, W. Va.

Cleveland Division

Correspondents

P. KLINE, *Secretary to Superintendent, Cleve-*
land, 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
 J. C. HAHN Trainmaster
 H. C. BATCHELDER Trainmaster
 J. FITZGERALD Trainmaster
 M. A. GLEESON Master Mechanic
 P. C. LOUX 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
 G. J. MAISCH Division Claim Agent
 R. A. PENNELL Captain of Police
 DR. A. A. CHURCH Medical Examiner
 M. E. TUTTLE Division Operator
 A. J. BELL Terminal Agent
 L. H. DOUGLAS Superintendent Bridges and Buildings
 T. L. CALCOTE Supervisor
 L. C. SWANSON Supervisor
 J. DRENNAN Supervisor
 J. I. MALONE Supervisor
 C. C. BIERIE Supervisor
 A. H. GENSLEY Terminal Trainmaster
 T. McDERMOTT Terminal Trainmaster
 T. C. SMITH Terminal Trainmaster

B. C. MEEK Relief Agent
 J. P. COOPER Relief Agent
 J. R. STARRY Electrical Foreman

ROTATING MEMBERS

C. W. C. WRIGHT Dispatcher, Cleveland
 L. WALZER Section Foreman, Canal Fulton
 M. CITINO Section Foreman, Cleveland
 J. M. BAKER Carpenter Foreman, Tippecanoe
 G. E. HANLEY Engineer, Lorain
 W. B. SHOCKCOR Engineer, Cleveland
 W. D. BLANKENHORN Fireman, Dover
 W. R. BILLINGSLEY Conductor, Lorain
 C. B. WILLEY Flagman, Lorain
 C. E. RUSSELL Switchman, Akron
 G. S. STRAIT Leading Car Inspector, Lorain
 J. SCHRANK Night Leading Car Inspector, Cleveland
 C. A. LONG Leading Tender Repairman, Cleveland
 E. J. MAHONEY Piecework Inspector, Lorain
 R. BENDER Machinist, Lorain

Lorain Shop Committee

PERMANENT MEMBERS

M. A. GLEESON Chairman, Master Mechanic
 A. C. LEPKOWSKI Secretary
 J. A. SUBJECK General Foreman
 W. K. GONNERMAN General Car Foreman
 C. A. BURDGE General Foreman
 E. H. MECKSTROTH Car Foreman
 DR. J. H. MINOR Medical Examiner
 C. H. ROTHGERY Storekeeper

ROTATING MEMBERS

J. ROBINSON Assistant Master Carpenter
 T. J. KEATING Machinist
 JOE SMITH Boilermaker
 W. J. O'CALLAGHAN Pipefitter
 J. HOLZHAUER Tender Repairman
 C. J. WILSON Blacksmith
 W. NOVAK Electrician
 W. A. TRAWINSKI Electric Welder
 J. KREISEN Material Distributer
 H. SMARSCH Car Builder
 A. SWENDEG Machine Operator
 F. HORAK Painter
 E. D. FISH Millwright
 P. O'MILLION Car Foreman

Akron Terminal Committee

T. C. SMITH Chairman, Terminal Trainmaster
 P. SOURS Secretary



RELIEF TRAIN AND ITS CREW AT LORAIN, OHIO

Left to Right—George Leimeister, Wreckmaster; Charles Kapo, Cook; Henry Leppert, James Bond, Oswald Jabbusch, Frederick Fischer, George Miller, James Cooley, William Stokes, William Verse, Adolph Taper, Ludwig Nelig, Gustave Bussler.

T. F. REIDY.....	Day Yardmaster
W. S. BILLMAN.....	Night Yardmaster
I. GRICE.....	Yard Conductor
C. L. BAIR.....	Switchman
D. D. WAMBAUGH.....	Engineer
M. R. CHALFANT.....	Fireman
W. G. HARRIS.....	Assistant Agent
M. CARANO.....	Section Foreman
J. N. FOLLO.....	Assistant Car Foreman
C. M. HIRST.....	Car Clerk
J. S. CHAMBERS.....	Roundhouse Foreman
J. STRAUSS.....	Car Inspector

E. P. Richards, furloughed operator, writes from France as follows:

"Am in Company C, Sixth Field Signal Battalion. Arrived in La Havre, July 22, 1918, and went into training camp at Chaumont, where we remained four weeks. On August 27 proceeded to the front line by auto truck, where we arrived on the 29th, and were initiated by a gas attack in Vosges Mountains, on Lorain sector, and were in the trenches for forty-two days until October 11, when we returned to rest billets at Verdun until October 26, at which time we were taken in a train to Grand Pre, arriving November 3. We took part in the capture of Sedan. After the armistice was signed we returned to Verdun, where we remained ten days, then started back for Chaumont. I escaped without injury. They call this 'Sunny France,' but believe me, we've seen nothing but rain for four months, and I will be glad to get back to the good old U. S. A."

Miss Mary Tracy, clerk to trainmaster at Lorain, whose picture appeared in the December number, "has gone and done it." She was married to Michael Moran, machine shop foreman, at Lorain early in December. Our best wishes are extended them.

C. H. Rothgery has returned to his old job as storekeeper at Lorain. Welcome home, Charley.

M. E. Tuttle, division operator, is taking his first vacation in four years and he said before leaving, "I'm going to take a good loaf." We know how much Myron will do that little thing.

Engineer Frank Moinet, who entered the service in April, 1891, and was promoted to engineer August, 1895, passed away at his home in Lorain from diabetes on December 20. The family has our sympathy.

Operator Ford S. Hoover died from influenza on December 17. He was born October 11, 1886, and entered the service as telegraph operator December 19, 1905. Mr. Hoover had a clean record.

Newark Division

Correspondents

- W. E. SACHS, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

On the next page is a picture of the garden of S. T. Bride, baggageman, left, and G. F. Sellers, ticket agent, right, and the two hustling

farmers. They made a little plot of ground at Mansfield, Ohio, blossom and bring forth fruit in abundance and the city gave them a prize of \$10 for the most productive section of ground developed from a vacant lot. They not only turned a waste piece of land into a valuable asset, but they provided for themselves quite a bit of vegetables that they and their relatives enjoyed thoroughly.

Connellsville Division

Correspondents

- E. WEIMER, *Office of Superintendent*, Connellsville, Pa.
M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.
E. REYNOLDS, *Superintendent's Office*, Connellsville, Pa.

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office*, Pittsburgh, Pa.

E. C. Ringer has been appointed assistant trainmaster at Glenwood, Pa. We all miss him, especially the girls in the superintendent's office at Pittsburgh.

B. Smallwood has been appointed road foreman of engines at Glenwood, Pa., vice C. R. Burns, transferred.

We are sorry to announce the death of Mrs. G. J. McDonough, wife of General Yardmaster McDonough at Demmler. Floral offerings were sent by the Demmler Flower Club. The employes extend sympathy to Mr. McDonough and family.

Engineer Frank Hackett would like to know what the attraction is at the fusee works at Versailles. Frank claims that every time they pull up on the fusee siding he finds his fireman, Ray Harrison, bending far out the cab window. Watch your step, Ray, Frank might get "next."

A. E. Dreer, brakeman at Demmler yard, has accepted a position as grave digger at Alpsville Cemetery, Alpsville, Pa. We all wish him very much success.

W. H. King, yard clerk at Demmler, has moved to Bessemer, Pa. Willie is wearing a broad smile.

Every time a troop train left McKeesport, Brakeman J. J. O'Donell took his hat around Demmler yard saying he was going to camp. Johnny has received enough jewelry to start a store. But Johnny has got a new one. He is now passing his hat, saying that he is going to get married. But the boys at Demmler yard have got "next" to him by now.

J. J. Sweeney, brakeman in Demmler yard and one of the best jazz dancers in this state, has started a dancing studio at East Pittsburgh, Pa. Jim has about sixteen Greek students. Assistant Yardmaster George Rush and Car Inspector Zig. Parsin would like to know if they could join his class.

Glenwood Shops

Correspondent, CHARLES J. ROCH

Quite a bit of excitement occurred at Glenwood on Saturday, December 21, due to the combining of the Stores Department, Car and Superintendent of Shops' clerical forces in the new office which is located on the fifth floor of the new storeroom building.

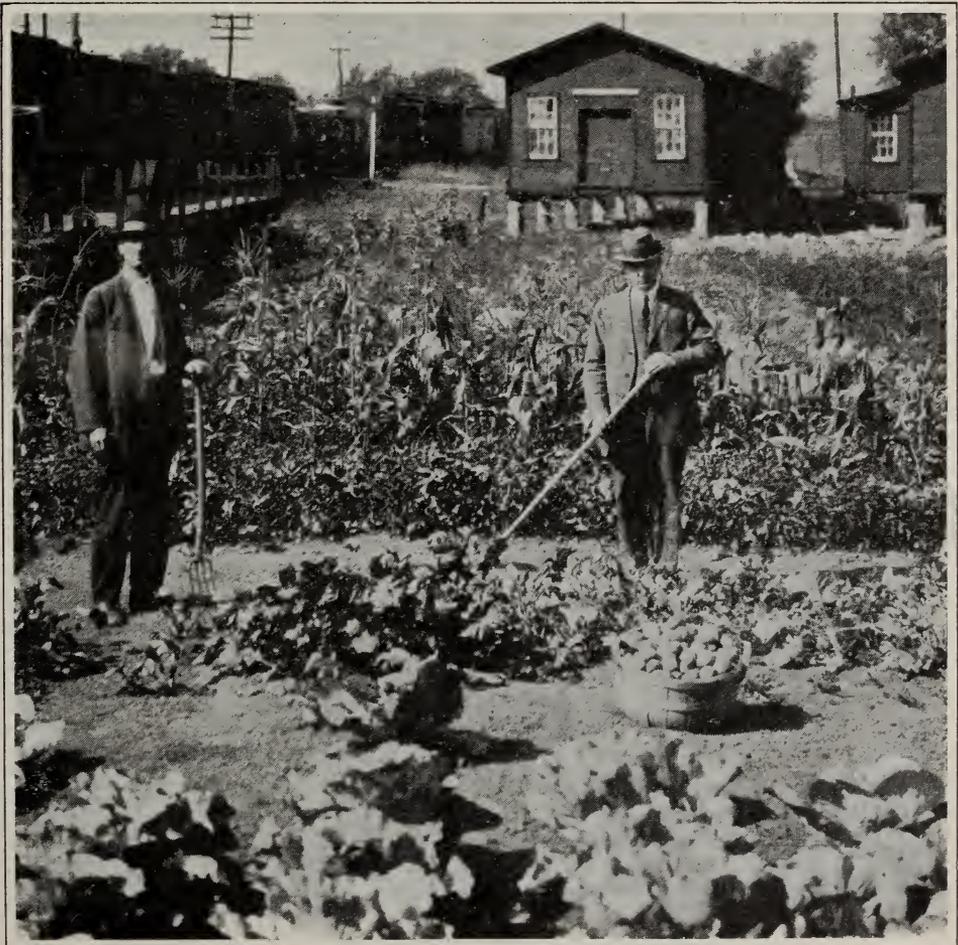
Machinists Jones and Kline surely did smile when they were advised that the second issue

of Liberty Bonds would be delivered to them before Christmas. What was the cause, boys?

I certainly did feel delighted in noticing item under Washington, Ind., date line in the January issue of EMPLOYEES MAGAZINE. This surely indicated the good old Washington feeling.

Private J. G. Jones, while on a furlough home during the holidays, paid us a visit at the shops, and we were surely glad to welcome him back. Private Jones was injured overseas while "doing his bit" and after spending a short furlough at his home, he returned to New York for further treatment.

Some conscienceless, silly, practical joker violated the ethics of a railroad man by sending to the Editor, with the request for publication in the November and December issues of the EMPLOYEES MAGAZINE, items involving C. A. Marshall and Miss Kitty Farrell. The No-



NEWARK DIVISION EMPLOYEES IN THEIR PRIZE WAR GARDEN

member item stated that Mr. Marshall was "back on the job as chief clerk to storekeeper" and that "Doc is wearing a smile, so is Kitty." The December item stated that "Doc Marshall is engaged to Kitty Farrell and the wedding is set for February 29 next." Both are audacious lies.

A rigid investigation is being made and it is hoped that the perpetrator of this bogus writing will be apprehended and when he is, he will be dealt with summarily. The Editor will hereafter restrict publication of items from Glenwood to those sent in over the signature of C. J. Roch, the accredited correspondent. This is something that never has been done at any other shops, all employes being at liberty to submit articles for publication, but some social "slacker" has seen fit to attempt to play a prank at the expense of others, as cowards always do, and the restriction is necessary. The Editor keenly regrets the occurrence and this correction is published that the friends of Mr. Marshall and Miss Farrell may know what really are the facts.

Charleston Division

Correspondent, C. L. WEST, *Operator*,
Gassaway, W. Va.

Western Lines

Central Offices

Correspondent
J. C. KELLY, *Train Schedule Clerk*,
Carew Building, Cincinnati, Ohio

New Castle Division

Correspondents
W. W. MCGAUGHEY, *Chief Clerk to Superintendent*,
New Castle, Pa.
C. S. MAYNARD, *Operator*, Chardon, Ohio
V. P. McLAUGHLIN, *Operator*, BD Tower, Akron
Junction, Ohio

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 Superintendent, Garrett, Ind.
J. E. FISHER Trainmaster, Garrett, Ind.

JOHN TORDELLA Division Engineer, Garrett, Ind.
G. P. PALMER Division Engineer, Chicago, Ill.
W. F. MORAN Master Mechanic, Garrett, Ind.
D. HARTLE Road Foreman, Garrett, Ind.
W. E. FRAZIER Road Foreman, Garrett, Ind.
F. N. SHULZ Division Operator, Garrett, Ind.
DR. W. A. FUNK Medical Examiner, Garrett, Ind.
A. R. OSBORNE Captain of Police, Chicago, Ill.
R. L. PRINCE Captain of Police, Willard, Ohio
E. B. HENSLEE Claim Agent, Garrett, Ind.
P. H. CARROLL Signal Supervisor, Defiance, Ohio
H. W. DEAN Storekeeper, Garrett, Ind.
D. B. TAYLOR Master Carpenter, Garrett, Ind.
J. F. MILBURN Secretary Y. M. C. A., Willard, Ohio
ROBERT O'FARRELL Foreman Electrical Dept., Garrett, Ind.
MISS CLEON HAMM Toolroom Attendant, Garrett, Ind.

ROTATING MEMBERS

C. L. WOODCOCK Yardmaster, Garrett, Ind.
W. W. AYCOCK Agent, Deshler, Ohio
GLEN A. ELDER Operator, Auburn Jet., Ohio
S. FREAS Tack Supervisor, Tiffin, Ohio
R. B. BOHN Signal Maintainer, Hamler, Ohio
R. R. HOPPE Carpenter Foreman, Tiffin, Ohio
A. W. SILLIMAN Passenger Engineer, Garrett, Ind.
E. R. ROWLEY Freight Engineer, Garrett, Ind.
ALBERT SHAFFER Passenger Fireman, Garrett, Ind.
ALBERT CARLSON Freight Fireman, Garrett, Ind.
B. C. LEWIS Passenger Conductor, Willard, Ohio
L. C. SWARTOUT Freight Conductor, Garrett, Ind.
C. W. HIRSCHBIEL Passenger Brakeman, Garrett, Ind.
W. R. HUFFMAN Freight Brakeman, Garrett, Ind.
L. G. WORTLEY Yard Brakeman, Willard, Ohio
W. A. BIXLER Car Inspector, Garrett, Ind.
HOWARD McPHERSON Boilermaker, Willard, Ohio
ED GYLING Car Inspector, South Chicago, Ill.

Willard Shop Committee

PERMANENT MEMBERS

J. P. COATS Chairman, General Foreman
C. H. GARING General Car Foreman
J. T. DOWELL Storekeeper
DR. C. W. HEDRICK Medical Examiner
R. C. CRUMP Supervisor Machine and Hand Tools
FRED HITE Assistant Master Carpenter
L. H. GAYLORD Electric Crane Engineer
B. L. JOHNSON Secretary, Shop Clerk

ROTATING MEMBERS

J. H. GARRETT Machinist
H. McPHERSON Boilermaker
J. LEITZ Pipefitter
E. CLAPPER Tender Repairman
P. H. SCISSINGER Blacksmith
G. F. MOTTER Stationary Engineer
E. D. RUSSELL Electric Welder
M. W. WHITE Material Distributer
E. J. ELLIS Piecework Inspector
A. L. STOCKMASTER Machine Hand
C. F. ANSELL Tender Inspector
C. C. GREER Special Car Inspector

Garrett Shop Committee

PERMANENT MEMBERS

W. F. MORAN Chairman, Master Mechanic
E. J. McSWEENEY General Foreman
D. L. GINSON General Car Foreman
H. W. DEAN Storekeeper
DR. W. A. FUNK Medical Examiner
J. N. DAVIS Supervisor Machine and Hand Tools
MISS THERESA SCHUNK Secretary, Stenographer

ROTATING MEMBERS

THOMAS J. MCGRAW Machinist
N. L. WINKLER Boilermaker
ARTHUR STEARNS Pipefitter
CARL DEDRICK Tender Repairman
GROVER SAPP Blacksmith
ROBERT O'FARRELL Electrician
F. J. WEAVER Electric Welder
L. LUNG Car Builder
C. ALLMAN Machine Operator
GEORGE HURNI Painter
JOSEPH SEIFFERT Carpenter
FLOYD PHILLIPS Material Distributer

Willard Terminal Committee

PERMANENT MEMBERS

S. C. RUMBAUGH.....Chairman, Terminal Trainmaster
 C. C. PITCHER.....Day Yardmaster
 B. H. LA BOUNTY.....Night Yardmaster
 C. H. GARING.....General Car Foreman
 J. P. COATS.....General Foreman, Locomotive Department
 C. B. JACOBS.....Electrician
 J. F. MILBURN.....Secretary, Y. M. C. A.
 DR. C. W. HEDRICK.....Medical Examiner
 J. M. BARNVILLE, Secretary, Clerk to Terminal Trainmaster

ROTATING MEMBERS

J. H. GALLAGHER.....Yard Engineer
 M. H. POPS.....Yard Fireman
 E. F. GIRA.....Yard Conductor
 G. C. FACKLER.....Yard Brakeman
 J. G. TOMPKINS.....Yard Clerk
 J. O. COX.....Shopman, Car Department
 J. H. COX.....Shopman, Locomotive Department
 C. W. CARPENTER.....Car Repairman
 F. PAGLE.....Track Foreman

South Chicago Joint Terminal and Shop Committee

PERMANENT MEMBERS

R. R. HUGGINS.....Chairman, Terminal Trainmaster
 W. T. WILHELM.....Day Yardmaster
 W. H. McNELLS.....Night Yardmaster
 J. E. QUIGLEY.....General Foreman, Locomotive Dept.
 E. H. MATTINGLEY.....General Foreman, Car Dept.
 R. A. KLEIST.....Foreman, Car Dept.
 T. H. BERRY.....Electrician
 DR. E. J. HUGHES.....Medical Examiner
 R. KAZMARK.....Storekeeper
 M. ALTHERR.....Agent
 C. R. PILGRIM.....Secretary, Clerk to Terminal Trainmaster

ROTATING MEMBERS

C. F. BROWN.....Yard Engineer
 R. C. VOSS.....Yard Fireman
 L. E. ROBINSON.....Yard Conductor

E. L. ERNST.....Yard Brakeman
 RAY O'BRIEN.....Yard Clerk
 M. NOWACZAK.....Shopman, Car Department
 R. W. GEAR.....Shopman, Locomotive Department
 J. W. HITT.....Car Repairman
 W. L. DAUGHERTY.....Track Foreman
 E. GARRITY.....Boilermaker
 F. S. SWICK.....Pipefitter
 T. BYENSKI.....Tender Repairman
 T. DALEY.....Blacksmith
 G. F. STINER.....Car Builder
 R. P. MARSKI.....Painter

Chicago Freight House Committee

PERMANENT MEMBERS

JOHN DRAPER.....Chairman, Agent
 L. M. BROWN.....General Foreman
 C. N. BLISS.....Assistant Agent

ROTATING MEMBERS

JAMES J. GLYNN.....Assistant Foreman, House No. 1
 J. D. HALLORAN.....Assistant Foreman, House No. 2
 JOHN KELLEY.....Delivery Clerk
 JAMES KELLEY.....Truckloader
 OSCAR HELMER.....Checker
 J. S. MULHEARN.....O. S. & D. Clerk

Willard Freight House Committee

PERMANENT MEMBERS

A. J. DRURY.....Chairman, Agent
 T. B. SMITH.....Foreman
 R. C. BROWN.....Clerk

ROTATING MEMBERS

J. L. POST.....Assistant Foreman
 F. A. BOHN.....Clerk
 C. E. KUHN.....Checker
 J. E. O'HEARN.....Trucker
 G. W. DURHAM.....Cooper
 GRANT BROWN.....Talleyman



Standard Track West of Charlestown Station—New Castle Division



The late J. F. Walter

The picture below is a scene at the second annual banquet of the Accounting Department, held at the house of Miss Ann and J. M. Skilling,



Accounting Department Folks Make Merry at Dinner

East King Street, Garrett, on the evening of December 14. S. S. Martin was toastmaster, and he introduced the speaker of the evening, George H. Woodruff. An eight course dinner was served by a caterer, Thomas Cuff, of Chicago. After dinner the guests were entertained by Miss Charlotte Alter, of Fort Wayne, Ind., and C. E. McGer. Miss Marie Warren, fuel clerk, rendered several very beautiful selections on the piano.

The photograph opposite is of J. F. Walter, agent, Willard, Ohio, who died at his home December 16, from Spanish influenza. Mrs. Walter and children have the heartfelt sympathy of all employes of the Chicago Division.

Job C. Smith, ticket agent, Garrett, Ind., for twenty years, died at his home on South Randolph Street, December 5, after an illness of about a year.

R. J. Huffman, Edward Rupp and Vance Hiatt have resumed their duties with the Baltimore and Ohio after being discharged from military service.

H. L. Cordrey, chief clerk to division accountant, Garrett, Ind., has been appointed division accountant at Connellsville. S. V. McKenna, division timekeeper, will succeed Mr. Cordrey as chief clerk to division accountant. Mr. Cordrey's many friends regret his leaving Garrett, but we all joint in wishing him the best of success in his new position.

J. D. Jack, division claim agent, has been transferred to Youngstown, Ohio. We regret

very much Mr. Jack's leaving Garrett, but we know, of course, that we cannot always retain the best men on the Chicago Division. Our best wishes go with Mr. Jack to his new position.

South Chicago

Correspondent, MRS. BERTHA A. PHELPS,
Wheelage Clerk

All Baltimore and Ohio offices at this station check 100 per cent. in the latest Red Cross drive.

We are glad to note that Superintendent J. H. Jackson, who was confined to his home with a severe attack of the "flu," has so far recovered as again to be able to make his usual trips to South Chicago.

The hosts of friends in this vicinity of Freight Manager of Western Lines P. F. Finnegan, now of Cincinnati, are very sorry to hear of his illness and trust that by this time he is able to resume his duties.

Of all the different languages spoken by the employes in the Baltimore and Ohio shops at South Chicago none contains words strong enough to express the contempt with which the culprit is held who stole the boxes containing money contributed by employes at Christmas time for the poor in this district.

Miss Ethel Clark, utility clerk in the agent's office, was married on December 28, to Edward Foh, of Chicago. The wedding took place in the Windsor Park Methodist Episcopal Church and was followed by a reception at the Hotel LaSalle.

The "flu" has again asserted itself among employes of Agent Altherr's office. His stenographer, Mrs. Spreenberg, and file clerk, Mrs. Perron, are both sufferers from that treacherous malady.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

Dispatchers Woodward, Moriarity and Neff were off their two allotted days the early part of December and were relieved by Dispatchers Thomas, Stephenson and Iuler. It is said that "Tommy" is some speaker.

Conductors Lee, Straw and Williams were off duty several days with the "flu." This disease has flared up again and precaution should be taken to guard against it. Plenty of fresh air is a good preventative.

It was with deep sorrow and regret that we learned of the death of Mrs. L. D. Exline, wife of Agent Exline, of Bloomingburg, Ohio. Dur-



Be An Expert!

Why do the men always go to Engineer Brown for advice when unusual problems concerning their work confront them? Because Brown is recognized by them all as an expert. He has earned this reputation by his performance and record.

The difference between an expert railroad man and the non-expert is generally adjudged as follows: An ordinary locomotive engineer can run his engine, haul the usual tonnage or make the time required in passenger service and, as a rule, keep out of trouble providing everything is in fair condition. He understands how to operate the machinery or apparatus in his charge under normal or ordinary conditions, securing average results; but should accidents occur or some emergency arise, he cannot always do the right thing at the right time or overcome the unusual conditions that confront him, as he could do were he thoroughly informed in his work. The expert Locomotive Engineer is a *master* workman. He meets all requirements under ordinary conditions, and should an emergency arise owing to his ability and technical knowledge if it can possibly be done, he conceives ways and devises means of overcoming the unusual condition and in many cases he avoids an engine failure with its consequent delays and dislocation of traffic and the expense it usually incurs.

If you wish to get in line to become an expert, don't turn this page until you have clipped the coupon, marked the line of work you want to follow and mailed it to the Railway Division of the I. C. S. for full particulars. Marking the coupon is simply the act of investigation—in justice to yourself you can't afford to do less—and it doesn't obligate you in the least.

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| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
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ing the past seven years she has been constantly afflicted with anaemia, but her energetic spirit kept her going and she had a smile for everybody. Early in December she became ill with bronchial pneumonia, which resulted in her death. She leaves to cherish her memory a faithful husband, a father, two brothers, many other relatives and a wide circle of friends. Agent Exline has the sympathy of the entire Ohio Division.

Through the EMPLOYEES MAGAZINE Agent Exline desires to extend his sincere and heartfelt thanks for the sympathy and kindness shown him during his bereavement and for the many floral offerings, especially those from O. R. T. Midland Division employees and dispatchers.

To the many friends and acquaintances of Charles E. McGuire, first trick operator at Mt. Sterling, Ohio, it will be a sad blow to hear of his death. "Mack," as he was known to everyone, was ill with influenza during the early part of November. Shortly before his death his right side was paralyzed and he could not talk above a whisper. He died December 5. He has been an employe of the Baltimore and Ohio for twenty-six years, serving as operator and agent at several different stations. He leaves, besides his wife and a daughter, a mother, two sisters, two brothers and many relatives and friends. The Ohio Division, through the EMPLOYEES MAGAZINE, extends its deepest sympathy to Mrs. McGuire and family.

Below is a photograph of the three-year-old son of Engineer W. B. Cravens and the three-year-old daughter of Engineer C. W. Cravens. A peculiar coincidence is that the Messrs. Cravens are brothers, married sisters and live in the same house. The son of W. B. Cravens was born about ten hours previous to the daughter of C. W. Cravens.



The Cravens Children

Below is a photograph of Donald Steffens, twenty months old and son of G. W. Steffens, ticket accountant.

Speaking of the weather, we are very thankful that December, 1918, had a much warmer feeling for us than December of 1917.

Conductor Patrick Murphy is now marked up for his run after being absent for several days. "Pat's" youngest son, William, met with a very serious and almost fatal accident while out hunting when a gun in the hands of a friend accidentally discharged the contents, striking his hip.

Several offices along the line appear to be badly in need of train order hoops. A supply of hoops on hand provides both safety and efficiency.

We understand that old "GK" office will be re-established again with three tricks of operators. This is East Norwood, having been abolished in 1914 and the force moved to Oakley. It is reported that one man will be retained at Oakley to sell tickets, etc.

Layne & Bowler, of Memphis, Tenn., have drilled a one-hundred-foot well at new water treating plant, Chillicothe, Ohio, and installed an electrically driven pump. At a recent test of this pump 1,400 gallons of water was discharged per minute for a period of ten hours. During the test the water in the well was lowered only six feet. These facilities will greatly improve the water situation at this point.

H. Evans, carpenter foreman, formerly of the Toledo Division, has been transferred to this division in a similar capacity.

Track Foreman John Laffey and his entire family, living at Madeira, Ohio, were stricken December 1 with influenza. We are glad to note that Mr. Laffey has returned to duty and that his family is convalescent.



Donald Steffens

in France. Pearl states he is getting "fat" but has some difficulty learning to talk French, although he can make out what is being said as long as it is given slow.

As previously stated, quite a number of Engineer "Bill" Conley's friends took him a ride in the "Newly-wed bus" or calf wagon, but it now looks as if the joke is on the "friends" as "Bill" was "some kicker" and it was necessary to buy a new calf wagon, he having almost destroyed the old one. But as yet, no bride has made her appearance and "Bill," is still living "a-la-bachelor" method. However "Bill" received a free ride. It also had been decided that Engineer "Bob" Hewitt was to be a companion in the same wagon with "Bill," but in some manner he became "wise" and made his get-away. The ride has been awaiting "Bob" for some time, but he always manages to get out of reach. Perhaps he will now have the honor to be the first to get a ride in the new wagon.

B. W. Sands, the congenial supervisor of transportation, accompanied the supply train on its regular monthly trip over the west end. His company was very much enjoyed by all those on board, and while "Ben's" melodies and wit made fun for all, the efficiency was no less impaired, the trip being made several hours quicker than other trips.

B. A. Tharpe, who for several months has been employed as engineer of American ditcher on this division, was on December 1 transferred to the Indiana Division, where he will take up the duties of a locomotive engineer.

R. E. Chamberlain, division engineer, held a staff meeting of all track foremen of the First District in the office of Supervisor L. A. Pousch, at Leesburg, Ohio, December 19. This meeting was devoted to the discussion of keeping and reporting time, the use of and the charging of materials and tools, items of SAFETY, maintenance of road bed and ditches, all of which was very instructive and beneficial to those present.

Tracks in what is known as the "bone yard" Chillicothe, being seventeen tracks in all, are being raised on engine cinders and retied. This yard is used for the making up of trains, and when the work is completed will be a source of delight to the general yardmaster.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

Opposite is a photograph of the late James Hester, car inspector, North Vernon, for a number of years, and Mrs. Hester.

Mr. Hester, who was sixty-five years old, died November 8, at the home of his daughter, Mrs. Joseph Lambert, Cincinnati. Mr. Hester had been taken there for special medical treatment. His body was removed to North Vernon and the funeral services were conducted at St. Mary's Catholic Church on November 11 by the Rev. G. L. Widerin, and burial took place in St. Mary's Cemetery.

Mr. Hester was born at Batavia, Ohio, and came to North Vernon with his parents when but two years old, and spent his entire life in the City of North Vernon. For thirty-three years he had been employed by the Baltimore and Ohio, in the capacity of car inspector. On September 6, 1878, he was married to Miss Mary Higgins, of Jennings County, the wedding taking place in St. Mary's Church. He is survived by his wife and seven children, Mrs. Stella Boelleke, Miss Margaret Hester, James Hester and Mrs. Joseph Lambert, of Cincinnati, Edward Hester, of the 36th Regimental Infirmary, stationed at Camp Devens, Mass., Mrs. Bessie Mandlin, of Greensburg and Misses Gail and Jennie Hester, of North Vernon. Twelve grandchildren also survive.

Mr. Hester was an industrious man of good character and esteemed by a host of friends. Several months ago he met with an accident, at which time his arm was mashed, and he did not again resume his duty. Just at the time when he was weakened on account of this accident, he received the crushing news of the death of his son, Matthias Hester, who made the supreme sacrifice on the field of battle in France on July 15, and from that time the father's decline was rapid.



Mr. and Mrs. James Hester

Cincinnati Terminals

Correspondent, W. F. COCHRANE, *Chief Clerk to Supervisor of Terminals*

Among the numerous celebrations of the Christmas holidays, one of the most notable was a banquet tendered chief clerk W. F. Cochrane, in the superintendent's office, by the office employees. The force furnished the eats and the ladies took charge of the table and decorations, and the result of their efforts spoke very highly for their taste. It is rumored that one of the young ladies stayed up until the wee small hours of the night making potato salad and her efforts were most certainly appreciated by those who were fortunate enough to get some of it and some of them came back two and three times, regardless of any rule of etiquette. At the close of the banquet Mr. Beel, car distributor, made a few remarks and proposed a vote of thanks to the chief clerk, which was unanimously seconded, for his efforts in making the working conditions in this office so harmonious.

Miss Mabel Schmalzel, clerk in general car foreman's office, has just returned after a pleasant vacation at Seymour, Indiana, and McArthur, Ohio.

Employees at the repair track are mourning the loss of their fellow workmen, Henry Mueller and Lemuel Hiltbrand, victims of the "flu."

The force of the general car foreman moved into their new office on December 27, and had everything back in working order by the first of the year.

William Burke, car inspector, spent the holidays at Chicago and Kankakee.

It was all a mistake about George Shoemaker going on his honeymoon. He is still single. A visit to his mother at Indianapolis accounts for his disappearance around the holidays.

Frank Nock failed to receive this year for Christmas ten boxes of cigars, a gross of neckties and half a carload of other various and sundry articles. "Better luck next time, Frank, maybe."

G. R. Littell, assistant agent, has another little soldier. Here's hoping he gets as big as his daddy.

Rumors are current relative to prospective brides and grooms. This is indicated by the "tinware" in the men's neckties and the "glassware" on the ladies' fingers. In other words, Christmas presents were exchanged with a decided understanding.

A. H. Rose, of the superintendent's office, spent the Christmas holidays at his home in Champaign, Ill., and in Chicago.

A. E. Busard has the position of second trick crew dispatcher at Eighth Street, which was formerly held by E. L. Welsh.

The girls at Second and Smith had a New Year's party at noon on December 31 in the Welfare Room. A musical program and dancing was thoroughly enjoyed by all, after which a short business meeting was held. The following officers were appointed: President, Marie McMorrow; Secretary, Mildred Wild; Treasurer, Clara Burke; Assistant Treasurer, Kathleen Breene.

Advisory Board: C. E. Fish, Mrs. A. Wolf, Miss P. Schlick.

Entertainment Committee: Florence Bowman, Bess Hall, Flora Hetch, Vera Stutie, Marie Saunders.

Refreshment Committee: Elsie Rath, Lina Krombach, Carrie Gersie, Irene Kirton, Elsie Auderheide.

Sick Committee: Stella Maley, Kitty Eicher, Julia Reed, Hazel Lind.

The following is from the poetic pen of "The Bard of Storrs," C. H. Wiehe:

To my fellow employees now in Storrs Yard,
Who have cared for their duties no matter how hard;

Let us forget the things of the past,
And take care of the future to our very last.
I appreciate your assistance of the past year;
I extend a Happy New Year; with it a good cheer.

Below is picture of H. J. Coffman, Jr., oldest son of H. J. Coffman, cashier at Brighton. He is five years of age, being born on May 30, 1913, and is the thirteenth grandchild on his mother's side.



Master H. J. Coffman, Jr.

The following clerks at Brighton station have just returned to work after being off with the "flu:" H. J. Coffman, cashier; Miss Bessie Marshall, bill clerk, and Harry Abrams, correction clerk. Harold Kistner is reported as improving.

Lawrence Brogan, owing to the good service rendered in the army, was sent to the Officers' Training School at Fort Benjamin Harrison, and was promoted to a first lieutenant on November 11.

Roy Seyferrle, yard clerk at Oakley, has just returned to work after a severe attack of the "flu," as had Dave Mullee, clerk at St. Bernard.

S. W. Runner, furloughed switchman working at St. Louis Terminal as conductor, passing through Cincinnati on a troop train, holds the first Form 19 train order ever written on a military railroad. He is on his way back home to take up his duties as a railroader.

L. F. Larsen, of Omaha, Neb., passed through Cincinnati enroute West on a troop train, and paid his respects to some of the B. R. T. men, whom he knew when at the Cincinnati Terminal. He formerly lived at Cincinnati. He was on board a transport half way across the Atlantic when the armistice was signed and the boat turned back toward the Statue of Liberty.

S. W. Roth, U. S. Marine, spent the holidays in Cincinnati and paid a visit to some of his former fellow workmen in and around Eighth Street. R. H. Meyers, also of the Marines, visited here and has again returned to Quantico, Va.

"Red" Norton, of Camp Sherman, was home on a ten-day furlough and paid us all a visit at Eighth Street. "Red" says he is working as an engineer at Camp Sherman on the railroad in camp at \$1.00 a day and is willing to come back as soon as Uncle Sam will dismiss him.

Fire was discovered at Storrs roundhouse on December 29 at 10 p. m. Yardmaster Purkhis gathered his fire squad, consisting of Bill Cleary and Steve Hirr, both former fire-fighters in Cincinnati, and assisted in keeping the fire from spreading until the Cincinnati Fire Department arrived.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent, Flora, Ill.*

The Baltimore and Ohio car department and car departments of other railroads have been consolidated at St. Louis and are now under the supervision of the Terminal Railroad Association. E. C. Sterling, who for several years has been car foreman of the Baltimore and Ohio Railroad at St. Louis, has been transferred to Cone as car foreman at that point, F. M. Peeples, the former car foreman, having been transferred to another position in the car department at shops.

A great many of the Illinois Division boys have returned from the army and are resuming their old positions on the railroad.

We do not see as much of Operator E. C. Hoffman in Flora now as we formerly did. "Dutch" is now working third at K Tower, East St. Louis, and is spending all of his leisure time in St. Louis. Can't blame him, though.

A few days ago Engine Report Clerk J. E. Poland seemed to be in an awful hurry to get away from the superintendent's office. At exactly noon on Saturday he disappeared and was not seen any more that day. Upon further investigation, it was developed that he had been at home preparing for winter, the special preparations being the converting of a 225-pound hog into pork and other things. We understand that his sausage was extra good, but he has not yet decided to run a chance of having it all consumed by inviting certain persons from the office out for a "feed." We understand he has another one weighing about 200 pounds that has its days numbered. Mr. Poland is not only a hog raiser, but has quite a reputation for raising fancy chickens. He will have to hurry to keep up with Car Distributer H. M. Hogan, who has about seven hens and gets about two dozen eggs or more a day. Mr. Hogan claims that he gets the eggs honestly, but we do not believe it. It is our firm conviction that he is fooling his hens by the process recently patented by "Doc" Fitzgibbons and "Yocup" Smiley at the shops, who sold out one-half interest in their patent to Mr. Hogan. Mr. Hogan received so many eggs for a while that he "permitted" someone to take five of his best hens and keep them for him for a while.

E. C. Fulfer, clerk in division accountant's office at Flora, spent Christmas visiting home folks in Toledo, Illinois, and came back with the report of "a big time in the old town."

When Hazel Conner can get away from the division accountant's office she does canteen work for the Red Cross at Flora, meeting trains and giving all men in uniform a "hand-out". In this work she is assisted by several other Flora girls, and it is great to be on a train after leaving Flora and hear the "boys" tell about the good things they received from the girls here. Hazel always has so much business when she is down at the trains that she has to carry a basket of apples on each arm and an arrangement similar to that used by a sandwich peddler held up by straps over her shoulders to carry cigarettes, candy, chewing gum and various other things of this kind. The girls at Flora all enjoy doing everything they can to make life happier for soldiers and sailors traveling through here, also for several soldiers who have returned here after serving in the army. Hazel expects a "Sammic" back from France soon and treats other soldier boys so good because that is the way she would like them to treat her soldier boy.

Miss Pansy Hargraves recently entered service in the division accountant's office at Flora as fuel clerk.

Conductor L. W. Gorsage dropped dead at Washington, Indiana, while on his way to the yard office to take out train No. 97.

Division Accountant P. H. Groscup has been transferred to the New Castle Division and is succeeded at Flora by F. L. Sheakley, formerly chief clerk to division accountant of the Toledo Division. In the short time Mr. Sheakley has been in Flora he has made many friends, and we are of the opinion that we have a pretty good division accountant. Mr. Groscup has our best wishes for success in his new position.

There was quite an assortment of Christmas presents passed around in the offices on the Illinois Division, one of them being a corn-cob pipe and a twist of Granger which someone was thoughtful enough to present to one of the clerks in the superintendent's office. When the road foreman of engines first saw fog emerging from this "Missouri Meerschaum" he thought it was an E-27 engine failing for steam and began to make out a work report on it. The supposed E-27 was ordered laid up, but probably will be out of "back shop" in a few days.

We note in the December issue of the MAGAZINE that Storekeeper W. M. Hinkey at the shops is wearing a smile that won't come off, and we agree with Mr. Minter that it is very unusual for a storekeeper to smile. Come on "Hink," old boy, tell us about it. Is it the new casting platform, the fact that you have reduced your accumulation of carload lumber, or because "Chick" has not been ordering so much material lately? Or perhaps it is some less apparent reason. Anyway it must be very interesting, and we would like to get in on the joke.

We note in the December issue of the MAGAZINE that first trick crew dispatcher, J. J. Gallagher, at Eight Street, Cincinnati, has resigned to take up a new line of work with Swift and Company. This brings back memories of the times when John used to ask us each evening when taking the "four P. M." to come out for dinner, but this happened about two years ago and he probably has some new habit by this time and has forgotten the summer of 1917. Good luck to you, old boy.

It was on Christmas morning that Yard Engineer James I. Higgins was seen parading the streets with a smile that would not come off. It is, of course, not unnatural for "Jim" to smile; however, it was noticed on this particular day that the smile was broader than usual, and, upon inquiry, it was learned that he was the proud father of a new boy, Jimmie Higgins, Jr. The most serious question is whether or not James, Sr., will come down to earth again, as, since Christmas morning, he

has been living in an entirely new world. We understand that Jimmie, Jr., is going to try to decide soon whether he will be an engineer like "Daddy" or an accountant like his sister Helen.

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*,
Washington, Ind.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*,
Dayton, Ohio

L. E. Fenner, who has for some time, filled the position of assistant chief clerk and transportation accountant, has been promoted to chief clerk to superintendent.

T. J. Regan, who has for a number of years, occupied the position as chief clerk to superintendent, has been transferred to the Welfare and Safety Department, as safety agent. Mr. Regan is not only pleased with the promotion, but anticipates a decided change, for the better, in his physical condition.

L. V. Peckenpau, formerly local freight and ticket agent, at Mendon, Ohio, for the Dayton, Toledo and Chicago Railroad, has accepted a position in the local freight office, Dayton, with L. F. Hockett.

On January 1, 1919, the Lake Erie and Western Railroad at Findlay, Ohio, took charge of the Baltimore and Ohio accounts for the Toledo Division. L. M. Martz, local agent for the Baltimore and Ohio, has accepted a position as extra agent on the Toledo Division.

W. H. Crist and W. L. Augspurger, chief dispatchers, are both back from their recent vacation period. J. J. Fitzmartin assumed the duties of the position during the absence of each.

The Railroad Department of the International Correspondence Schools has thousands of men in railroad train service who are active students in railroad scholarships. The large majority of these students are making splendid progress with their studies. Occasionally there is one whose work is far ahead of the average. Such a one is William E. Hill, of Hamilton, Ohio, a fireman on the Cincinnati, Hamilton and Dayton, who has made a splendid study record. He enrolled July 7, 1915, and since that time has completed forty-seven papers, and received ninety-nine per cent. (the highest percentage given) on forty-five papers, and ninety-eight per cent. on the other two. To make the splendid showing it was necessary that Mr. Hill should spend a great portion of his spare time between hours of duty in study.

New York Terminals

Correspondent, C. E. FLOOM, *Terminal Claim Agent*, Pier 22, North River, New York

T. A. Kavanagh, agent at 26th Street, resigned in order to enter actively into the freight forwarding business in partnership with H. C. Casey, also a former employe of the Baltimore and Ohio. The well wishes of his associates go with Mr. Kavanagh for a continuation of his success. These young men have made of their training a stepping stone to success in business.

T. F. Gorman, agent, Pier 7, North River, has been transferred to 26th Street to Mr. Kavanagh's place. Mr. Gorman reluctantly leaves Pier 7, which last summer was a very busy place. At times there were on the pier awaiting delivery one hundred cars of potatoes, fifty to sixty on floats waiting to be unloaded and a reserve of several hundred at St. George waiting their turn to pass through the "Potato Pier" on their route to the consumer. There is no doubt that when the movement of this commodity is resumed the coming season, the proper action will be taken and Mr. Gorman returned to Pier 7 to supervise this traffic.

A member of the Claim Department spent several days of his vacation purchasing toys for a budding claim investigator. He purchased, among other things, an electric train, presumably for the youngster, but more likely for his own amusement, as it has been reliably reported that F. B. Kohler spends many evenings after the General Manager has retired taking No. 5 and 6 out for a "Joy Ride." The general orders are flagrantly violated at such times, much to the detriment of the equipment and right of way. All are agreed that the miniature Best and Only will shortly pass into receivership, also that the director general will be called upon to purchase new equipment terminals and relay the rails unless a halt is called very shortly.

Camp Supervisor Love, who has had charge of Pier 7, North River, labor camp for the last two years, has been temporarily lent to the Baltimore Office of the Baltimore & Ohio Labor Department. It is understood that we will not be permanently deprived of Mr. Love's efficient services.

Mr. O'Riley, Chief of the Lighterage Bureau, has been transferred to Pier 7, and with the assistance of W. Duffy is at present looking after the interests of the railroad at that point.

The sympathy of all New York Terminal employes is extended to the friends and relatives of Washington Ritter, one of the "Old Timers," who succumbed to an attack of heart failure on December 1, 1918. "Wash" had been a member of the Veterans' Association, entering the services of the Baltimore & Ohio April 2,

1891, as tallyman. He served the railroad well and faithfully in many capacities, having been foreman at Pier 2, East River and assistant foreman at Pier 7, North River, continuing his labors with the railroad until a few days before his death.

Pier 22 employes residing on Staten Island had no difficulty explaining their morning tardiness prior to the campaign instituted by Superintendent Hamner for 100 per cent. on time operation of S. I. R. T. trains. However, since the campaign became effective, many were puzzled at the unexplained tardiness of "Irene." Just before Christmas the young lady exhibited to her admiring co-workers a beautiful solitaire, which made all things clear.

Staten Island Rapid Transit Railroad

Correspondent, J. V. COSTELLO, Pier 6, St. George, S. I., N. Y.

Divisional Safety Committee

PERMANENT MEMBERS

E. J. HAMNER	Chairman, Superintendent
B. F. KELLEY	Vice-Chairman, Trainmaster
E. E. MCKINLEY	Trainmaster
H. W. ORDEMAN	Division Engineer
W. A. DEEMS	Master Mechanic
E. A. ENGLISH	Marine Supervisor
W. B. BIGGS	Terminal Agent
J. F. MCGOWAN	Chief Train Dispatcher
A. J. CONLEY	Road Foreman of Engines
J. A. MCCAFFREY	Road Foreman of Engines
DR. F. DEREVERE	Medical Examiner
W. J. KENNY	Claim Department
J. A. SULLIVAN	Captain of Police
W. L. DRYDEN	Signal Supervisor
W. G. TRAISSER	Storekeeper
R. F. FARLOW	Supervisor of Carpenters
F. REBHAN	Division Agent
C. A. WILSON	Supervisor of Crossings
J. B. SHARP	Coal Agent
C. DONAFRIO	Chief Car Inspector
W. RYAN	Supervisor of Tracks
J. E. DAVIS	Transfer Agent

ROTATING MEMBERS

J. J. CARNEY	Conductor
F. PIERCE	Engineer
P. FANELLA	Fireman
A. E. STUART	Brakeman
MISS K. LARKIN	Ticket Agent
MISS BISHOP	Foreman Car Cleaners
G. T. CLARK	Yardmaster
W. R. LANGDON	Yardmaster
J. T. GORMAN	Freight Agent, Pier 21, E. R.
A. OSWALD	Receiving Clerk
L. LAFORGE	Car Inspector
OSCAR HOVIT	Yard Clerk, Arlington
J. VAN PELT	Car Builder
W. JARVIS	Carpenter
J. CONWAY	Track Foreman
J. MORRIS	Electrician
MISS ANNA LANKFORD	Clerk, St. George Traffic
J. P. TULLY	Towerman

Clifton Shop Committee

PERMANENT MEMBERS

W. A. DEEMS	Chairman, Master Mechanic
H. E. SMITH	Vice-Chairman, General Car Foreman
MISS L. SHOTWELL	Secretary, Clerk, Master Mechanic's Office

W. J. ROGERS.....	Hostler
A. J. CASE.....	Shop Foreman
A. J. CONLEY.....	Road Foreman of Engines
J. A. McCAFFREY.....	Road Foreman of Engines

ROTATING MEMBERS

J. CARNEY.....	Tinsmith
R. SMILES.....	Machinist
P. GALLAGHER.....	Foreman, Boilermaker
P. BURNS.....	Marine Painter
M. O'HEARN.....	Painter
W. BENNING.....	Machinist

Below is a picture of Sergeant Joseph Knaeble, Company B, 56th Engineers, France. Joe was superintendent of piers, Tottenville, S. I., up to December 9, 1917, when he answered the call of Uncle Sam and it was not very long after when he journeyed "Over There" to do his bit.

Miss F. O'Donnell, of Dongan Hills, S. I., has been employed as ticket agent and is doing very nicely.

D. B. McMullen, second trick operator, Cranford Junction, also a dancing artist, has resumed his winter dancing class in the sun parlor of the Queen Lilly Hotel, Cranford, N. J., and will be pleased to make the acquaintance of many new pupils.

H. W. Ordeman and his force moved their headquarters to the Crabtree Building, 42 Richmond Terrace, St. George, S. I., on January 1.

Miss Madeline Harriott resigned her position as secretary to transfer agent to accept position with the firm of Procter and Gamble, Port Ivory, S. I.

With the notes for the January, 1919, edition was a mention of C. P. Phipps, Somewhere in

France, capturing a few Huns. Herewith is a clipping from a newspaper:

"Clinton P. Phipps was in an outpost Thursday (date not given) with three companions when the Huns sent over a whizzbang barrage. Afterwards a platoon of Germans approached behind some shrubbery, opened with their automatics and seized the quartet. Phipps, with Private Pasqua, was sent back through the forward posts in charge of two Germans, one of whom was continually calling "swine" and brutally mistreating them. Phipps' pistol had been overlooked by his captors, and he finally killed one German, the other fleeing after throwing a grenade between Phipps and Pasqua, who entered the wood under fire. They heard the Germans retreating and eventually stumbled across a path where the snipers were thick, but escaped finally. They were rescued by Corporal Westerlund after resting in a shell hole until the fighting ended.

"Phipps was indignant over the treatment accorded American prisoners. He charges he saw Germans shell stretcher bearers carrying wounded. The Americans took a prisoner who was astonished at the number of the American forces, having understood the submarines sunk our ships. Other prisoners admit the Germans are less confident and are fighting with less zeal."

The following have been elected officers of the Employers' Mutual Benefit Association for the year 1919: B. F. Kelly, president; William McNeil, vice-president; H. W. Ordeman, treasurer; J. V. Costello, corresponding secretary; G. J. Goolie, recording secretary; W. J. Reeves, J. W. Morris and William Darnell, executive committee.

During the month of September, 1918, B. F. Levy, timekeeper, transportation department, sailed forth on the sea of matrimony, in other words Declared War, and does not know when the armistice will be signed.

Henry Koenig, westbound clerk, in company with Michael Cox, eastbound clerk, and William Dwyer, car locator, all of St. George yard office, went over to celebrate the New Year and it took them three days to find the yard office again. It is alleged that they made their New Year's call out as far as Bulls Head and the attractions out there (pretty girls) were too much for them to return to duty the next day. It was also noticed when they returned that they had new hats. It's a great life if you don't weaken.

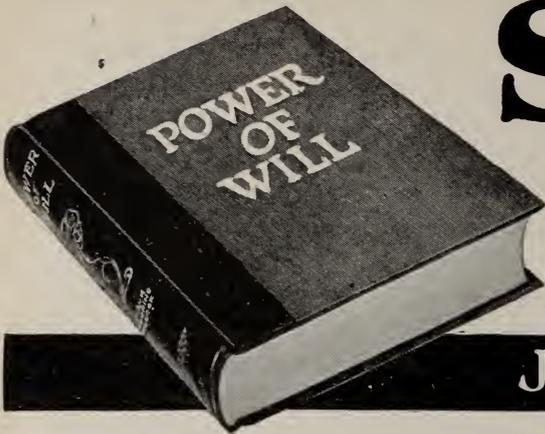
Robert Silva, announcer, station master's office, St. George, S. I., has returned to duty after enjoying a well earned vacation, which he spent motoring around Linoleumville in Mr. Turner's new automobile. Mr. Turner must have a fine opinion of Bob to lend his new car, not knowing when he would get it back. "If you don't get out of here I'll hit you one."



Sergeant Joseph Knaeble

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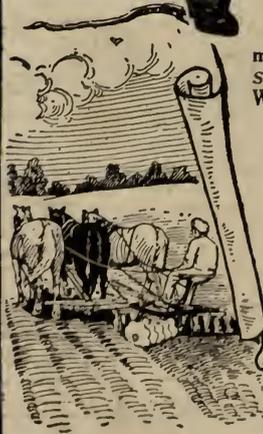
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"Glad You're Back Again"

MARCH, 1919

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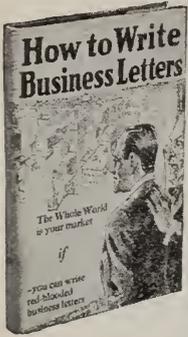
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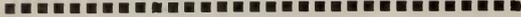
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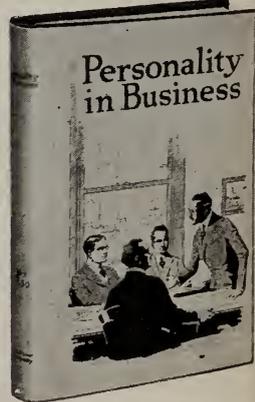
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ROBERT M. VAN SANT
Editor Baltimore and Ohio Employees Magazine
Mount Royal Station Baltimore, Md.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 6

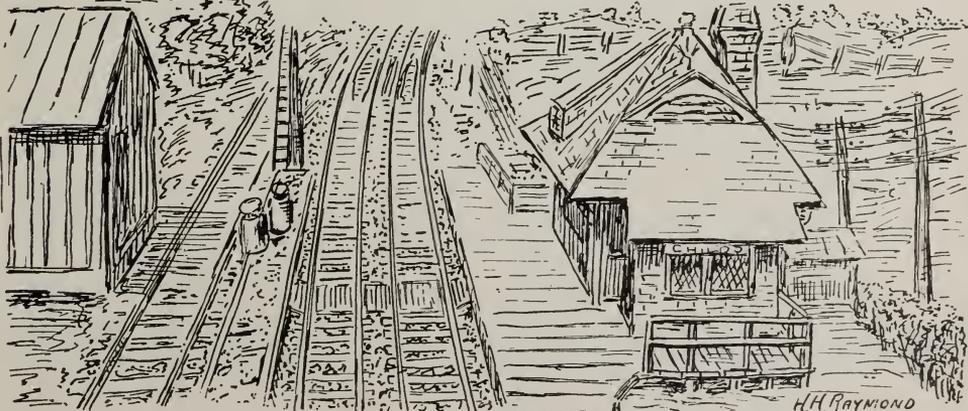
BALTIMORE, MARCH, 1919

Number 11

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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.





“My Dreamland Train”

By Margaret Talbott Stevens
File Clerk, Transportation Department

I climb up in the tree-top, almost to the sky,
And look 'way over yonder to watch the train go by,
While far off in the distance, where the pine trees all look blue,
I can hear the train a-rumblin' an' the engine's "Toot-too-too"—

Then I know the train is coming. O, I wish that I could fly
'Way over all the hilltops to where the train goes by,
An' when it's gettin' closer an' the whistle toots so loud,
An' the rumble shakes my tree-top, an' the smoke looks like a cloud,

An' the big, black, shiny engine comes flyin' down the track
With a great big light in front of it, an' a great long train in back,
Then I hold my breath and watch it, 'cause it makes me shake clear through.
As it "chuff-chuffs" down the valley, an' the black smoke turns to blue.

Then I hear my Mamma calling, an' I know the reason why,
Cause it's just about my bedtime when the train is goin' by.
It's gone clear 'round the hillside; can't see it any more,
An' so I get down quickly, an' run inside the door,

An' hop into my nightie, an' when my prayers are said,
I say "Good Night" to Mamma an' jump right into bed,
Then she tucks me in so comfy an' piles the covers high,
An' I dream I'm in the tree-tops, an' I hear my train go by.

Welcoming Our "Service Stars" Back to the Baltimore and Ohio

THE policy of the United States Railroad Administration in regard to the reemployment and reinstatement of employes who went into the service of the Government was outlined by the Director General in General Order No. 51, issued on November 1, 1918. It reads, viz.:

"The majority of railroads under Federal control have already made announcement with respect to the preservation of seniority rights for employes who have entered the military service of the Army and Navy, and have indicated that, so far as practicable, preference in reemployment or reinstatement would be given to soldiers and sailors when mustered out of the service.

(1) In order that as nearly as practicable there shall be a uniform treatment of this matter, the following general principles will govern:

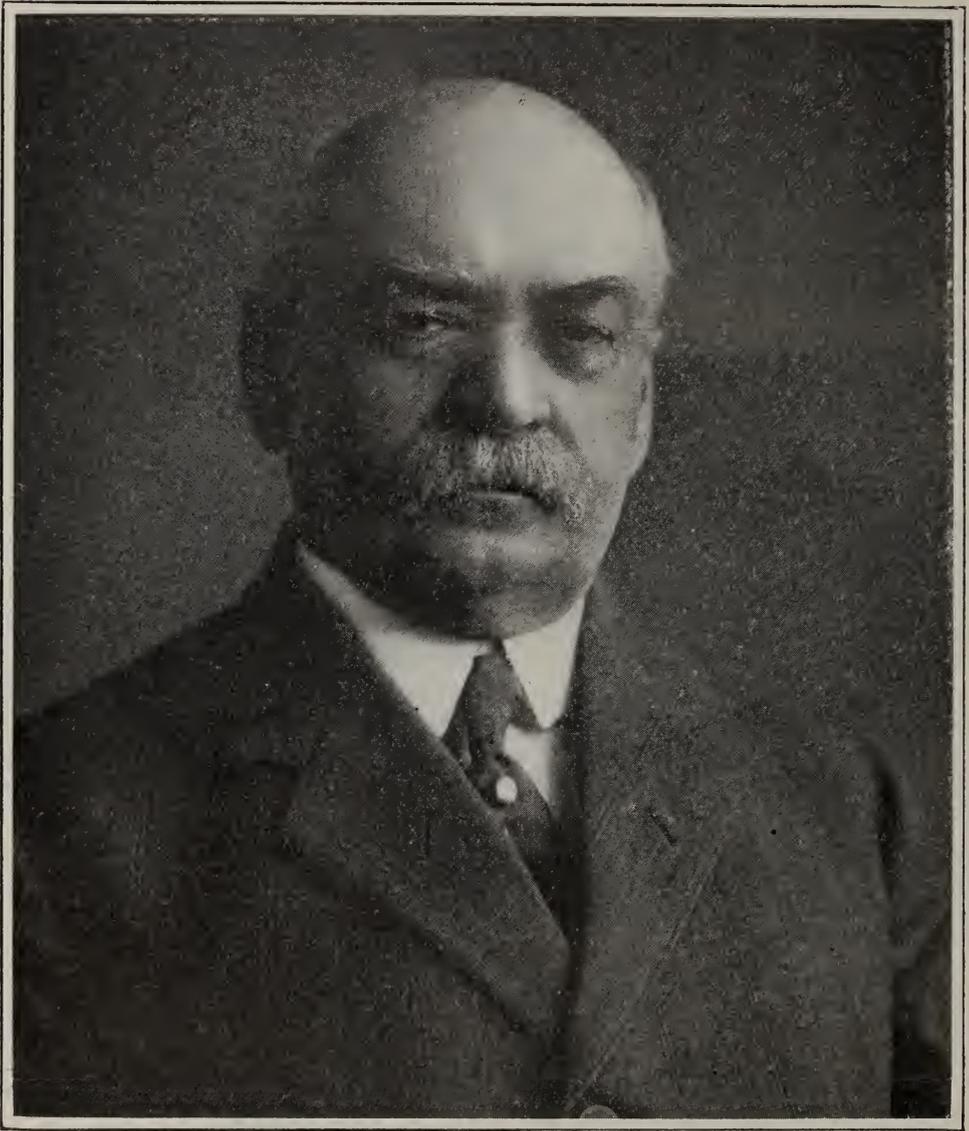
(a) In the case of an employe having established seniority rights, so far as practicable, and where the employe is physically qualified, he will be restored to such seniority rights.

(b) In the case of employes who do not have seniority rights under existing practices, a consistent effort will be made to provide employment for them when mustered out of military service.

(2) Upon railroads where the assurances given on this subject have been more specific than the provisions of paragraph (1) hereof, such assurances shall be observed."

To those who went out from our midst into the stern service of war, who sacrificed time and money, who underwent privation and hardship, who suffered—many of them grievously,—the giving back of their positions comes as a well deserved reward. They are as glad to be back as we are to have them. And when they learn the whole story of what was done at home they will know that we backed them to the limit, that we maintained the Baltimore and Ohio tradition of war service, that while the comparatively few were answering the call to the front, the many who stayed answered every call at home, whether to plant gardens, to buy bonds, to give money, or, that all insistent and constant call to speed up—speed up, on track, in shop and office.

The rapid demobilization of the military, and particularly the army forces of the Government, has already brought back to the railroad many of its service men. It is necessary only to look at the divisional notes in this issue, from all parts of the system, to get an idea of the number of the returning soldiers and sailors coming back into the Baltimore and Ohio fold. A hearty welcome awaits them everywhere and it is hoped to publish as a part of the volume of the MAGAZINE for this year as complete a list as possible of the employes of the road who went into the service, the record of their accomplishments, and the good news of their reinstatement into the Baltimore and Ohio family.



O. P. McCARTY
Assistant to Passenger Traffic Manager

O. P. McCarty began his career with the Baltimore and Ohio on May 1, 1888, as chief clerk to the general passenger agent. On August 1, 1889, he was made assistant general passenger agent with headquarters at Columbus, Ohio, and on March 1 of the following year also assumed the duties of general passenger agent of the Baltimore and Ohio Southwestern. His jurisdiction was extended over the Cincinnati, Hamilton and Dayton when that road became a part of the System in 1911. On October 1 of the same year he was called to Baltimore as passenger traffic manager of the System. On December 1, 1917, he was relieved of active duty and made general passenger representative, becoming assistant to the passenger traffic manager when the road was placed under government control in January, 1918. He has been especially assigned as Chairman of the Committee to Tabulate Passenger Train Schedules in the Eastern Classification Territory, and on May 1, 1918, was made permanent Chairman of the Standard Ticket Committee.

Sixty-Third Annual Convention, American Association of Passenger Traffic Officers, Addressed by Director General Hines

Gavel Presented to O. P. McCarty, Retiring President of Association

AT the Sixty-first Annual Convention of the American Association of Passenger Traffic Officers in Washington, 1916, O. P. McCarty, of the Baltimore and Ohio Railroad, was elected Vice-President, and at the convention the following year in St. Louis, President of this Association.

The Sixty-third Annual Convention was called to order at the New Willard Hotel, Washington, D. C., on Wednesday, January 22, and was opened with prayer by Rev. J. Henning Nelms, of that city.

Following this, Mr. Lowes, general passenger agent of the Baltimore and Ohio, addressed the president as follows:

"Mr. President, it has been the custom for many years for the members of this Association to present each president with the usual weapon of defense in parliamentary sessions; and, although this weapon will perhaps never again be used to interrupt heated discussions, since we have undergone a process of welding under Government control and are of one blood and one thought under the guiding hands of various committees, yet it can be used to punctuate the end of one proceeding and to open another.

"Although in the past year and a half we have discarded many old ideas and changed many conventional customs, our presiding officer may still have the right of holding the conventional gavel as a sceptre of authority.

"Another custom which we are not yet ready to place in the discard is to present our president with the gavel as a memento of the honor conferred upon him as head of this organization.

"In keeping with these customs we have endeavored to surround the gift with associations which will appeal to Mr. McCarty and at the same time become a matter of great interest to each member.

"For the head we have selected wood from one of the rafters of the oldest freight, passenger and telegraph office in the world, that of the Baltimore and Ohio Railroad at Mt. Clare, Baltimore, erected in 1831. The handle is made from a sturdy limb of an old apple tree on the place where Mr. McCarty was born, at Massillon, Ohio. No doubt, in its early years, smaller limbs of this tree were used to guide Mr. McCarty in the straight and narrow path he has followed. The gavel was made at the Mt. Clare shops of the Baltimore and Ohio Railroad at Baltimore, the oldest railroad shops in the world. The silver engraving was done by Samuel Kirk & Son, the oldest silver-smiths in America, also located in Baltimore.

"The whole represents a souvenir of unusual historic value and is seemingly very appropriate at this annual meeting of the Association held in Baltimore, the home of the oldest railroad in America, the Baltimore and Ohio, presided over by an officer of that railroad, who by faithful performance of his duties reached the highest office in the Passenger Department.

"Mr. McCarty, I am honored with the pleasure of presenting this to you in the name of the Association." (Applause.)

President McCarty's response was as follows:

"Mr. Lowes and gentlemen of the Convention, I can hardly find words to express my appreciation of this memento. It carries me back so far, one piece of it, that I have really forgotten the first use of those apple tree limbs that Mr. Lowes refers to; but if they were used in the manner stated I am very glad to say that they

must have had a good effect, or I would not be where I am, on this platform, today.

"This is an old custom of the Association, and I think it a very happy one. I shall prize this weapon, as Mr. Lowes calls it, as a reminder of very pleasant moments in these conventions, and as cementing the ties of friendship in the Baltimore and Ohio family and in our Association. I thank you very much for this memento." (Applause.)

Mr. McCarty continued:

"On account of the participation of the United States in the world war, and the taking over of the railroads by the Federal Government, the question of abandoning the Sixty-third Annual Convention of this Association was seriously considered, but your officers, after conference with the United States Railroad Administration, decided in favor of holding it, and call was issued for October 22 and 23 at Washington and Baltimore. But because of the epidemic prevalent at that time, and the fourth Liberty Loan campaign, in which the Director General was actively engaged, and which prevented his addressing the convention, the dates were postponed to the present time.

"It is very gratifying to me, and I am quite sure equally so to all of you, that we are able to hold our annual meeting, and to have such a representative attendance.

"This is the oldest railroad organization in the United States, and during its sixty-three years existence not a single annual meeting has been missed.

"In its early history it was a legislative body, holding two sessions per annum, at which interline passenger fares were compiled, and rules and regulations concerning the conduct of passenger traffic, and allied subjects, were considered and adopted.

"The joint rate sheets of those times were about the size of pages of the present tariffs, and but four to eight pages covered all the leading points and destinations required for the entire rate fabric of all the railroads. In those days the general ticket agents disposed of the miscellaneous subjects on the convention docket, and then adjourned for five or more days until the Rate Committees' report was completed, and ready for submission.

"Upon the growth of passenger traffic, the machinery of the Association with two meetings a year was found too slow, and territorial associations were formed, with more frequent sessions, and the rate making divided into groups covering important districts or cities. Following these changes but one session a year of the General Association has been held.

"Under these changed conditions our Association is not, strictly speaking, a legislative body with authority to take final action, but through its committees has initiated many reforms, which when referred to the territorial organizations with the endorsement of this association, have been favorably acted upon.

"The interchange of views between members brought together at these annual meetings,

is educational, and through its committees the association has been of valuable assistance to the territorial committees, and we believe will be to the Regional Passenger Traffic Committees as now organized. Then there are the social and fraternal benefits to be remembered.

"We believe the Association has a wide field of usefulness in the future as in the past, and the subjects listed in the dockets should be carefully selected and seriously considered.

"The activities of this Association have been exercised through great epochs in the history of our country—notably: the Civil War, the Spanish-American War and the World War, recently brought to a close. In all of these crises the United States responded nobly to the call, in blood, money and sacrifices, to maintain the honor and glory of the flag. The railroads performed their share with patriotic zeal, and by furnishing the transportation needed contributed largely to the winning of these wars; furthermore, the prompt assembling of troops at the border no doubt prevented a Mexican invasion.

"To meet necessities growing out of the war, the railroads were taken over December 28, 1917, and have been operated by the Government from that date. Changes in operating and traffic methods were inaugurated for the better movement of troops, war materials, etc.; economies were effected in the consolidation of ticket offices, elimination of outside agencies, reduction in train service, curtailment of advertising, etc. A material advance in passenger fares was also made. Some of these changes would have been made by the carriers if they had not been prohibited by Federal or State laws.

"The public has been benefited and service improved in some instances, but when the contrary was the case, the people have submitted graciously and loyally to a war necessity.

"The officials and employes of the railroads, including those in the Passenger Departments, have patriotically and faithfully performed the tasks assigned them under the new regime, and whether the railroads are to be operated in the future by the Government or by the owners, they can be relied upon loyally to do their part.

"In conclusion let us hope that permanent world peace will come out of the horrors of the past four years, and that each and every one of us will enjoy a full measure of health and prosperity for the current year, and those to follow."

The regular docket was then proceeded with until 11.30, when the convention was addressed by Mr. Walker D. Hines, Director General of Railroads, as follows:

"*Mr. President and Gentlemen*—I am very glad indeed to get this opportunity to talk with you. It is the first chance I have had to talk with the members of any association of railroad officers and employes, and I hope I shall have many such opportunities, because I cannot hope to

make a success out of the task which I have assumed without the very closest understanding with the men who really do the work, and who see how the work is done. The more closely I can get in touch with you and your fellow-workers on the railroads the more hope I will have of being successful in the big task facing us.

"A good many years ago there was a celebrated wit in Kentucky, J. Proctor Knott, who made a speech to an association of commercial travelers in which he said the commercial traveler was the 'commercial evangelist,' and it seems to me it could fairly be said that you gentlemen are the 'evangelists of the public service.' I feel that it is you who have to spread the gospel of the proper sort of public service and see that that gospel is lived up to. Since it is the cardinal point of my administration that we must serve the public in the best possible way, I turn to you gentlemen to help to show how that ought to be done, and to help to see that it is done.

"At the outset I want to put you on guard against the danger of being discouraged or disturbed by reports which appear calculated to discredit the Railroad Administration. The most recent and most striking instance in point is the very prominent story published in some newspapers yesterday indicating that there was a serious conflict between the Interstate Commerce Commission and the Director General of Railroads over a question of jurisdiction. There is no foundation for that contention. The fact is that there has never been the slightest difference of opinion between the Interstate Commerce Commission and the Director General as to their respective jurisdictions. The Director General feels that his responsibilities are adequate without his having occasion to worry because the Commission exercises its responsibilities. At all times there has been the most cordial and beneficial cooperation between the Commission and the Director General. I have been with the Railroad Administration from its first day and I have been especially in contact with the Commission, and whether we went to the Commission as a body or went to the Commissioners individually, we have found nothing but the most sympathetic understanding of our problems and the most earnest desire to cooperate with us in making a success in discharging the responsibilities which rest upon us. Since I have assumed the office of Director General I have had the most gratifying assurances from the individual Commissioners as to their continued attitude of cooperation and support. I know that newspapers like those which printed this story would not knowingly give circulation to misstatements and false impressions, but this does not lessen the danger to the public interest, through a misconception on the point.

"Therefore, I want you gentlemen to feel that that suggestion that there is friction—that there is a conflict—with the Interstate Commerce Commission, is absolutely without the faintest suggestion of a foundation. If the railroad officers and employes are confronted

day by day by such reports as those that appeared yesterday, creating the impression that the Railroad Administration cannot get along with other agencies of the Government, the tendency will be to impair the morale of the railroad organization, and that above all things is what I wish to avoid, and I wish to get your cooperation in avoiding it.

"I want you to understand that I as Director General, and I am sure all my associates in the Central Railroad Administration have a single-minded purpose, which is to serve the public to the best of our ability, and to face the facts, whatever they may be, and give the public the benefit of those facts, and to secure at all times the understanding and the cooperation of every interest, whether public or private, that is involved in the administration of the railroads or that is affected by it.

"This is a great and inspiring function, to serve the public to the best advantage through the conduct of the great rail transportation operations of this country. It is an inspiring function whether it is for a short period or for a long period, and I feel sure that I shall have your cooperation in making a success of that public service because it has always been your part of the work, and I know you instinctively will want to carry it out, and I believe I will have an additional and earnest personal desire on your part to make it a success during the period of my administration.

"Whatever may be the future outcome of the railroad problem I think it must be perfectly clear to every thoughtful man that the public interest and every private interest affected will be promoted by the continued development and the continued maintenance of the best possible railroad system from the standpoint of rendering an adequate public service, so whatever any individual view may be as to how the question ought ultimately to be solved, our road lies straight and plain before us to keep on giving the best public service and of finding ways of improving it, for however the matter is ultimately solved, whatever we do in that direction will be for the benefit of the public and for the benefit of every interest affected by railroad operation.

"As I have already said, it has always been peculiarly your function to watch those aspects of the transportation service which come closest to the individual citizen. Of course the individual is affected by the freight service, but he does not feel the effects of the methods of conducting the freight service to the same extent that he feels the effects of the methods of conducting the passenger service, and your continued application to that problem is what I count upon, and what I wish to emphasize in my discussion with you. The war and its hardships are over, and the hardships from the standpoint of the passenger service were, of course, very serious. People did not have adequate space, there was no opportunity to give them adequate information in all cases, and in a great many ways they were subjected to serious inconvenience. Now that the war is ended we must endeavor to re-establish the same convenient

and comfortable form of passenger service which was available before, and we must do everything we can to find within reason ways in which to make that service more convenient and more comfortable than it was before. I am not going into details because they will be discussed by others much better than I could discuss them with you, but I have particularly in mind, the point of providing adequate information for the public, the point of seeing that the public is treated with courtesy and the point of seeing that there are facilities adequate for comfortable travel; these are points of paramount importance. I feel that you gentlemen are the eyes and ears of the Railroad Administration in considering this matter of the passenger transportation service, and I want to ask you to keep on using your eyes and ears and using your brains in finding ways to correct inconveniences that have developed as the result of the war, to restore the convenient conditions which existed before the war, and to improve those conditions wherever it is practicable. I hope that you will find it practicable to perform to an increasing degree the careful inspection of stations, passenger trains and dining cars, and that you will be always on the lookout for the things which you think would help improve the public service, and I must not forget to mention the important factor as to whether or not trains are run on time. I want to appeal to you not to take as a necessity any unsatisfactory condition you may find. Don't assume that that condition has to be because of Federal control of the railroads. View the matter from the standpoint that if the thing is unjustifiable on its merits a way ought to be found to correct it and that the Government owes it to the people to correct it and I want you without hesitation to use your initiative in these matters and to bring to the proper officers of our Railroad Administration the recommendations with the confident belief that they will be considered on their merits and with the most earnest desire to promote the public service.

"I conclude, gentlemen, I want to assure you of my interest in your work and of my admiration of the sort of work you have done in the past, and of my confidence that you are going to keep on doing the very best work that you can to further the best interests of the public service. As a last word I wish to say that I want you to realize that I want to help, and I will appreciate any suggestions you can give me which will enable me to help in making a success of your part of the railroad functions, and in thereby making a success of the paramount and all-including function of rendering an adequate service to the public."

The convention then adjourned to reconvene in Baltimore at 3 p. m. of the same day, at the Southern Hotel, where it continued in session that afternoon and the following day.

There were over one hundred delegates present, representing railroads and other

carriers under Government control, from all parts of the United States.

The docket consisted of matters of general interest affecting the passenger service and arrangements on all carrying lines. The discussions were interesting and instructive, and will appear in full in the printed proceedings of the convention.

At the close of the afternoon session, Wednesday, Mr. Gerrit Fort, head of the Division of Passenger Traffic of the Administration, addressed the convention as follows:

"After the interesting and encouraging address which you heard from the Director General this morning, it is something of an anticlimax for me to talk to you now. But, as he laid upon us the injunction to discuss details I feel that it is necessary to carry out his instructions.

"What I am going to say is in the nature of an informal talk from one passenger man to another, as I would talk to any of you in our own offices. A good deal of water has gone under the bridges since the Association last met. I doubt if any of us thought at that time that we would now be in the employ of Uncle Sam. We will not attempt to peer into the future at all; I don't know and you don't know what is going to happen, perhaps President Wilson does not know. But I think we may profitably engage in a little retrospective discussion about the past year and about the relations of the passenger men to what we have done and that may help us to decide what ought to be done in the future.

"I want to say that I am proud of the way the passenger men have met conditions that are unique in the history of American railroading. They have shown, it seems to me, intelligent adaptability, loyalty and zeal in carrying out their duties to the public. I do not think that any arm of the railroad service responded more quickly and intelligently to the changed conditions. I believe, too, that that fact has been generally recognized by those in authority at Washington and elsewhere, and that the passenger traffic officers of the country stand high in the estimation of those who control railroad affairs. I congratulate you on the good work you have done.

"The necessary work of standardizing passenger practice under Federal control has been unavoidably carried out largely by territorial Traffic Committees. In the process of transition there was no opportunity to have discussions such as we are having today and it has seemed unfortunate to me that there has been lacking that frequent personal touch that you had with each other through the medium of Traffic Association meetings. It has not been the intention, however, of anyone who has been responsible for passenger affairs to ignore or minimize the importance or the value of the work of the Passenger Traffic Manager or the

General Passenger Agent. I hope you all feel that you have not been deprived of any responsibility—on the contrary that your responsibilities have been increased. Today you are in the truest sense public servants and have a high duty to perform in seeing that the public receives adequate and comfortable passenger service. You represent the public quite as much as the properties with which you are directly connected.

“I want to indulge here in one or two ‘don’ts.’ Don’t minimize the importance of your position

“At the outset of the Federal Administration there were those who seemed to regard the traffic men, freight as well as passenger, as more or less necessary evils and I must confess that there were times when I thought dark days had fallen upon the passenger fraternity, but it is remarkable how quickly the public gave voice to the sentiment that they would miss direct contact with traffic representatives and that sentiment is very thoroughly understood by the Railroad Administration. The consolidated ticket offices have been successful to a large



The head of this gavel, presented to Mr. McCarty, was made from one of the rafters of the Mount Clare Station, the oldest freight, passenger and telegraph office in the world

by saying you are obliged to do this or that thing because you are ordered to do so ‘by Washington.’ Don’t get the idea that you are to be hampered by rules and regulations that will prevent your taking care of the public just as well under Government control as you did under private operation. I am not referring to the reductions in passenger train service or lessened conveniences which were inevitable concomitants of the war and which the American public took very cheerfully, but to those little personal attentions which the passenger men gave so well in the past. Anything that could be done lawfully in the past can be done in the future. You ought to be just as solicitous for the comfort and welfare of the public under Government control as under private management. I believe that every man in this room feels that way and that is the thought you ought to inspire in the men who report to you.

extent in meeting the public needs and while they may still have some shortcomings, I have a rather definite conviction that these offices represent an added public convenience and that if and when the railroads are returned to private control the consolidated ticket office will remain as a permanent institution.

“I cannot refer to all of the matters in which the Administration needs your active help, but there are two or three that have resulted in much criticism and discussion that I want to discuss briefly. One is the matter of dining car service. The present table d’hote meal was put into effect primarily as a war measure. The suggestion was first made by the Food Administrator, Mr. Hoover, that the standardization of meals on the dining cars would be a desirable means of conserving food. The question was reviewed by the Director General and his staff and it was decided, as quick action was necessary, to constitute an

Inter-Regional Dining Car Committee, chosen by the Regional Directors, which would be thoroughly representative of the Dining Car Department of the railroads, and call for their recommendations. Jointly with a representative of the Food Administration, these gentlemen produced a report in which they recommended the adoption of the present table d'hote luncheon and dinner and a simple a la carte menu for breakfast. That is the genesis of the present table d'hote dining car meal. There has been considerable complaint about it, but we believe that this has resulted from faults of administration rather than from faults of the system itself for the reason that there has been quite as much written praise of the service as complaint. The criticism seems to come from two extremes of travel. First, from those gentlemen who regard a meal on a dining car as a sort of gustatory function and to whom the cost of the meal is a secondary consideration. Now, while the railroads ought to give their patrons well prepared, substantial food at reasonable prices, they should not undertake to rival the Ritz-Carlton or the Blackstone. However, these gentlemen are not so important numerically, but their voices can be plainly heard. The other complaints come from people to whom the payment of \$1.00 for a meal may be a real hardship. To this class some relief should be afforded by furnishing supplementary service in the way of sandwiches, coffee, etc. There are already a number of railroads who are providing that sort of service in the coaches and the amplification of this service is something you ought to consider. I believe that between the classes I have mentioned is a vast army of travelers to whom a substantial meal at a reasonable fixed price appeals. It is not the intention to discard the present system until it has had a fair trial, which we believe it has not received up to the present time. Therefore, I want to bespeak your cooperation and support in seeing that the table d'hote plan does receive a fair trial. It may be that the creation of this Inter-Regional Dining Car Committee has given rise to the thought that the passenger officers are relieved of the responsibility they formerly assumed for the provision of good dining car service. It is the intention within the next few days to make it clear that the passenger men should be consulted in regard to dining car matters and are expected to the same extent as in the past to supervise and criticize, and indicate such reforms as may be necessary. Please go to it and help make this important branch of the passenger service a success.

"Another thing that has been the subject of more or less criticism is the present regulations in regard to the making of Pullman reservations and the redemption of unused Pullman tickets. I want to remind you that sometime before the railroads passed under Federal control the rules substantially as they exist today were considered at a mass-meeting held in Chicago and received at that time but one or two negative votes out of a very complete representation. Of course, at that time the refusal of one impor-

tant line to join in the regulations was sufficient to defeat their adoption. The present rules assure everyone a fair deal, conserve the use of Pullman space, prevent speculation and, while there may be occasional cases causing inconvenience, perhaps hardship to individual passengers, in the main the rules are a public benefit. Modifications of the rules with a view to liberalizing them may be, I think, are necessary, but surely the passenger men who came so near to adopting these rules on their own initiative ought not to try to defeat them, but on the contrary ought to give them their full support and see to it that they are carried out in good faith.

"As suggested earlier in my remarks, I hope that none of you will belittle himself or his position by saying that you are obliged to take away public conveniences because you were told to do it by the Railroad Administration. You gentlemen are running the passenger business of these railroads. We are not doing it in Washington. Practically nothing has been adopted by the Railroad Administration in the way of reforms and changes in passenger practice that has not originated with the practical men who are serving on the territorial passenger committees and who were carefully selected by the Regional Directors as representative men, representative of you, as well as of the public. If you sum up all the good and evil resulting to passenger traffic under Federal operation, I think you will find the balance is overwhelmingly on the credit side and you should strive to retain that big balance. I hope these reforms are going to be permanent if the railroads return to private ownership. And remember that if we want to retain them we must not irritate the public by enacting petty rules which will stamp all of us as bureaucrats. Let us maintain the big things we have done and not give the public the idea that we are taking advantage of a temporary condition to establish rules that are inconvenient to the public and to take away from them privileges that they have enjoyed for a great many years.

"I thank you for the opportunity to talk to you. I think it would have been a great mistake to have failed to hold this meeting, or to have done anything that would have placed the continuity of the Association or its standing in jeopardy. You should be proud of your Association, proud of your positions in the railroad world and I know of nothing in your record to be ashamed of, and of much cause for congratulation for your work of the past year."

The officers elected for the ensuing year were: President, W. J. Black, passenger traffic manager, Atchison, Topeka & Santa Fe Railroad; Vice-President, W. A. Russell, passenger traffic manager, Louisville and Nashville Railroad; Secretary-Treasurer, W. C. Hope, passenger traffic manager, Central Railroad of New Jersey, and Philadelphia and Reading Railroad.

Upon adjournment of the Association a meeting of the Fraternal Society, an organization for the benefit of passenger traffic officers, was held. This society is voluntary and carries a life insurance for its members of \$1,000. On September 7, 1917, there were 375 members. Dur-

ing the year there were nine deaths and two resignations, leaving active membership at the close of its fiscal year, September 7, 1918, 364.

The convention was then adjourned, to meet at a time and place to be determined by the Executive Committee.

D. A. Williams, General Storekeeper, Celebrates Thirty-fifth Anniversary with the Baltimore and Ohio

DAVID A. WILLIAMS, general storekeeper, who has just celebrated his thirty-fifth anniversary with the Baltimore and Ohio, has, during this period, seen the larger part of the growth of the railroad.

Mr. Williams was born in Licking County, Ohio, January 16, 1863, where he obtained his early education. He was graduated from the Granville High School, traveled for a short time for a wholesale house in New York and came to the Baltimore and Ohio on January 21, 1884. He got a pretty cold reception, for, on his own confession, the mercury got no higher than twenty-two degrees below zero that day. He started to work in the storeroom in Newark, the railroad in those days having only 2,000 miles of road with only sixty-five camel-backs on the division and with laborers getting only eleven cents an hour. His office consisted of a few boards laid on some wooden horses in one end of the storeroom, the most useful and comforting piece of furniture being a stove of antiquated design.

He later became chief clerk to the superintendent of motive power and in January, 1897, came to Baltimore as chief clerk to the purchasing agent. He was made general storekeeper in September, 1904.

Mr. Williams has in his charge all the unapplied material over the system,

usually amounting to a money value of from ten to fifteen millions. It isn't hard to get him to talk on the comparative cost of materials now and when he came with the road, and to launch on an impassioned plea for the conservation of material. But this is a little anniversary notice and we will save his observations on this subject for another issue.



D. A. Williams, General Storekeeper

Federal Manager Galloway Tells Mt. Clare Shopmen that Safety Must Always Be Their Watchword

THAT he has a personal interest in the safety of every man on the Eastern Lines was the statement of federal manager C. W. Galloway in his address before the 2,500 men employed at the Mount Clare shops in Baltimore on February 1.

Mr. Galloway was welcomed to the shops by the entire force. The shop's band played several selections while the Federal Manager and the other officials were gathering on the platform. J. T. Broderick, superintendent Safety and Welfare Department, who arranged the details of the meeting, introduced Mr. Galloway.

Recalling that he was born about two squares distant from the site of the shops, Mr. Galloway declared that he was especially pleased to address men who were raised in the same neighborhood. He mentioned the fact that his father more than eighty years ago drove a horse car that was then operated over the Baltimore and Ohio tracks, and expressed his pleasure in being able to relate such recollections.

"When Mr. Broderick, the head of the Safety and Welfare Department, asked me to come here to speak to you men of SAFETY," said Mr. Galloway, "it brought back to me many pleasant memories of this neighborhood. It also gave me the opportunity to know you better. I want to know you better and I want you men to know and understand me better.

"How often do I read of a man being hurt while at work. Reports come to my desk every day of all injuries sustained by employes. I am particularly grieved when I read of some man I know personally being hurt. Many of you read daily in the newspapers of some man here or there being hurt, and you pay little heed to it. But when one of those you know well or who is working near you

is injured, you are impressed and immediately you are put on your guard. I too feel mighty bad when I read an account of injuries to the men who are working with me. But I know that if those men had stopped, looked and listened, more than likely the accident would not have occurred.

"Take this advice from me, fellow workers; if you will only stop a moment before undertaking a dangerous task or before you step upon a track, and then listen for another moment, you will not get injured. You men who work at dangerous jobs in the shops should always wear your goggles when your eyes are endangered. I realize that some of you regard the goggles as a nuisance, but just consider for a moment the sufferings of eternal darkness. I had this impressed on me the other day when I saw a soldier walking along the street led by his father. He had lost his sight on the battlefield. What a pitiful spectacle he was. What a pity he had to spend the remainder of his life in darkness.

"Do not grow careless with continued performance of a task. Some day you will slip when you least expect it. I recall an engineer who came into Camden Station every day and got so that he knew every crosstie. He traveled so often over the same pathway that he became careless and one day he was struck by a train and lost his leg.

"I want you to minimize accidents. It can be done, but it will only be accomplished by hearty cooperation with the Safety and Welfare Department and by observing the precautions that it suggests. We are all interested in you and my object in coming to you today is to tell you personally of my own deep interest in the SAFETY work and my desire that it shall cut down accidents and injuries on the Baltimore and Ohio."

New Heavy Repair Shops at Glenwood and Cumberland the Last Word in Efficiency

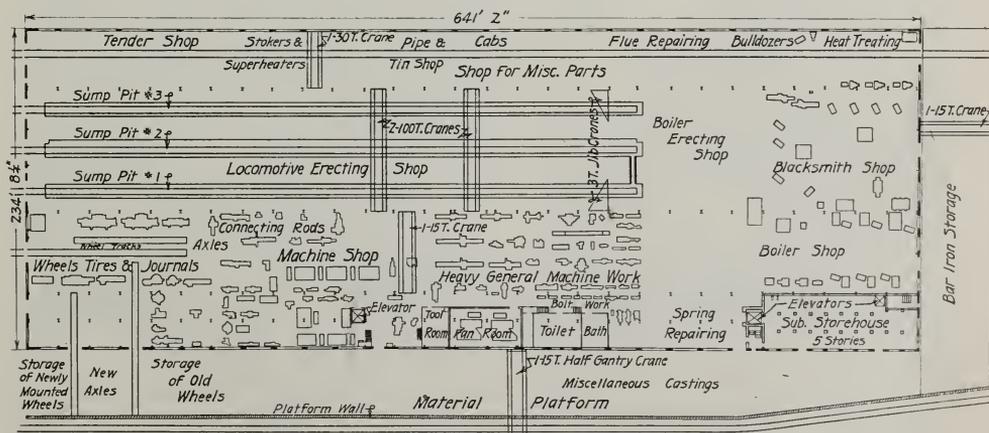
By E. L. Gosnell

Assistant to Chief Engineer, Eastern Lines

AMONG one of the problems of the railroads which reached an acute stage during the severe winter of 1917 was that of motive power. War conditions had tended to prevent the railroads from getting orders filled and it became necessary to obtain the greatest possible service from every locomotive on hand. The Baltimore and Ohio was no exception in this respect and we all know how fine a response was made to the appeal to expedite shop repairs in an effort to relieve the situation. The lack of proper facilities, however, constituted a considerable handicap, as Mt. Clare shops were greatly overtaxed and Glenwood was not capable of carrying any greater load without improvement. Considerable repairs of lighter classes could be handled at other

points but none of them was adapted to heavy work.

The spring of 1918 brought forth immediate activity to provide a remedy. Authority was secured to provide Glenwood, Pa., shops with a modern building for heavy repairs, fully equipped with the latest time and labor saving devices, and on May 21, construction was started by Westinghouse, Church, Kerr & Co. of New York. This improvement is intended primarily to care for the power that is used in moving the exceptionally heavy traffic in the Pittsburgh District. Shortly after the work was commenced on the layout at Glenwood, the construction of a similar repair shop at Cumberland, Md., was approved. The firm mentioned above was also awarded the contract for the



Plan of New Repair Shop at Glenwood, Pa.



South Cumberland Shops—View from Northwest, showing North and West Walls of the Shop

Cumberland installation and started field work on June 28. This location will take care of the heavy Mallets, Santa Fe and Mikado type locomotives that are used on the mountain divisions in West Virginia and will save the necessity of moving about 480 engines each year from this region to Mt. Clare shops for repair. This feature alone will mean a noticeable reduction in transportation expenses during the period of a year, as the cost of hauling a dead engine is a considerable item.

In their general arrangement, the buildings are practically alike, although differing somewhat in detail. Both are of steel frame construction, with brick walls and fireproof sash. The floors are of various materials to suit the different needs; in the machine tool section, the concrete is finished off with asphalt, giving an excellent working surface. The Glenwood shop is the larger of the two, being 242 feet wide and 641 feet long, while that at Cumberland is 253 feet by 509 feet. Each contains three erecting pits, those at Glenwood being 425 feet long and providing working space for twenty-four locomotives, with space for

seventeen at Cumberland on pits 294 feet long. Facilities are provided at Glenwood based on an output of forty-five engines monthly, while Cumberland is expected to turn out thirty during the same period.

Traveling over the main bay or aisle, in each case, are two 100 ton electric cranes, which together have a lifting power capable of handling the heaviest locomotives on the railroad, which, by the way, is no featherweight accomplishment, as without the tenders and driving wheels, some of them weigh 195 tons. The clearance height under these cranes is sufficient to allow them to carry a locomotive bodily over another one standing on the pits. By this means the entire working space can be utilized at all times without disturbing other work.

Smaller capacity traveling and stationary cranes are located at other points in and out of the building so as to permit mechanical handling of all material from cars to point of application.

A storehouse is provided in one corner at each point, 41 feet wide and 111 feet long, the construction being of rein-

forced concrete, four stories high at Cumberland and five at Glenwood. At Cumberland the second floor is used for office purposes and at Glenwood the fifth is devoted to a similar use. The remaining floors are used for storage of miscellaneous parts and are served by a five-ton freight elevator. In addition to this, an automatic passenger elevator is provided at Glenwood to take care of the office forces. Another freight elevator is installed midway of the building at each location to provide service to the gallery floor, which is provided for about half the length of one bay and reserved for small tools and miscellaneous work of light character. Both buildings are completely equipped with steam and water piping and an electric welding system has been installed that will enable five operators to work simultaneously in any part of the shop.

For the delivery of material and storage of wheels, heavy castings, etc., a material platform is provided along one side of the building. It is traversed for its entire length by a 30-ton crane, which

will permit cars to be released rapidly. Large expenditures are being made for machine tools to supplement the old equipment. Although, for the present, some of the old machines will require the use of shafting, eventually all units are to be operated by individual motors, eliminating any shafting or belting and providing greater SAFETY and economy. Electrical sub-stations are provided at each point with rotary converters, furnishing both alternating and direct current of varying voltage for the different needs.

The buildings are designed to take the greatest advantage of natural light, and in addition are provided with an artificial system that will insure the very best conditions for night work. The heating is provided by an indirect system, hot air being forced by large fans through underground ducts for delivery in various parts of the shop. The comfort of employes is otherwise taken care of by modern and commodious toilets and wash rooms, provided in various parts of the structure for both men and women.



South Cumberland Shops—View taken from the West End of the Machine Shop

A good index of the magnitude of the two improvements is the estimated cost of \$1,740,000 for the Glenwood work and \$1,350,000 for that at Cumberland. Included in these figures are \$234,000 for new machine tools at Cumberland and a slightly larger amount at Glenwood. The traveling cranes at Glenwood represent an expenditure of over \$275,000. Approximately \$22,000 was used at each point in providing the modern electric welding systems.

The work outside of the building at Glenwood was more extensive on account of the situation and somewhat more complicated on account of the necessity of erecting the new building partly on the site of existing facilities. The layout at Glenwood is more complete in some respects, and this fact and a somewhat lesser amount of trouble, due to the difficulties in securing materials, has enabled the Cumberland shop to start active repair work ahead of Glenwood. Work

was started on the first locomotive at Cumberland on January 1 and it is now expected that February 20 will see an engine undergoing repairs in the new layout at Glenwood, in spite of all delays.

When completed, these two new installations will place the Eastern Lines in an admirable position to handle heavy locomotive repairs, with shops located at Mt. Clare, Cumberland and Glenwood, equipped with modern facilities and a capacity that will obviate the necessity of contracting with outside firms for repairs. The new facilities will permit locomotives to be handled promptly for classified repairs and accumulated in reserve for emergencies rather than have them delayed in getting in the shop, as has often been the case in the past.

The plans were prepared under the supervision of the Motive Power and Engineering Departments, the latter department having charge of the construction work.



The Reverend: "Brother Jones, why are you cultivating your field on Sunday?"

Brother Jones: "Sunday is the only day I has to do it."

The Reverend: "Why not leave it to Providence?"

Brother Jones: "Providence lives over yonder an' he can't even keep de weeds outen his own garden."

Letters of a Self-Made Failure

By Maurice Switzer

This is the third 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.

V

OLDBURG, December 1, 1912.

DEAR BOB:

That you haven't returned the fifty doesn't worry me a minute. Had you failed to refer to it I might have been in doubt, but the fact that the obligation is still in your mind is a hopeful sign.

A fellow may be unable to pay his obligations, but he should always be able to remember them. Many a man has gone broke and still kept the respect of his creditors. You can get along without credit if you retain your honor, but he's in a bad fix who loses both.

You write that you have turned down a job with a small house because you feared it would stamp you as a cheap man and perhaps militate against your connecting with a big concern later.

Your logic is warped. The view you take is merely the triumph of pride over reason. No idle man who is compelled to borrow money ought to turn down any honest job, and the fellow who makes his environment the excuse for remaining little lacks the very essentials that make a big man in any position.

Most men who have amounted to anything started with nothing but ability and determination—a combination which recognizes no man-made limitations.

I know what it is to be broke and in the hole, and you can take it from me that a ham sandwich paid for out of your hard-earned cash is a lot more enjoyable than a free ten-course banquet at the

swellest hotel in town, when you're out of a job and haven't a sou in your jeans!

No man ever went broke taking profits, and every day you're out of work is a loss of that day's proceeds.

Any kind of work is better than idleness, which is directly responsible for most of the unhappiness in this world.

Idleness is a dangerous thing; it may grow into a habit that might stick to you after you get back in harness, and the man who loafes on his job is only fooling himself.

Eternal, intelligent effort is the price of commercial growth, and where there is no progression there is bound to be retrogression. Business is something like aeroplaning; to stop is to drop, and to drop is generally to bust.

No house that tolerates inefficiency can endure. Nearly everything in the universe moves, from the brooklets to the sea; it's the stagnant pool that stinks.

A live house may for a time overlook inefficiency here and there in the organization, but only temporarily. The wide-awake concern usually gets wise to those who are delivering the goods, and when that time comes the sleeper gets what's coming to him. So no matter how you look at it, there's no percentage of profit in loafing in or out of a job.

If I had an enemy, and wanted to get even with him, I could wish him nothing worse than to land in a soft job and get the loafing habit. It would only be a question of time before he or the job is petered out, and the longer he held on the worse off he'd be in the end; for

there is a law of compensation which somehow or other makes us work in old age for the time we waste in youth, or suffer if we can't make good.

Pin your faith to this law of compensation, but don't take any stock in the law of chance; there's no such thing. Waiting for something to turn up in the belief that things are bound to come your way eventually is throwing dice with fate. Many a good dog never got a decent bone until his teeth were gone.

In the foolish period I knew a chap who made it a practice to sit in a five-handed game seven nights in the week and contribute his total daily earnings on six of them. He knew the rules of the game, too, and he had everybody's sympathy, for he certainly owned a streak of hard luck that would have discouraged legitimate effort in any other direction long before. But Rudolph was no quitter; he hung on with grim determination and continued with unvarying regularity to play and to pay.

One night on the way home I asked him why he didn't quit the game. "It looks like you can't win," said I. "Cut it out—stop for six months anyhow."

"Not on your life," replied Rudolph. "This thing's got to break for me some time, and when it does I'm going to be on the works."

"It might get worse," I suggested. "Chuck it for six months and it may turn the other way."

"Say," said he, "I'm too deep in the hole to waste six months. It's *got* to get better, I tell you, and when the turn comes how the deuce am I going to know it unless I keep on playing?"

I couldn't argue against that brand of logic, but he still owes me forty dollars that I loaned him two months later with which to go West. The last time I heard of him he was collecting fares for a street car company in Los Angeles. Apparently his luck was still with him.

This may not be the case with you, but why gamble on the future? It *has* happened; that's tip enough for a wise guy.

If it isn't too late, go back and take the little job you turned down. At the bottom of your refusal is a big chunk of ego.

Just before I heeded the "call" to go out into the great world and build up a name and reputation for myself, in the days when I was burning with ambition and bubbling with enthusiasm, I was offered a job in Oldburg as general factotum to old man Pingle, who was operating a four-boy-power broom shop. I felt that my dignity was insulted and the hauteur I displayed in spurning that offer would have made a New York cloak model look as humble as a sister of charity.

It was me for the Big Town with large opportunities, and I told him so.

A little red-headed plebeian by the name of Griggs had just blown back from a Western college and was looking for any kind of a job to help pay the interest on the mortgage on his mother's house, which happened to be near ours. I tipped him off to the Pingle opening and he interviewed the old man and got the place. Griggs, in spite of his lowly origin, had a good mind and had managed to acquire at college a technical education. In about a year he had rigged up a machine that turned out more and better brooms in one day than old man Pingle had been able to produce in a week, and the four-boy power was employed in packing and shipping them to all parts of the State.

In about three years there were seventy-five hands at work and the shop was known as the Pingle-Griggs "Plant." You are not up on brooms, which is a pity, but if you ever had to use one, the chances are that it will bear the P-G trade-mark.

I was too big for the little job, so I went to a place that I thought would fit my size and I rattled around in it like a bean in a boiler. Griggs was too big for his little job, but he managed to make the job big enough to measure up to his abilities. Now he's the president of the Consolidated Broom Products Company, and if it hadn't been for his invitation I would never have been able to describe the interior of a sea-going yacht from personal experience.

I have often thought what a lucky man old Pingle was in being unable to secure my valuable services.

It isn't the job that makes the man; it's the man that makes the job.

I'm afraid that you've been mixing with a flock that has you outclassed in either income or earning capacity, and you think that they may pass you up unless you can measure up to them socially.

I told you before that all work was labor, and the kind of work you do, so long as it's on the level, should have no bearing on your social position. If it does, you're trailing with the wrong bunch.

It's a great deal better for you to be friendless and out of debt than popular and in the hole.

You've been in and out of half a dozen jobs in the last year, and to my way of thinking, without excuse. I'm not one of those who believe in sticking to one thing for life. If a man hasn't got a good bank balance or an interest in the business after he's served a house for ten years, then there's something wrong with either the man or the job.

On the other hand you can make a change every six months, provided each movement is a step in advance.

A rolling stone gathers no moss, but a rolling stone is undirected energy; a speeding train, however, which is going somewhere, usually picks up a lot of dust.

People never question the ability of a man whose services are in demand; he can go from one place to another; but the fellow who slips in and out of positions like he changes his clothes is written down as a quitter, and the man

who won't "stay put" is unpopular in all walks of life.

You hear a good deal of nonsense about certain people having drifted about in the byways of failure until they suddenly found their proper level. Then the rest was easy. With bearings well oiled they slid the gear into high, and passed everything on the road to progress until they finished first in the race and walked away with Fortune's diamond-studded trophy.

No doubt there is a short cut to most places we are trying to reach, but the days we waste and the energy we expend in seeking it are a greater loss of time and effort in the end than if we had struck out boldly through the underbrush.

Seek your proper sphere, but hustle while you look; sitting by the roadside and wishing you had a motor car won't get you home.

I believe with you that every man is fitted to do a certain thing better than some other man; but the trouble with that is that the

work we are cleverest at we often decline to do as a matter of pride. I never yet have seen a man who didn't think his own line was the toughest in the world, and who didn't believe he would have been happier or more of a success had he followed another business or profession. Some poor lawyers are good mechanics; good mechanics leave the bench to read law; the surgeon aspires to literary honors; the literary success gets into trade and goes broke, and so it progresses *ad infinitum*.

Your theory—that of being unlucky in not getting with the right house—doesn't appeal to me. I might have sympathized with you a dozen years



It's the cheerful lad with a ready smile whose society is mostly in demand

ago. I don't deny that the element of luck plays a part, and an important one, in some cases. But good health, industry and frugality is a combination that has luck beaten to a standstill. Without those three factors no man can achieve any kind of lasting independence unless

he's lucky, and just what chance you have to be that particularly fortunate individual is a question that may be answered by some trance-medium, but not by

Your affectionate brother,
JIM.

Zanesville Shops Build Eight Snow Flangers From Reclaimed Material

THE Zanesville shops have built eight snow flangers for use on Western Lines by converting eight M-8 box cars. Each flanger is equipped with two blades, supported from center of car and designed so as to run in either direction. They are operated from the inside of the car by special air attachments designed to meet the construction of the M-8 box car.

The cars are equipped with stoves, tool boxes, signal cords, emergency valves and look-outs for the operator. They are also designed so that the operating valve can be moved from either side of car, according to the direction in which the car is moving. With the exception of the flanger blades, the entire arrangement was built from reclaimed material.



Type of New Flanger Built at Zanesville Shops

From left to right are: P. H. Reeves, General Foreman; J. L. McCann, Superintendent Reclamation Plant
E. H. Hannon, Assistant Car Foreman; W. A. Fletcher, Car Foreman.

Accurate Weights Insure Correct Freight Charges

By A. E. Day

Supervisor Weighing Bureau, Transportation Department



FEW of us engaged in the handling, weighing and movement of freight realize the relation that accurate weights bear to collecting the full amount of freight charges due for the movement.

Great stress is laid by traffic and accounting officials upon seeing that correct classification and freight rates are charged, but careless practices on the part of operating employes in weighing or failing to weigh cars defeat the precautions to see that the full amount of revenue is assessed.

"The man behind the scale" after all is the final arbiter to say that the full amount of revenue shall be collected at destination. He occupies a position corresponding to that of the salesman at the cash register in any department store. It is, therefore, incumbent upon him to "ring up" at the scale the full amount of cash to be collected at destination. Each time he fails to weigh a car at the scale indicated on the revenue-car waybill, guesses at the tare or light weight, fails to see that car is spotted on scale track and is uncoupled at both ends and carefully weighed, he unthinkingly places himself in the position of being in collusion to defraud the railroad of its just amount of revenue.

There are three principal failures on the part of agents, yardmasters and conductors to observe instructions, which cause needless switching and expense, as well as loss of revenue.

(1) Failure of agents to indicate on revenue-car waybills the scale station at which cars should be weighed, resulting in cars arriving at destination unweighed, many of them at stations where there are no facilities for weighing and hence no basis for assessing the charge for the

movement; many are delivered to foreign railroads with the same result or with a penalty of \$2.00 per car for performing this service for us.

(2) Failure of agents in making revenue-car waybills and failure of conductors and yardmasters weighing cars to note on revenue-car waybills by symbol how the weights were obtained, making it necessary to go to the needless expense of reweighing many cars.

(3) Failure of conductors and yardmasters to weigh cars at the scale station indicated on the revenue-car waybills, permitting them to go to local destinations and many times to destinations on foreign railroads where there may be no facilities to perform this service, resulting in cars arriving without any basis for assessing a charge for the movement.

When authorized weights are not available at billing station and car is to be weighed enroute, do not use unauthorized weights of any character but leave the weight column blank, as it has been shown that when unauthorized estimated or car capacity weights are used, frequently cars go to destination unweighed and are delivered to consignees at a loss in revenue. A recent check of cars billed from one station at unauthorized estimated weights developed that 144 cars were delivered at destination and freight charges were collected on the basis of these unauthorized estimated weights at a loss in weight of 3,189,175 pounds and a loss in revenue of \$5,518.40, which, fortunately, long after the freight had been delivered, was collected. This case is used for the purpose of illustrating a point which must be the cause of a great loss in revenue each year.

There are many complaints, which are justified, from patrons, because those

in charge of scale stations fail to report promptly weights to shippers of coal and coke traffic and to report at all to forwarding agent weights of cars containing general merchandise freight. Shippers depend upon receiving these weights so bills can be rendered for the goods sold, and each time we fail in this it makes a dissatisfied patron, who cannot collect the money due him because the man at the scale failed to report the weights as instructed.

It is known that a vast sum of money is

lost annually through failures to waybill less carload or package freight at full weight and under correct classification. By reweighing at a transfer station a very small percentage of the total number of less carload shipments and inspecting comparatively few waybills, the revenue was increased by \$4,405.67 for the year 1918.

Let us all get busy and see how much we can increase the revenue by observing instructions in regard to weighing carload and package freight.

Frank A. Deverell Made Assistant Federal Auditor

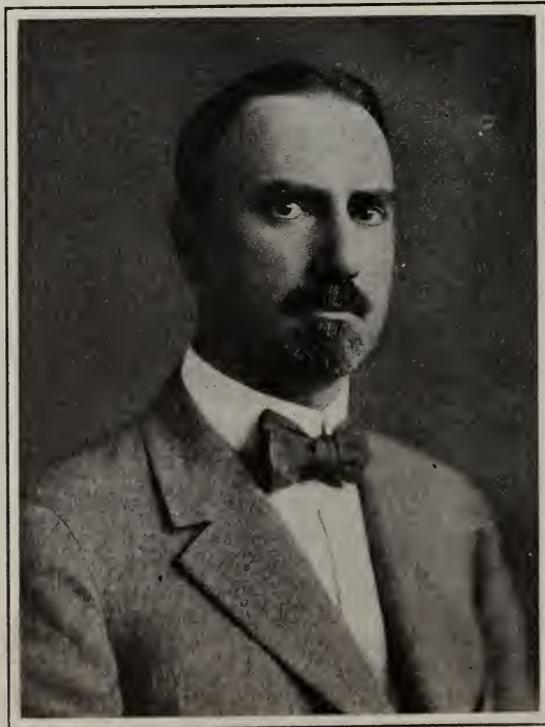
FRANK A. DEVERELL was born in London, England, July 20, 1874. He entered railroad service July 23, 1892, with the Great Northern Railway, St. Paul, Minn., as clerk in the Accounting Department, leaving that company July, 1902, to accept service with the Chicago, Rock Island and Pacific Railway at Chicago, as chief clerk to the comptroller.

On October 13, 1904, he resigned to go to the Cincinnati, Hamilton and Dayton-Pere Marquette Railroads at Cincinnati, where he held the position of chief clerk to the comptroller until May 22, 1905, when he was appointed auditor of disbursements of those companies. He resigned November 1, 1905, to become secretary and treasurer of the system of traction lines, now known as the Ohio Electric Railway.

On November 27, 1906, he returned to the Cincinnati, Hamilton and Dayton-Pere Marquette Railroads as auditor of disbursements, being appointed auditor of the Cincinnati, Hamilton and Dayton Railway, January 1, 1908, when that road separated from the Pere Marquette Railroad. He was subsequently made general

auditor, holding that position until appointed assistant general auditor of the Baltimore and Ohio Railroad, August 1, 1917.

On July 1, 1918, when the Baltimore and Ohio was divided into two districts under Federal operation, Mr. Deverell returned to Cincinnati as assistant to Mr. Galloway, federal manager of the Baltimore and Ohio—Western Lines, again returning to Baltimore, January 1, 1919, as assistant federal auditor of the entire System.



Frank A. Deverell, Assistant Federal Auditor

Fuel Conservation Means Good Railroading in All Departments

By W. L. Robinson

Superintendent Fuel and Locomotive Performance, Western Lines

Upon invitation, W. L. Robinson, Superintendent Fuel and Locomotive Performance, Baltimore and Ohio Western Lines, addressed a Meeting of Employes of the Chesapeake & Ohio Railroad, held at Railroad Y. M. C. A., Covington, Ky., January 9, 1919. Moving pictures prepared under the auspices of the Fuel Conservation Section, United States Railroad Administration, and which have been shown at a number of meetings on the Western Lines, were shown. Extracts covering the principal remarks made, are given below.

Mr. Chairman and Fellow Railroaders:

The pictures you have just seen so clearly place the fuel problem before you that little remains to be stated. However, a restatement of some of the things you observed, together with some additional thoughts, would appear worth while.

For sometime prior to the ending of the Great War we were busily engaged in doing our utmost to transport loaded coal cars promptly, following up the quick unloading of coal cars, or hurrying of the empties to the mines. We railroad men were required to look upon a failure to move coal cars promptly with more seriousness than a delay to a first class passenger train during normal times. As to how successfully the matter has been handled by the railroad men, followed up by your former vice-president Mr. F. M. Whitaker, now Manager Inland Traffic, representing the Director General of Railways, I will quote from a recent address of a prominent member of the United States Fuel Administration the following:

"Coal has won the war. It is a fact that should be driven home to the consciousness of the American public. At every point of our war activities it has played its part. Coal furnished the motive power to transport the ores and explosives that went into the manufacture of war material. As coke it was

essential to the refinement of the crude iron and other metals. It furnished the primary power to make the paper and even the presses upon which the summons to service were printed. It carried the new soldiers to their camps. It kept them in comfort there, brought their foodstuffs and clothing to them. It carried them overseas. Coal made the steel and leaden hail that drove the Huns to sue for peace at any price. In every step, from our declaration of war to the yielding of Berlin, coal, the basic commodity—outranking foodstuffs in importance, for without coal foodstuffs could not be transported long distances—can be traced. Coal has won the war."

As the war is over, and we have rather enjoyed mild weather up to the present time, and no apparent fuel shortage has appeared, some may ask, "Why should we continue to save coal?" The answer can be summed up about as follows:

1. To provide coal for the steamships that are bringing our soldiers back to us, and to carry foodstuffs to our soldiers overseas and to our allies.
2. To provide our allies with coal.
3. To reduce the operating expenses of our railroad due to the excessive cost.
4. To conserve the national resources of our country.

The fuel cost to Uncle Sam's railroads

during 1918, for coal alone, delivered to the furnace doors of locomotives, was approximately \$650,000,000, or nearly three-quarters of a billion dollars.

During 1917 the railroads consumed 155,000,000 net tons; during 1918 the railroads consumed 166,000,000 net tons; during 1917 the total coal mined in the United States was 560,000,000 net tons. Attention is, therefore, called to the fact that railroads use from twenty-six to twenty-seven per cent. of all coal mined in our country.

The men on the Chesapeake and Ohio are probably not unlike those of the company by which I am employed, the Baltimore and Ohio. We become so accustomed to seeing coal in large quantities, it being the principal commodity hauled, that it is felt that some of us do not fully appreciate its value, and consequently do not practice economy, as is our duty to the Government.

It is not easy to appreciate the significance of such a quantity of coal that our firemen are handling yearly. It would take 3,000,000 fifty-ton capacity cars to hold it; every coal car in the country would need to be loaded more than three times each year to carry the locomotive fuel alone. Trains carrying it in one load would have a total length of 24,000 miles, or a distance equivalent to the circumference of the earth.

The cost of the coal on your road per ton is about the same as on the Baltimore and Ohio, and while I am not familiar with the tons you consume per annum, the effect on your operating costs is in about the same ratio. On the Baltimore and Ohio about 6,000,000 is consumed annually, which cost during normal times \$6,000,000 at the mine. During 1918 the same quantity cost over \$15,000,000, and delivered on tenders cost approximately \$21,000,000.

For years technical journals and associations of various kinds have been preaching fuel conservation and methods for obtaining the most from a pound of fuel; countless books have been written on the subject, your road foremen and other officers have been taking the matter up with you. There should be no lack of information, but we do lack in execution.

It has been correctly stated that the real secret of fuel economy is "Execution."

There are many ways of saving fuel with which you are familiar, but as yet not all of us practice them. The saving on each scoopful of a piece of coal as big as an ordinary egg, would amount to one per cent., or about 1,550,000 tons per year, for all roads. Even when firing a modern freight locomotive on a long grade, one less scoopful every three or four miles would effect a similar saving.

It was recently stated by Mr. Frank McManamy, assistant director, Division of Operation, U. S. Railroad Administration, that an increase of five miles per day for each locomotive in the United States would be equivalent to adding 2,377 locomotives to our present equipment. The purchase of such a number of locomotives would represent a capital expenditure of \$142,620,000. In my opinion, the filling out of accurate and adequate work reports by the engineers will do more than any one thing toward getting the increase of five miles per day, and the fuel saving that would accrue from better maintained locomotives, and reduction of engine failures, would be enormous. Of course, it is assumed that the necessary work reported is to be given attention by the shop.

All employes connected with train operation share in the responsibility for economical use of fuel, and no doubt in the past too much attention has been directed toward the condition of the locomotives, and the handling and firing on the part of the engineer and fireman, and not enough placed upon employes of the transportation department, so as to have them realize the many ways in which they can assist in fuel saving.

Fuel conservation is no more or less than "Good Railroading," and "Good Railroading" produces "Fuel Conservation."

About one-fourth to one-fifth of all the coal consumed by locomotives is while not hauling trains. Some suggestions for saving coal are as follows:

1. *Yardmasters* delivering engines quickly to roundhouses, thereby cutting down the time fires are kept burning.
2. Cooperation of roundhouse and

transportation forces in the matter of calling engines, thus preventing their standing under steam longer than necessary.

3. Yardmasters, dispatchers, and trainmen assisting in the elimination of yard and terminal delays. Locomotives in readiness to handle trains are burning coal rapidly, no matter how carefully the enginemen may handle them.

4. Operators having orders ready to hand on and thus avoid stopping trains.

5. Elimination of delays at ashpits and coaling tipples, often caused by failure of yard forces to cooperate with shop forces in promptly switching ashpit and coal cars.

6. Car inspectors seeing that doors of box cars are closed.

7. Car inspectors locating air leaks in train line and having them corrected. A committee of the Air Brake Association recently reported that the leakage of air in brake pipes and connections under freight cars was responsible for an annual loss of over 6,000,000 tons of coal. With the exception of train line losses incurred in controlling trains on heavy descending grades, it is estimated that ninety-five per cent. of the fuel consumed in compressing air on locomotives is used to make good this brake pipe leakage. Specific tests have shown that a train-pipe leakage of seven pounds per minute on a fifty-car train entails a loss of more than thirty-nine cubic feet of free air per minute, and absorbs ninety-one per cent. of the capacity of one nine and one-half foot pump or fifty-nine per cent. of the capacity of one eleven foot pump. A suitable pipe wrench supplied each caboos and trainmen stopping air leaks on line of road will aid materially.

8. Maintenance of proper tonnage rating.

9. Elimination of hot boxes.

10. Starting trains when they can be moved over the division with the least delay.

11. Conservation of fuel in stations and cabooses during cold weather.

12. Passenger trainmen not wasting steam in heating trains.

13. Enginehouse forces banking fires of engines laying over eight hours or more,

and knocking fires of engines laying in twenty hours or more.

14. Enginehouse forces cleaning flues properly.

Engine crews are in direct charge of hauling trains, while seventy-five to eighty per cent. of the locomotive fuel is burned. While the extent of the saving in fuel often depends in part upon the design, upon the maintenance and care of the equipment, and upon the activities of transportation officials, there still remain with the engineers and firemen opportunities for fuel saving of the greatest importance. The highest degree of economy cannot be obtained without cooperation.

Every person here tonight might profitably ask himself:

1. How much coal can be saved by the group of which I am a member?

2. What are the ways in which I can assist in saving coal?

3. Am I doing my part as an individual to save coal?

4. Am I cooperating with others to save coal?

It may be refreshing to examine a recent bulletin prepared by a yardmaster in answer to the question—"What am I doing as an individual to save coal?" It reads:

WHAT I AM DOING TO SAVE FUEL

1. Agents to get billing to yards promptly so cars coming from industries can be switched promptly to save rehandling from nobill tracks to train yards, and to furnish immediately reconsigning orders on all cars to save unnecessary switching.

2. Yard clerks to mark all cars promptly, as soon as bills are received from agent, so cars will be properly switched and not lined up as nobill cars, to be again switched. If yard clerks fail to mark these cars immediately on receiving billing it makes unnecessary switching. Agents should rush billing to yard office on receipt of same.

3. Yard crews switching industries cuts in transportation yards will not line up cars known to be nobills, as all cars lined up, not properly marked and not shown on nobill list, should be held out.

4. Yard crews and assistant yardmaster to observe closely while switching not to kick cars too hard. This would possibly crack or break draw heads and train lines, defects that might be overlooked by car inspectors, which would cause a delay to train and yard crews in

switching the cars out, and at an extra cost of fuel.

5. While making up trains see that all couplings are made and as much of the slack as possible pulled out of train so breaks on train lines can be detected and repaired before the train is ready to go. If the slack is pushed up in the train, as a rule it closes out all the leaks which cannot be detected before the train starts. If this is watched very closely I think it would be a big saving in both delay and the cost of fuel.

6. Yard conductors to give engineers all information possible as to when or about the time they are going to the roundhouse so engineers can instruct fireman not to load his fire box with coal.

7. Yard crews before entering the main track will either consult the dispatcher or look at their indicator, which is located at each main track switch, so as not to stop any of our heavy tonnage freight trains. To stop heavy tonnage freight trains unnecessarily is a big cost of fuel before you get them running at their usual speed again.

8. Engines relieved in train yard or any engines going to roundhouse to be given a clear track if possible, as every minute they are delayed is so many pounds of coal lost.

9. Engine 4205, December 3, out of Dayton with sixty-four empty gondolas for Cincinnati, was given one Hamilton load of paper stock for Leshner Paper Stock Co. No. 81 followed this train right out of Dayton and could have handled this car, and would have saved the unnecessary stop of this 4205 with a heavy tonnage train. This is an example.

10. It has been noted that some firemen make it a habit to use a certain number of shovels of coal each time they fire up. Now if this were watched closely and only coal that is actually needed at the time used, I think at least one shovel of coal would be saved each time they fire.

11. Be saving and use the railroad coal as if you were using your own, were out of work and did not know where the next ton was coming from.

12. Observe everything closely and report any wastage at once to general yardmaster's office.

13. To cooperate means good railroading and good railroading means the saving of coal.

14. Now that I have given you a few ideas as to how I would save coal, wish to call attention to the fine meeting we held at Hamilton a few weeks ago. Everybody that was there should understand the meaning of these fuel meetings. I know that you can all do something to help save coal, so let us get together and show our superintendent and his staff that we are going to get together and help save coal, as the Toledo Division of the Baltimore and Ohio was in second place for coal saving up until about two months ago, when it went into eighth place. At our next meeting at Hamilton I want you all to be prepared with a good

answer, when the question is asked: What are you doing to save coal?

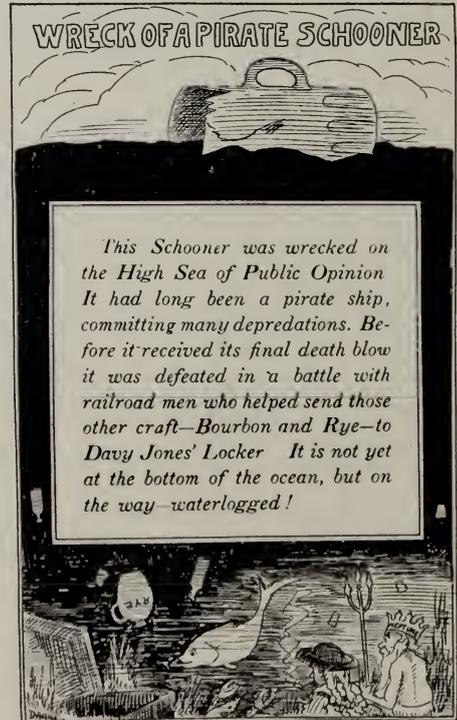
WILL YOU HELP?—YES.

Yours truly,

A. E. WEST, *General Yardmaster.*

Endeavor has been made to supplement the pictures with some thoughts that might lead to a good free-for-all discussion, and if it is not too late, it is respectfully suggested that the chairman call upon some of the employes, other than engineers and firemen, and have them answer the question, "What am I doing as an individual to save coal?"

After considerable constructive discussion on the part of the Chesapeake and Ohio employes, the meeting was closed by a very interesting address delivered by Mr. D. E. Dick, Fuel Inspector, Baltimore and Ohio Railroad, who confined his remarks largely to the patriotic side of fuel conservation, and the methods used by him in soliciting the cooperation of mine officials and employes relative to loading clean coal for railroad use.



This Schooner was wrecked on the High Sea of Public Opinion. It had long been a pirate ship, committing many depredations. Before it received its final death blow it was defeated in a battle with railroad men who helped send those other craft—Bourbon and Rye—to Davy Jones' Locker. It is not yet at the bottom of the ocean, but on the way—waterlogged!

From Erie Railroad Magazine



VETERANS' ACTIVITIES

Grand Lodge of Veteran Employes' Associations Formed. Philadelphia and Newark Have Annual Banquets

By W. F. Braden,
Welfare Agent

Grand Lodge Formed

AFTER many years of effort, the Veterans' Associations have finally combined into one grand central body that will have about 7,000 affiliated members. The consolidation of all the divisional branches was effected at a meeting held in Pittsburgh, Pa., on January 28 last.

Delegates from ten of the fourteen divisional bodies were present and there was much enthusiasm manifested. All seemed to realize the benefits that would accrue from concerted action rather than individual effort by the different societies. C. A. Richerson was elected temporary president and called the meeting to order. G. N. Orbin was named temporary secretary.

Mr. Richerson spoke upon the present aims of the consolidated body and declared that efforts would be made all along the line to enlarge the divisional associations, to increase their activities and generally to promote the welfare of the individual members.

An election of permanent officers was held and George W. Sturmer, of Baltimore, was chosen grand president. For months Mr. Sturmer had been strenuously urging the formation of a strong

central body which could better wield its influence than the various separated bodies. He had traveled over the Baltimore and Ohio System explaining to the



George W. Sturmer, Grand President of Veteran Associations



J. M. Garvey, Assistant Grand President

veterans the need of cooperative action if any good was to result from their efforts and his arguments finally bore fruit. In recognition of this marked service the delegates named him as the first occupant of the high office.

J. M. Garvey, of McMechen, W. Va., was elected assistant grand president and James Wardley, of Connellsville, was elected secretary and treasurer. Directors were chosen as follows: C. A. Richerson, Fairmont, W. Va.; Frank M. Keane, Grafton, W. Va.; J. E. Oliver, Martinsburg, W. Va.; J. S. Price, Newark, Ohio; H. A. Beaumont, Baltimore, Md.

After the election, president Sturmer was formally inducted into office and he was given a rousing reception. He took the occasion of thanking the delegates for the honors they had conferred upon him and declared that he would cherish them throughout his life and work energetically for the attainment of the aims already expressed for the conduct of the association and also that he would cooperate in any new efforts that might be decided upon. He gave an interesting history of the organization of the veterans and the early struggles to interest those who had served twenty years. He said that during 1919 the members

should strive to attain a membership of at least 10,000. From that point, he said, the membership would surely grow by leaps and bounds.

It was suggested that a committee be named to take up several matters affecting the welfare of the organization and the following were chosen: Mr. Sturmer, J. S. Price, Newark, Ohio; G. D. Fletcher, Shinnston, Ohio; Mr. Richerson, William R. Lowe, McMechen, W. Va.; Mr. Oliver and T. M. Beal, Grafton, W. Va.

Represented at the meeting were the following divisional societies, with the name of the delegate: Philadelphia, Mr. Sturmer; Brunswick, R. T. Ault; Martinsburg, J. E. Oliver; Parkersburg, P. J. Moran; McMechen, Mr. Garvey; Grafton, Mr. Keane; Connellsville, Mr. Wardley; Fairmont, Mr. Richerson; Newark, Mr. Price. The Baltimore and Cumberland Divisions were not represented.

It was agreed by the association that every member shall contribute twenty-five cents for the expenses of the working committee while it is meeting in Baltimore and presenting the claims of the association to the officials.



James Wardley, Secretary and Treasurer of Grand Lodge

Superintendent White Pays Tribute to Veterans at Philadelphia Banquet

NEARLY 300 veterans of the Philadelphia Division gathered at Mayer's Banquet Hall, Philadelphia, on January 25, and made the annual banquet an affair that will long be remembered by all who attended. Having just completed a period of eighteen months of most strenuous work, the veterans sat down to hear their conquests extolled, and the words of praise showered upon them made them happy.

J. C. Richardson, president of the division association, was toastmaster. The entertainment committee, consisting of W. N. Brown, Rush Graham, I. E. Kelly, Mr. Richardson and E. B. Rittenhouse, had several surprises up their sleeves and when they staged their feature of the affair they were heartily applauded. There was an orchestra and a monologist who told a number of original stories. A clever singer led the banqueters in singing and all the late songs were sung by the diners.

Following the serving of the menu, Mr. Richardson introduced R. B. White, superintendent of the Philadelphia Division, as the first speaker. Mr. White thanked the veterans for asking him to be present. He then said:

"The demands of war were many. This division moved 745,000 troops without an accident. I know this could not have been accomplished if you veterans had not looked after the inexperienced men and directed them in the proper way to handle trains. What is most pleasing to me is that you all worked without complaint. Night and day you were ready to jump to the throttle or the brake and do your bit to keep the flood of soldiers moving towards the ports of embarkation.

"But we now face even greater problems. The seething spirit of social unrest is being manifested on all sides. The time for deliberate action has arrived. We must exert our influence that others may not be stampeded. Let us remember the war days and what we did. Let us be slow to criticise. Rather let us be liberal

in our views and generous enough to realize that we all make mistakes. We must maintain our balance until the intoxication of war has fully passed."

F. P. Pfahler, chief mechanical engineer of the United States Railroad Administration and formerly master mechanic of the Cumberland Division of the Baltimore and Ohio, made a stirring address. He described the term "veteran" and declared that the criterion of veteran was the Napoleonic warrior who had served through three campaigns.

"But your accomplishments should make a Napoleonic veteran turn green with envy. They went through three years of trial and were veterans. You go through twenty years of real accomplishment. You veterans made possible the big movement of troops on this division without casualties. You have another big task ahead of you. In the year just closed the railroads under Federal control disbursed \$600,000,000 more than in 1917. If it had not been for the increase in wages given you the United States Railroad Administration would have gone \$500,000,000 over the top. You veterans shared in this prosperity and you should now do your part in helping the administration recoup some of this in 1919. Let every engineer save coal during the year. I do not want you to be niggardly, but remember at all times to be economical."

Dr. E. J. Morris, railroad surgeon at Philadelphia, told stories of sufferings in German prison camps as related to him by returning soldiers, who bore evidence of harsh treatment by the Huns. He proposed that veterans of the Philadelphia Division erect a tablet at the 24th and Chestnut Streets station commemorating the men on the division who went to war. Dr. C. W. Pence, in his short address, recommended that a delegation of veterans attend the funeral of members who die.

George W. Sturmer, one of the staunchest veterans on the system, told of the first meeting of Daniel Willard with the veterans. Mr. Willard, he said, had prepared to see a group of decrepit men, but when he saw the vigorous, alert veterans he was surprised and delighted.

"The veterans," said Mr. Sturmer, "are the railroad Rocks of Gibraltar. They stood firmly behind the men going into the trenches to make the world safe for democracy. The veterans would not give an inch behind the boys behind the guns. There are grave problems before us now and the whole railroad world is looking to the veterans in the service to solve most of them, as they have done in the past. Remember, the older men in service are responsible for the supervision of the work, and if the supervision lacks anything of the essential, the whole structure will wobble and fall. The veterans stood ready to shoulder a gun, if necessary, and go into the trenches to fight the Germans had all our young, brave lads in khaki fallen. Show that this spirit still lives in you."

Hayes Duncan, formerly a conductor on the division and now superintendent of Philadelphia's park police, made a speech in which he related experiences of some of the nestors of the veterans. Theodore Bloecher, Jr., division engineer, expressed pride in the accomplishments of the division in 1918 and declared that the veterans always had given warm cooperation.

What aroused the veterans to exultation were two letters read by John M. Graeve, secretary of the Veterans' Association, one from Daniel Willard and one from A. W. Thompson, former Federal Manager of the Eastern Lines. Both had been extended invitations to the banquet. The letters were as follows:

BALTIMORE, Md., January 22, 1919.

Mr. J. M. GRAEVE,

Secretary, the Veteran Employees' Association, Philadelphia Division, Philadelphia, Pa.

My Dear Sir—Your letter of the 17th instant, inviting me to attend the annual dinner of the Veteran Employees' Association of the Philadelphia Division, Baltimore and Ohio Railroad Company, to be held at Mayers, 1620 North Broad Street, Philadelphia, Pa., on the evening of January 25, is received. I appreciate very much indeed this kind invitation, and regret that my engagement in Washington will probably make it impossible for me to attend.

I am very proud of the fact that I am an honorary member of the Baltimore and Ohio

Veteran Employees' Association, and I wish I might more frequently meet the veterans and their families. I think it is most desirable that the associations which tend to keep alive the feeling of mutual interest between the Baltimore and Ohio Company and its old employees, should be maintained.

We should all be proud when we think of the fact that over 5,000 Baltimore and Ohio employees entered the United States service, and probably no railroad company in the United States was called upon to make a greater effort in connection with the entire war program than was the Baltimore and Ohio Company. As Baltimore and Ohio veterans we may all be justly proud of that fact.

I hope the dinner to be held on the 25th instant will be well attended and that it will be a most enjoyable occasion for all who are present, and I would gladly accept your invitation if it were possible for me to do so.

Sincerely yours,

(Signed) D. WILLARD.

BALTIMORE, Md., January 21, 1919.

Dear Mr. Graeve—Thank you very kindly for your note of the 17th extending invitation to the annual dinner of the Veteran Employees' Association at Philadelphia on January 25.

I would consider it a great honor indeed to join you at your dinner but regret to say that, because of my severing my connection with the United States Railroad Administration and the Baltimore and Ohio Railroad to accept the presidency of the Philadelphia Company at Pittsburgh, it would be impossible for me to do so. I expect to leave Baltimore the middle of this week and take a rest for a short time before assuming my new duties. You may rest assured that if it were at all possible for me to join you, nothing would give me more pleasure.

Want to take this opportunity to tell you and all the members of the Veteran Employees' Association of the Philadelphia Division that I have many regrets at severing my close association with them, even though I am entering a new and most attractive field of work. Let me also take this opportunity to say that, even though I am leaving the Baltimore and Ohio, if I can ever be of any service to any of my old railroad friends, it will be a pleasure.

Kindly convey to the members of your association my kindest personal regards and sincere good wishes.

Yours very truly,

(Signed) A. W. THOMPSON.

Mr. J. M. GRAEVE,

Secretary, the Veteran Employees' Association, Philadelphia, Pa.

Over Three Hundred Veterans at Newark Division Banquet

WITH an attendance of more than 300 members of the Veterans' Association and their wives and daughters, the annual meeting on February 13 of the Newark Division lodge was the greatest ever held. The banquet was served in the basement of the Baptist church and Newark brought out its best foods and cooks to spread before the guests a delightful repast. During the banquet the members renewed acquaintances with some of their old "buddies" whom they had not seen for a year. The tables were beautifully decorated with cut flowers and flags were hung from the ceiling. The dinner was served by a corps of comely young women, daughters of the veterans.

At the close of the dinner the Newark Shops Glee Club gave a brilliant entertainment. Their songs made a great hit, and the audience kept calling for more. C. W. Klopp was the leader of the club and the members were, C. P. Smith, L. P. Stanford, R. A. Costella, R. Wolverton, C. C. Hupp, E. E. Moore, Carl Wolverton, Robert George, F. C. Bailey, C. E. Hager, Benjamin Oatman, John Garrity, William Schlingermann, Frank Wolverton and Walter Laird. James Cooper recited two poems in a delightful manner, displaying much histrionic ability. D. H. Murphy, chairman of the entertainment committee, presided at the banquet as toastmaster. Mahlon L. Redman, president of the association, was there, too, with the rest of the old boys.

George W. Sturmer, grand president of the United Veterans' Associations, was the principal speaker of the evening. He declared that this was the first time he had been introduced as grand president since he was elected only a few days before the banquet. He was cheered when this fact was stated. He told of the proceedings of the general meeting and declared that he regarded his new office as "a job, not a position."

"I have toiled with you men forty years," said Mr. Sturmer. "I know your needs and your desires. I know what you have gone through in the early

days of railroading to attain the places that you now occupy. There is no set of men in any walk of life who deserve greater consideration than you. The war is fresh in your minds and you can easily recall the many trials that you faced during that critical period, and the results that you achieved will ever be to your credit. Others went into the trenches for you, but you men of the Buckeye State valiantly stood behind those boys in the trenches and they will never forget you."

Mr. Sturmer said that there are now between six and seven thousand members, and that there should be many more. They are asking for their welfare only what they are entitled to, he added, and he aroused the mothers and daughters when he stated that they should share in the privileges of the veterans, since in the former days they shared the trials and troubles of husband or father or brother.

Former State Senator William E. Miller thanked the veterans for inviting him to the banquet and paid a tribute to the efforts of the women to lay before the guests an unsurpassed menu. Other speakers were J. Robe, William Streck T. J. Daley and C. C. Grimm.



From the Detroit *New*

Nix on Entangling Alliance No. 1

Big Day for Safety in Cincinnati

General Safety Committee of Western Lines Has Large and Enthusiastic Meeting

THURSDAY, February 20, in Cincinnati, was a big day for SAFETY on the Baltimore and Ohio. It was the first meeting of the General Safety Committee, Western Lines, since the reorganization of the SAFETY work under the Safety section of the Division of Transportation, and saw perhaps as many important officers present as any similar meeting on our Road in the last several years.

R. N. Begien, federal manager of the Western Lines, presided as chairman of the General Committee, with John T. Broderick, superintendent of the Safety and Welfare Department, as secretary. In addition the roll call showed the following members of the committee present: F. C. Batchelder, assistant federal manager; E. W. Scheer, general superintendent; F. B. Mitchell, general superintendent; E. B. Russell, assistant to federal manager; J. B. Carothers, assistant to federal manager; M. R. Waite, general solicitor; W. A. Eggers, assistant solicitor; E. L. Williams, general claim agent; E. G. Lane, chief engineer; H. R. Gibson, engineer

maintenance of way; E. T. Ambach, engineer of signals; L. P. Kimball, engineer of buildings; A. B. Scowden, engineer of bridges; C. A. Plumly, superintendent of telegraph; S. U. Hooper, superintendent of transportation; M. J. McCarthy, superintendent maintenance of equipment; W. Malthaner, general master mechanic; G. R. Galloway, general master mechanic; F. J. Young, superintendent of police, and W. L. Robinson, superintendent of fuel and locomotive performance. In fact but one member of the committee, D. Galinari, assistant superintendent of dining cars, was absent, he having been called unexpectedly to Washington. This was a remarkable showing and evidences the growing importance of SAFETY in the eyes of our leading officials.

Mr. Begien opened the meeting with an enthusiastic welcome to the committeemen, and urged with great earnestness their constant interest in the work of saving life and limb. He appealed particularly to his hearers from the humanitarian standpoint and expressed the satisfaction it would be to him as federal

	DIVISIONAL COMMITTEES		TERMINAL SHOP AND FREIGHT COMMITTEES		TOTAL COMMITTEES	
	Number	Members	Number	Members	Number	Members
Ohio.....	1	33	1	17	2	50
Cincinnati Terminals.....	1	16	3	63	4	79
Indiana.....	1	33	..	..	1	33
Illinois.....	1	34	4	66	5	100
Toledo.....	1	41	4	51	5	92
Newark.....	1	33	3	41	4	74
New Castle.....	1	34	4	35	5	69
Cleveland.....	1	41	5	60	6	101
Chicago.....	1	36	5	90	6	126
Chicago Terminal.....	1	30	1	5	2	35
TOTAL.....	10	331	30***	428***	40	759

***Six Terminal Committees, 80 men; seventeen Shop Committees, 253 men; five Freight Committees, 51 men; two Joint Committees, 44 men.

manager if the year 1919 should show a substantial reduction in fatalities and injuries from preventable accidents. He pledged his whole-hearted cooperation in the work and imbued his fellow committeemen with his evident devotion to the cause.

At the request of Mr. Begien, Mr. Broderick then presented an interesting report of the organization formed for and the results of the SAFETY work in 1918. This included a statement showing the make-up of the various safety committees on the Western Lines, which will be found at the bottom of the preceding page.

This shows the broad scope of the SAFETY work on the Railroad. It would be interesting to know what results would be shown if every one of those seven hundred and fifty-nine employe committeemen had his mind and heart, every day, on what he could accomplish for SAFETY—and did it.

Mr. Broderick then outlined the well defined program for the current year. He dwelt particularly on the fact that the officer or the employe in a supervising capacity has, by virtue of his authority and the scope of his work, the greatest opportunity to cut down accidents. His knowledge of working conditions is broadest; he is intimate with the men in his charge. And because of this broad and intimate outlook he can do most to make or mar the campaign. The speaker also mentioned the fact that the SAFETY example of the official is of the highest importance.

He spoke of the comprehensive rules for SAFETY AND SANITATION that had been published broadcast on the Railroad, and the regrettable fact that many of the rules are so constantly broken, leading, he explained, to the unfortunate but well-established fact that ninety-three per cent. of all accidents are caused by the disobedience, carelessness and thoughtlessness of the individual.

These rules were supplemented by the distribution during 1918 of 13,000 bulletins for bulletin boards, besides 160,000 quarterly bulletins. He mentioned also the part played by the MAGAZINE in furthering the SAFETY cause, and the fact that motion pictures had driven home the lessons of SAFETY to over 16,000 employes during the past year.

What can be accomplished by a whole-hearted and serious endeavor for SAFETY on the part of any community or organization was demonstrated, he recounted, by the city of St. Louis during the week of September 13 last, when the National Safety Council held its annual congress there. Everybody—officials of the city, civic organizations, newspapers and the schools—jumped into the campaign, and the result was but a single accident, and that to a man under the influence of liquor. He continued: "The Safety Department contemplates waging such a campaign on the Baltimore and Ohio System within a short time and expects to offer a prize to the division making the best record during 'No Accident Week.' We feel that if we can succeed in saving but one life or in preventing one serious accident, our efforts will be fully repaid. However, to carry it to a successful conclusion the cooperation of both officers and employes will be necessary, particularly that of the officers."

He reiterated that SAFETY had come to stay—a vital part of our National life—and that each day saw its incorporation as a more integral and essential part of every industry and commercial activity. In this connection he recalled the war and influenza toll of death and the consequent greater necessity of a more intensive industrial conservation to replace these unusual and heavy losses. He then presented the gratifying report of the results of the SAFETY work on the Western Lines for 1918, as shown below:

Casualties Twelve Months 1918 vs. 1917

CLASS	1918		1917		INCREASE		DECREASE		PER CENT.			
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	INCREASE		DECREASE	
									Killed	Injured	Killed	Injured
Employes.....	41	2482	78	3380	....	....	37	898	....	....	47.4	26.6
Others.....	95	217	168	345	....	....	73	128	....	....	43.5	37.1
TOTAL.....	136	2699	246	3725	....	....	110	1026	....	....	44.7	27.5

Our readers will be enheartened by this encouraging showing.

Mr. Begien then introduced Mr. A. F. Duffy, manager Safety Section, United States Railroad Administration, who brought a strong message and an earnest plea for the success of the SAFETY work. His address was followed by a brief talk by Arthur Kirkendall, Regional Supervisor of Safety for the Administration.

The earnestness of all the officials who had a part in the meeting will not go for naught, and every committeeman there took back to his place of work a renewed inspiration and determination for SAFETY in 1919. The economic and humanitarian value of the movement are proved beyond the shadow of a doubt. Now for execution and results.

What Are Necessities?



FEW weeks ago a Regional Director of our railroad system was visited in his offices on a special train by a newspaper reporter. One of the first things the railroad man said was, "Please don't say in your paper

that I am here in my 'private train.' Call it my 'work train.'" His idea was obvious. With private railroad cars we have come to connect the idea of luxury, indolence and great wealth. In all probability this mobile office was made for real economy on the part of this executive, whose time was very valuable and who must needs be traveling most of his time. To be intelligent in our economy we must not permit things to become symbols of what they no longer are. Let us be wise enough to judge each expenditure on its merits under its own peculiar conditions.

The man who wears threadbare clothes and lives on insufficient and unwholesome food that he may save seventy per cent. of his income, may be the least thrifty individual in the community. Stand for *wise* expenditure rather than simply *small* expenditure.

Remember, a private train for a railroad executive, or a big automobile for your neighbor, may be more thrifty and economical than a "flivver" for you, or a bicycle for me.

Buy W. S. S.

Another War Restriction Removed

All restrictions on building operations, imposed by the Government during the war, have been removed, and the Relief Department is now able to grant loans for building houses.

Many applications for loans are being received by the Savings Feature, and it is anticipated that during the coming spring and summer there will be great activity in this line.

Employes interested should communicate with Division S, Baltimore and Ohio Relief Department, Baltimore, Md.

Charles A. Thompson Honored by Associates

Signal Supervisor, Baltimore Division, Receives Handsome Gift on His Retirement from Active Service

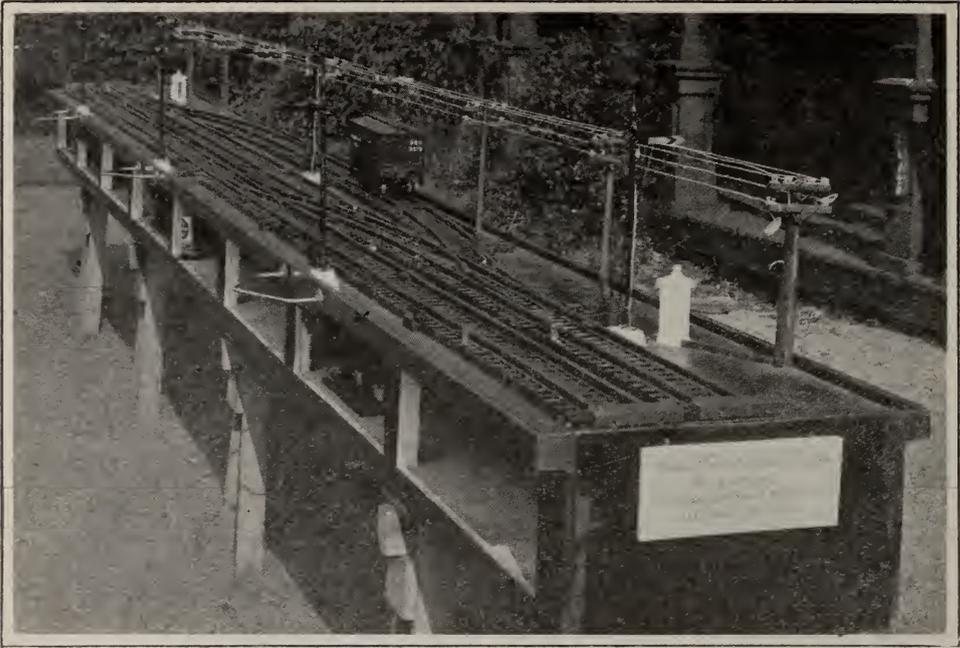
A MEETING with Charles A. Thompson, former signal supervisor of the Baltimore Division, is always a tonic. A genial smile, "what IS a smile," goes with an equally real hand shake. Not infrequently the proffer of a cigar follows (he smokes good ones), and then a good new story. All of which stamps C. A. T. as a dyed-in-the-wool optimist. Despite his long service with the Baltimore and Ohio and a fund of splendid old railroad stories his specialty is "futures" and he is always on the bull side of the market. He is one of the never-grow-old sort and his retirement from active service is not caused by any lessening of his youthful spirit and "pep" but by an extremely troublesome nerve failure in one of his eyes.

Mr. Thompson was born in Baltimore, June 19, 1860, and did his first day's work for the Baltimore and Ohio on October 19, 1876. The Mt. Clare shops gave him his training as an apprentice and he was a full-fledged locomotive machinist at the end of the required four year period. He assisted in installing the first signal tower on the system, that at Baileys, and later, with his headquarters still at Mt. Clare, helped install the first tower at Relay. The towers at the Metropolitan "Y" at Washington and the one at Carroll Switch then occupied his attention, and in the latter part of 1882 he was put in charge of maintenance on the Baltimore Division, by William Clements, then roadmaster. He continued in that work until F. P. Patenall, now signal engineer, came to the Baltimore and Ohio. Him

he assisted in putting in the Lee Street tower. Mr. Thompson was then made signal foreman and in that capacity traveled from one end of the system to the other in the supervision of switch and signal building. He recruited gangs of men, taking carpenters from this shop and machinists from that, and instructing them in the then new work of erecting switches and signals.

In May, 1893, he was made signal inspector and, about a year later, signal supervisor of the Baltimore and Shenandoah Divisions. This was his work and his hobby until the latter part of last year. He then found that one of his eyes had been seriously affected, and, in fact, his whole nervous system somewhat undermined by years of exposure and physical and mental strain in all sorts of weather, a hardship and strain inevitably connected with the extremely important work with which he had been associated. He was, therefore, relieved of active work on November 11, last.

Although he has a fund of thrilling experiences that cover the whole history and development of signalling on the Baltimore and Ohio, he speaks of the night of March 3, 1908, and the following day as the worst in his experience. Operating employes of the railroad, and especially those of the Baltimore Division, will remember the terrible weather which, during that thirty-six hour period, impeded the movement of troop and passenger trains from the north to Washington for the inauguration of President Taft. After a hard day piloting engines Mr. Thompson was on duty at Camden



Mr. Thompson Built this Working Model of Automatic Signals in His Spare Time for the Columbus Safety Exhibit in 1917

Station at midnight when word came that the wires, whipped by the wind and loaded with frozen rain and snow, were going down all over the division. With division engineer Trapnell and trainmaster McCabe he started out of Camden yard with an engine and caboose. But they got no further than West Baltimore when the condition of wires and track compelled them to get out on the right of way and begin literally to cut their way on foot through the tangled mass of poles and wires that impeded traffic on the division. It was a memorable night's work and the little party, working its way slowly through howling wind and blinding sleet, did not reach Washington until four-thirty o'clock of inauguration day afternoon, having walked practically the entire distance. At times the wind blew so hard that it was necessary in exposed places to cling to the tracks by hand to prevent being blown into adjoining ditches and fields.

The plans for the presentation of the tray to Mr. Thompson were kept unusually quiet until the event. In his own

words, "they knocked me clean off my feet when they brought that tray in and gave it to me." S. C. Tanner, master carpenter of the Baltimore Division and an intimate friend of Mr. Thompson for years, and C. G. ("Gil") Martin, chief clerk to general manager Ennis, had apparently just dropped into Mr. Thompson's delightful little home in Relay for a social call, when the presentation party arrived. It was headed by Thomas Kavanaugh, signal repairman on the Washington Branch and included other of Mr. Thompson's associates, viz: signal repairmen C. A. Carter, John A. Work, Thomas Magaha S. J. Powell, C. Ritter, signal helper W. Barrett, and signal foremen S. J. Wheeler and W. L. Nethkin. In the words of Mr. Thompson, "Tom Kavanaugh made a nice little speech and I tried to and they gave me the tray and that's all there was to it." But that wasn't all, for every one of the men in the Signal Department of the Baltimore Division was represented in the gift and there are many more of us who would like to have been represented had we

known of the affair before it was all over. The inscription says:

PRESENTED TO
CHARLES A. THOMPSON
UPON HIS RETIREMENT AS SIGNAL SUPERVISOR
BALTIMORE AND OHIO RAILROAD COMPANY
BY THE
SIGNAL MEN
OF THE
BALTIMORE DIVISION
JANUARY 1ST, 1919

The tray is of silver and, like the owner, speaks for itself in the accompanying

picture. It is really so handsome that the picture does not do it justice, however, and we understand that Mr. Thompson is now arranging a large christening party so that other friends can see the real article and how it stands up under hard service. One thing in this respect—the tray will never give better service than has he to whom it was given.

Mr. Thompson has worked more years in the Signal Department than any other employe of the Baltimore and Ohio.



"Tribute to Whom Tribute is Due"

From the time of his entering maintenance work in 1882 until his retirement, in hot weather and cold, in the ordinary work of the day and in emergencies, night time or day time, and for the many hazardous duties into which, especially in the old days, his profession called him, Mr. Thompson has never missed a call. Of such a record he may well be proud. We hope that the days of his retirement will bring a rich reward for the older, sterner days of labor and that we may share his optimistic and youthful spirit for years to come.

—

**Arthur Kirkendall Now Regional
Supervisor of Safety, United
States Railroad
Administration**

ARTHUR KIRKENDALL was appointed Regional Supervisor of Safety in October, 1918.

Mr. Kirkendall was born at Phillipsburg, Warren County, New Jersey, where he received a common school education and where, even as a boy, his ambition was to become a locomotive engineer.

He was employed as brakeman on the Lehigh Valley Railroad for about eight months, when he resigned to enter the employ of the Central Railroad of New Jersey as a machinist-apprentice, advancing to fireman in 1882.

In May, 1887, he was promoted to engineer, running first a construction train, then coal, and finally, in 1894, both local and fast freight trains. He entered the passenger service in March, 1898, and took one of the new express trains between Jersey City, N. J., and Philadelphia, Pa., in June, 1902. He continued in this service until October, 1918, with a fine record—he never having been suspended during his career as a railroad man.

As soon as he was eligible he joined the Firemen's Brotherhood and organized Lodge 272 of the B. of L. F. He was on their board of adjustment until he withdrew to become a member of Division 157, B. of L. E. He was elected to their local committee of adjustment in 1899, and as general chairman of the committee of adjustment in 1900, serving successfully in this capacity continuously



Arthur Kirkendall

for about eighteen years. He resigned in October of last year to become Regional Supervisor of Safety, Allegheny Region.

—

**W. C. Montignani Leaves Cumberland
Y. M. C. A.**

EMPLOYEES of the railroad generally, but especially those who have kept in touch with the work of the Y. M. C. A. on the System, and even more particularly our men and their families at Cumberland, will be sorry to learn that W. C. Montignani has resigned as the Baltimore and Ohio "Y" secretary at Cumberland. He is not, however, to leave the railroad field, for beginning with March 1, he becomes Associate Maryland State Secretary of the Y. M. C. A. with special relationship to the Railroad Department in Maryland, West Virginia and the District of Columbia.

In writing the MAGAZINE about his new work, Mr. Montignani said:

"I will appreciate it very much if you will express through your MAGAZINE, to the officials and the employes of the railroad, my heartfelt appreciation and thanks for their many kindnesses to me during the fourteen years I have been

connected with the Baltimore and Ohio. It is needless for me to say how much I regret the giving up of the work in Cumberland, a work in which my heart has rejoiced these many years."

We are sure that in reply we can express for the many friends of Mr. Montignani on the railroad their regret at seeing

him go and their best wishes for his success in a larger field. He is a man's man, one who is able to reach the hearts of others, inspire their respect and gain their friendship. Can we do more than hope that his pathway in the future will be as full of smiles as it has been in the past?



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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Coady, Michael.....	Yard Fireman.....	C. T.....	Newark.....	44
Cridler, Charles C.....	Pumper.....	C. T.....	Keyser.....	44
Halley, Tacitus N.....	Switchman.....	C. T.....	Baltimore.....	46
Roth, William H.....	Drill Pressman.....	M. of W.....	Cumberland.....	51

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

During the calendar year of 1918, over \$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, amounted to \$3,590,937.15.

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
Conrad, John.....	Crossing Watchman..	C. T.....	Indiana.....	Jan. 11, 1919..	12
Wiseheart, Harrison..	Machinist.....	M. P.....	Illinois.....	Jan. 9, 1919..	10
Barton, Edward S.....	Joint Car Foreman...	M. P.....	Cumberland...	Jan. 9, 1919..	30
Boyles, George R.....	Engineman.....	C. T.....	Cumberland...	Dec. 27, 1918..	54
Bell, John N.....	Yardmaster.....	C. T.....	Baltimore.....	Jan. 29, 1919..	48
Smith, Joseph L.....	Laborer.....	M. of W.	Chicago.....	Jan. 21, 1919..	45
Raney, William T.....	Conductor.....	C. T.....	New Castle...	Jan. 24, 1919..	16



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
Office, Mount Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

Theodore Roosevelt

Born October 25, 1858
Died January 6, 1919

LATE though the time be, the editor of the MAGAZINE would feel recreant to his trust did he not at least mention in this issue the death of Theodore Roosevelt.

Whatever the political affiliations of those who read this, we know that they are all railroaders. And the trackwalker on his midnight vigil, the flagman on his lonely stand, the shopman at his lathe, the engineer at his throttle, these and all the rest of us who love courage, feel the loss of the most courageous leader America has known since Lincoln.

Would that we could express here what the heart feels in the passing of Roosevelt. But space and time forbid and to those who loved him as we did, the engraved tribute on the opposite page and the written one which follows, both from the *New York Tribune*, will be like a revisiting of the inspiration we so often got from the man himself:

"Not that he had been touched deeply by greatness and wore the mark of it with unconcern; not that he was the noblest friend of honesty and common sense and the ruthless foe of cant, unfairness, untruth and un-Americanism; not that he took always the most dangerous part for himself; not that he was a man of splendid human qualities; not for anything that can be set down in words, but for some-

thing to which his deeds and attributes and heroism all pertained—for himself we loved him.

"Farewell, mighty hunter! You were the swiftest, cleanest and most valorous of your tribe. You pressed the hunt fearlessly and to its logical ends, not in fantasy through the clouds, but in fact on this earth, where the consequences are. Innumerable and precious are the trophies. We place them at your side. Would that there were demons of doubt and darkness and unrighteousness in the path you are now on. For you would slay them all and like it more.

"Farewell, O rare American!"

Still Saving

SCARCELY a day goes by that does not bring to the editor's desk a strong appeal from the U. S. Treasury Department that we keep constantly before our readers the necessity for their continued thrift and saving through the purchase of War Savings Stamps. The government wishes to make the habit of saving a "happy characteristic of the American people." Far-sighted and patriotic business men see the desirability of this, too. Yet to no person will it appeal more strongly than to the one who, during the trying days of the war, cultivated the "happy habit" and now has in addition to the habit a nice accumulation of bonds and stamps to show for the sacrifice and patriotism that made them possible.

William F. Braden Becomes Welfare Agent

WILLIAM F. BRADEN, who was editor of the EMPLOYEES MAGAZINE from July 1, 1918, until February 1, 1919, has been appointed welfare agent of the Safety and Welfare Department. Mr. Braden succeeds Dr. E. M. Parlett, who was chief of the Welfare Bureau for a number of years and who is now in the Relief Department in charge of the sanitation of the Railroad.



THE LONG, LONG TRAIL
By J. N. Darling, in the *New York Tribune*



CHANGES AND PROMOTIONS

Eastern Lines

On February 1, Federal Manager Galloway announced that, effective that date, the Morgantown & Kingwood Railroad, Rowlesburg, W. Va., to Morgantown, W. Va., and branches, would be operated as a part of the Keyser Division, with officers and employes reporting to the superintendent at Keyser, W. Va.

Baltimore

On January 1, C. A. Plumly was appointed superintendent of telegraph, headquarters Baltimore, Md., vice Charles Selden, retired. Mr. Selden will still retain the duties and title of general inspector of transportation.

On January 1, E. E. Ramey was appointed superintendent fuel and locomotive performance and the position of supervisor of fuel consumption was abolished.

Maryland District

On January 1, E. A. Workman was appointed district storekeeper, Maryland District, headquarters Camden Station, Baltimore, Md., vice O. V. McQuilkin, deceased.

Baltimore Division

Effective January 1, J. H. Lindsay, division accountant, Connellsville Division, was promoted to division accountant, Baltimore Division, with headquarters at Baltimore, Md., vice W. G. Carl, promoted.

Cumberland Division

On December 23, J. W. Deneen resumed his duties as superintendent of the Cumberland Division, vice acting superintendent C. B. Gorsuch, who resumed his position of relief superintendent.

Connellsville Division

Effective January 1, 1919, H. L. Cordrey, chief clerk to division accountant, Chicago Division, was promoted to division accountant, Connellsville Division, headquarters Connellsville, Pa., vice J. H. Lindsay, promoted.

Western Lines

Cincinnati

On December 15, W. L. Robinson was appointed superintendent fuel and locomotive performance and the position of supervisor of fuel consumption was abolished.

On December 1, C. H. Dyson was appointed fuel agent, with headquarters at Cincinnati, Ohio.

On January 1, E. B. Russell was appointed assistant to Federal Manager, with headquarters at Cincinnati, Ohio, vice F. A. Deverell, promoted.

Toledo Division

On January 22, W. B. Kilgore, road foreman of engines, assumed the duties of trainmaster, Wellston Sub-Division, vice W. E. Duffey, transferred.

On November 1, T. E. Britt was appointed storekeeper at Dayton, Ohio, vice M. Q. Ladd, assigned to other duties.

New Castle Division

On January 6, R. A. Mason was appointed terminal trainmaster, New Castle Junction, vice L. M. Bowser, resigned.

Cleveland Division

On December 16, C. H. Rothgery was appointed storekeeper at Lorain, Ohio, vice W. H. Dean, transferred.

United States Railroad Administration

News from Washington

Railway Employes should Hold their Liberty Bonds

Because they represent the very best possible investment and have the guarantee of the United States government behind them, employes of railroads who have subscribed to liberty loan bonds of the various issues should retain them if it is possible for them to do so. Only in cases of absolute financial necessity should they part with them and then only upon the most advantageous terms.

The attention of Walker D. Hines, Director General of Railroads, has been called to the practice of a number of railway employes throughout the country who are disposing of their liberty bonds at prices below the current market value. In order that the real situation respecting these investments might be placed before the employes, Mr. Hines issued a warning on January 28 to those contemplating the disposition of their liberty bonds.

"The cash value of the various liberty bond issues," he declared, "depends upon the amount for which they can be sold on the stock exchange and the price fluctuates to some extent each day. None of these bonds can at present be sold for the full face value because the number available for disposition exceeds the demand to an extent which depresses the selling price somewhat below the face value.

"All the prominent city papers print quotations showing the prices paid for liberty bonds on the stock exchanges the previous day, so that by reference to the papers it is possible to determine about what price should be received for any issue which circumstances may make it necessary to sell. The retention of bonds should, however, be strongly urged, because they are the safest kind of an investment and yield a rate of interest considered by bankers consistent with the maximum safety of principal and interest.

"When for any reason circumstances require that a bond be sold, arrangements can undoubtedly be made with local banks to make the sale for a small fee, representing not more than the actual cost of the transaction to the bank. If sale is made through a stock exchange, a few days are required to conclude the details.

"It is a patriotic duty for citizens to continue to hold these bonds wherever it is not absolutely necessary to dispose of them. Therefore, employes should look with suspicion upon the motives of any persons who endeavor to persuade employes to exchange their bonds for securities of other character; because the purpose of all such offers is to put these bonds upon the market, although this is distinctly contrary to the interest of the government. Another purpose of such offers frequently is to persuade employes to give up a perfectly good bond for some security of far less value, or possibly without any value, although accompanied with promises of large returns. Employes, therefore, should be carefully on their guard against such proposed exchanges and should retain their bonds both to aid their government and to protect themselves, except when necessity compels a sale and then they should be sure they get good value."

Capital Expenditures for 1918

The United States Railroad Administration authorized improvements to roads under Federal control up to December 31, 1918, amounting to \$573,150,159. Of this amount there had been spent up to November 30, 1918, \$242,260,435.

For equipment there was a total of \$658,893,761 authorized for the calendar year of 1918, of which amount \$254,060,941 had been expended by the Railroad Administration up to November 30. Of the total amount authorized for equipment, \$201,935,881 represented expendi-

tures for locomotives, of which \$79,641,175 worth were authorized by the Railroad Administration. Of the total amount authorized for this purpose, \$91,459,107 had been spent up to November 30, 1918, there being a total of \$28,621,655 expended for locomotives during this period ordered by the Railroad Administration.

During the year 1918 there was a total of \$386,859,529 authorized to be expended in the construction of new freight cars, of which \$128,680,889 had been spent up to November 30, 1918.

For passenger cars \$15,941,649 were authorized to be expended during the calendar year of 1918, while \$11,459,571 had been expended for this purpose up to November 30, 1918.

New Scrip Books on Sale

Beginning February 10, the Railroad Administration placed on sale a large denomination scrip book containing \$90 worth of coupons at a total cost including war tax of \$97.20. These books will be good over all railroads under Federal control and will be accepted for passage on trains and for payment of baggage charges, the contract conditions being the same as the \$30 and \$15 books on sale for a number of months past. The books will not afford a discount from normal fares but will be a convenience to those who have occasion to travel constantly, obviating delay incident to purchase of single trip tickets at ticket offices. On account of the limited demand for such a large book, sales will be confined to the larger cities having consolidated ticket offices and union stations, but on application ticket agents in the smaller cities will obtain books for purchasers.

New Construction for 1918

According to figures made public on February 8, there were 2,622 locomotives shipped to railroads under Federal control for the year ended December 31, 1918. Of this number, 744 were constructed under orders of the Railroad Administration, while 1,410 were contracted for prior to the government's operation of the transportation facilities.

In the total were 200 Russian decapods, constructed for the Russian government, but these were never delivered owing to the situation which arose in that country, necessitating a

change in plans. Of the total number of locomotives delivered during the calendar year 1918, 540 were assigned to the Allegheny Region, 375 to the Central Western Region, 902 to the Eastern Region, 236 to the Northwestern Region, 105 to the Pocahontas Region, 361 to the Southern Region and 103 to the Southwestern Region.

For the calendar year of 1918, there were 700 passenger cars delivered to class-one railroads, while for the same period there were 40,850 freight cars turned out. Of this number, 8,663 were constructed in railroad shops.

Homeseekers' Bureau Established

Through its agricultural section, the United States Railroad Administration has established a Homeseekers' Bureau whose function is to furnish information to returning soldiers and war workers generally regarding available land in all parts of the country which can be used for farming, stock-raising, dairying and kindred pursuits. The railroads of the several states are preparing to distribute at their own expense a folder setting forth facts with reference to climate, production, markets, schools, churches and other data needed by homeseekers in their quest for available land upon which they propose to settle.

The information thus obtained is being distributed at ticket offices in the demobilization camps, at the booths of the War Camp Community Service and at the various Y. M. C. A. headquarters.

The railroad agricultural agents, as members of the Homeseekers' Bureau, have been organized into state groups and they are at work assembling reliable information on soil production, markets, transportation facilities and approximate size of the farms that can be procured.

In this work, the Railroad Administration is cooperating with the state agricultural colleges and the state boards of agriculture. Hundreds of inquiries have already come to those in charge of the Homeseekers' Bureau seeking information about farm opportunities, and they are being answered as promptly as they can be assembled.

The states of Arizona, Colorado, California, Idaho, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, Oregon, North Dakota, Washington, Wisconsin and Wyoming will be looked after by what has been

designated as the North and West Committee of Railroad Agricultural agents. The states of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Kentucky, Louisiana, Arkansas, Oklahoma and Texas will be taken care of by the South Committee of Railroad Agricultural agents.

Changes in the Office of the Director General

On January 29, Walker D. Hines, Director General of Railroads, announced that, in addition to Oscar A. Price, assistant to the Director General, Brice Claggett, heretofore private secretary to the Director General, is appointed assistant to the Director General.

Mr. H. A. Taylor, heretofore assistant to the Assistant Director General, was appointed general assistant to the Director General.

Mr. G. H. Parker, heretofore assistant to the Assistant Director General, was appointed financial assistant to the Director General.

No Change in Rates Contemplated

Because of many misleading reports appearing in the public press to the effect that the Railroad Administration contemplated an increase in freight rates in the near future, the Director General on January 20 made this announcement:

"There is no foundation for the report that the Railroad Administration has given or is giving any consideration to any increase in the present basis of rates.

"The results of operations for the year will be largely dependent upon the volume of traffic. If the volume of traffic should be as large as last year, it is believed the operating income would be sufficient to pay the rental. As soon as any reasonably satisfactory conclusion as to the probable volume of traffic can be formed, the public and Congress will be given the best possible estimate of the prospects for 1919."

Crusade Against Train Thefts

At Elmhurst, New York, on Saturday, January 18, Lehigh Valley conductor Robert Butler and Harry Bernst, baggagemaster at Rochester Junction, were found guilty by a jury of stealing \$600 worth of overcoats from a Lehigh Valley car and were sentenced; Butler to six years and

Bernst to five years in the Maryland State Penitentiary at Baltimore.

In sentencing Butler, Judge Hazel said:

"The government is determined to stamp out this crime of car burglary. They are entirely too numerous and to my mind the fact that you were once a respected citizen and a leader in your party does not mitigate the circumstances in your case whatever."

In passing sentence upon Bernst, the Judge declared:

"You committed this crime while the government was at war. You disregarded this fact entirely. There are no mitigating circumstances in your case."

Railroads are Operated by Railroad Men

WASHINGTON, D. C.—In an address before the first regular meeting of the Railroad Club, held at Washington on February 12, Mr. T. C. Powell, Director of the Division of Capital Expenditures of the United States Railroad Administration, denied in the most vigorous terms that the railroads are now being operated by men who have, heretofore, had no experience in transportation matters. He told of the achievements of the railroads, officials and employes during the war and of the work performed by them in bringing about the defeat of the Kaiser.

"We now hear the phrase 'Railroads operated by the Government,' Mr. Powell declared. 'The railroads are being operated by railroad men from top to bottom and all the credit and all the blame will be given to railroad men.

"When the Director General of Military Railways organized his engineer regiments for service abroad, he hired railroad men, and when he wanted to get men to handle the boats and barges on the canals and rivers of France, he cabled over for expert tow men.

"These railroad men in France got down to brass tacks and built docks and terminals, operated trains and transported men and ammunition like the loyal and enthusiastic railroad men they were and are.

"When Commander Buell told of the work of mounting the big guns that bombarded Metz, he said the trouble was not to get the railroad men to work, but to get them to take the necessary rest. They started up before the whistle blew in the morning and kept at it at the rate of sixteen to eighteen hours per day.

And so when General Pershing sent in his report to the Secretary of War he felt that the formal commendation of the Engineer Corps was not enough but made a separate and special reference to their splendid services.

"The first civilian in the history of this country to receive the Distinguished Service Medal of the United States was a railroad man—Mr. S. M. Felton, President of the Chicago Great Western.

"That is the record we have before us.

"The public will not be deceived, and any departure from the high standard of which we are capable, cannot be blamed on Government operation: It will be blamed on us.

"You cannot fool your neighbors.

"The neighboring public knows that the men who are operating the railroads today, from the highest to the lowest, are practically the same men, with only a slight change in personnel, who were operating the railroads two years ago, before the war.

"A short time ago I saw a picture, which wasn't very much of a picture. There was a fence, and a woman looking through the fence, and a small boy on the pavement outside. The woman was calling: 'Violet Marie! Come into the house!'

"The small boy helped out by calling: 'Hey, Carrots, your mother wants you!'

"We may try to fool the public by calling out 'Violet Marie'—otherwise Government operation—but the public will respond 'Hey, Carrots'—otherwise railroad men.

"I like the military phrase Carry On. Somehow it expresses vigor and continued forceful action, and if it were not stealing army thunder, I would like to adopt it as our motto.

"Few of those here actually operate the railroads, but all of us enter into the general scheme.

"The prompt delivery of a letter may be the thing in a day's work.

"I never had much sympathy for the man who bet on a horse for 'place.' If he hasn't the nerve to bet on a horse to win, he is simply playing safe, and if our Marines had merely played safe on the St. Mihiel salient, where would their honor and glory be, and what would be the status of the war today?

"You have all heard of 'The Message to Garcia,' the story of Andy Rowan, who, in spite of all obstacles, delivered to General Garcia the vital message he was charged with.

"The account written of it has become a classic, but we have as the head of our organi-

zation one who in his early business life carried through with the same promptness and effectiveness the errand with which he was charged.

"I was told the following story by Mr. M. H. Smith, president of the Louisville and Nashville Railroad.

"At that time it was reported to Mr. Smith that a bill had been prepared for presentation to Congress, giving the Interstate Commerce Commission extended powers, and which bill, as the report reached Mr. Smith, would have been injurious to the prosperity of the railroads.

"Mr. Smith felt that it was necessary for him to have a copy of the draft of the bill, and he sent for the General Counsel of the Louisville and Nashville Railroad to find out if he could make the trip from Louisville to Washington immediately and secure this copy. The General Counsel could not spare the time as he was engaged on a law suit of a pressing nature, but said that perhaps one of the younger men in his office could do the work as well, and he sent this young man into President Smith. Before that the two had not met except in a casual way. Sufficient to say that the trip was made; a copy of the bill secured and delivered to Mr. Smith even more promptly than he required.

"This was but an incident in the career of Walker D. Hines, afterwards vice-president of the Louisville and Nashville Railroad, general counsel and chairman of the board of the Santa Fe, and now Director General of Railroads.

"With that example before us, we must Carry On as railroad men and 'deliver the goods.'"



Several days ago when train No. 67 stopped at Carpenter station on the Philadelphia Division a passenger noticed an employe get off the train on the side opposite the station. He told the brakeman it was a dangerous thing to do and should be discontinued. The passenger knew and so did the employe, but the latter chose to "take a chance." Some day he will take one too many chances and remember SAFETY too late.



Home Dressmaker's Corner

Prepared Especially for Our
Magazine by
"Pictorial Review"



Single Breasted Jacket in Tailored Effect

THE season has brought forth nothing more charming than this tailored costume developed in velours de laine. Any of the dark shades of brown, taupe, plum or blue may be selected. The jacket, which forms the subject of this lesson in home dressmaking, has a large convertible collar which when closed high and buttoned in surplice style is decidedly chic. The front and back are in the prevailing panel style, although the panels are not detached.

In medium size the jacket calls for $2\frac{1}{4}$ yards 54-inch material, with $3\frac{1}{2}$ yards 36-inch satin for the lining.

To properly cut the pattern, first fold the velours de laine on the cutting table so that each section can be laid into position before putting the scissors into the material. Place the front near the lengthwise fold, but with the large "O" perforations on a lengthwise thread. Next arrange into the position the back, collar and belt with triple "TTT" and single "T" perforations on the lengthwise fold, as indicated. The remaining sections are placed on the velours as shown in the cutting guide, the large "O" perforations in each instance resting on a lengthwise thread of material.

The front gore of the two-piece skirt buttons onto the lower part of the belt, which gives a touch of novelty to an otherwise very plain and practical skirt.

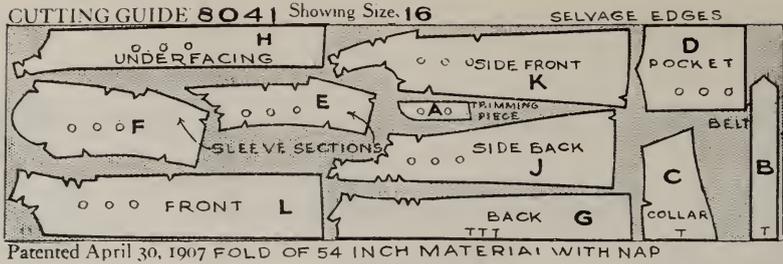
Pictorial Review JACKET No. 8041. Sizes 14

to 20 years. Price, 25 cents. Skirt No. 7339. Sizes, 24 to 32 inches waist. Price, 20 cents.



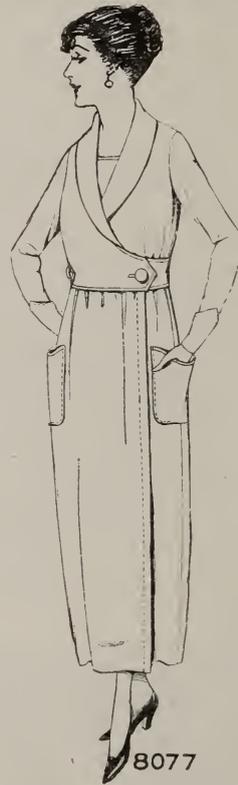
JACKET
8041
SKIRT
7339

A Simple Tailleur



8061—LADIES' HOUSE-DRESS (25 cents). Five sizes, 34 to 42 bust. Width at lower edge of skirt about $1\frac{3}{8}$ yards. As illustrated in first large view, size 36 requires $5\frac{1}{4}$ yards 36-inch material. As in second large view, size 36 requires $4\frac{1}{2}$ yards 36-inch material. Without lining; closed in front. Round neck perforated for square neck outline, finished with a round collar having points in front. The back of waist extends over the shoulders in yoke effect and is joined to gathered fronts. Long plain one-piece sleeves with turn-back cuffs. Three-piece gathered skirt attached to waist at one-

inch raised waist-line. The applied front panel hangs from the shoulders.



8077—LADIES' DRESS (25 cents). Eight sizes, 34 to 48 bust. Width at lower edge of skirt (open) about $1\frac{3}{4}$ yard. Size 36 requires 5 yards 36-inch material. Waist without lining; crossed and closed at right or left side front. Open neck finished with a shawl collar and inset vest. Long, plain one-piece sleeves with deep cuffs; perforated for shorter sleeves with cuffs. Three-piece gathered skirt with one-inch raised waist-line. Closed at left side-front. Large patch pockets (which may be omitted).

Mincing Her Steps to Walk in Fashion's Straight and Narrow Way—Draped Lines Continue to be in Greatest Favor

FASHION'S heights are not reached by long strides, but rather by steps that are confined. The powers to whose lot it falls to decide matters fashionable seem agreed that skirts continue long and only as wide as grace will permit. What may follow for spring, when wool conservation no longer will be a matter of necessity remains to be seen.

There is plenty of variety in skirts, whether they be for separate wear or part of costumes. Draped lines of one sort and another are first favorites, and there are many skirts without hems at the bottom, the lower edge being finished with braid, picoted scallops or bands of fur. It would be difficult to enumerate all of the curious fancies which appear along the bottom of skirts. One finds especially attractive, however, a hem turned back on a straight, narrow blue serge skirt and set in like the cuff of a man's trousers. Large buttons are sewed at intervals around this hem and hold it in place. Heavy silk cord is employed as a finish for many skirts without hems.

Velvet of finest texture is made up in separate skirts and with such models it is easy to add a jacket. A great deal of dark blue is used for velvet suits, an attractive model having a straight skirt, gathered at the waistline, finished with a cord at the bottom and trimmed with inserted pockets. The jacket is a long straight affair, belted loosely at the waist and trimmed with collar and cuffs of fur. This season the length of tailored jackets follows no hard and fast rule. One sees coats cut knee length and even longer; others half way between waist and knees. The long mannish taitleur is particularly becoming to slender women. It has the great advantage that, even when it is not built with a gilet of its own, it can be worn open so as to show waistcoat or blouse underneath, a thing that is difficult with the half-length jacket, especially when the lapels cross deeply over each other.

Black velvet frocks with broad vests of metal cloth or novelty satin are smart for dressy wear. In the latest models the vests are "played up" very strongly, sometimes forming the front of the waist and extending below the girdle. A stunning design has the vest of silver cloth with a touch of bright blue embroidery scattered through the

metal outlined pattern, making an unusually rich effect yet one that is not at all bizarre.

Dressy coats also are made up in black velvet. They have all the fine lines and finish of the coats well-dressed women delight to wear. In fact handsomer materials than ever are employed in the development of separate coats and although their design is simple, in most instances the coats are appropriate for almost any occasion. Nothing really is smarter than a plain black velvet coat trimmed with collar and cuffs of white, gray or taupe fur.

Since furs are exorbitantly expensive, many women are compromising by using smart little capes, stoles and collar and muff sets. The fur-like materials are also in great vogue.



8032—GIRLS' AND JUNIORS' DRESS (20 cents). Five sizes, 6 to 14 years. Size 8 requires $2\frac{3}{4}$ yards 32 or 36-inch plaid material, $1\frac{1}{2}$ yard 32 or 36-inch white material. Dress closed in back. High neck, perforated for round neck outline, front and back and for deep V-shaped neck. Long one-piece sleeves perforated for shorter length. Two-piece gathered skirt to be made with or without the pockets. The long, hanging back panel may be omitted.

Floral Designs Featured in Household Linens

By Kathryn Mutterer

BECAUSE it is the season for pretty things to be emphasized the display of household linens seems more elaborate than ever. Center-pieces in various sizes are attractive beyond the power of resistance and because they are so expensive when purchased already embroidered, many women are duplicating them during their hours of leisure, reducing the cost very greatly.

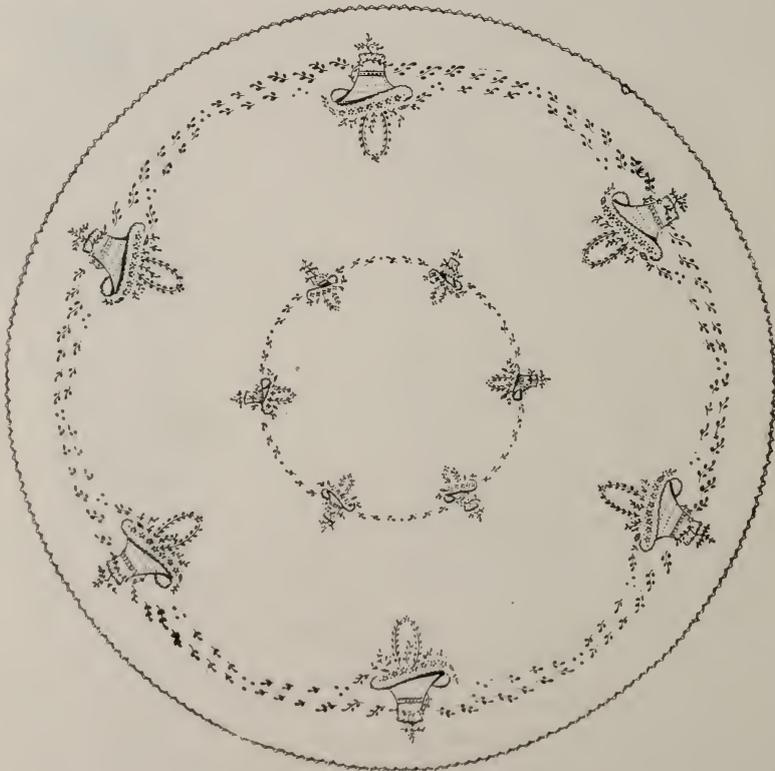
The centerpiece illustrated is particularly handsome. Eyelet embroidery, with raised satin and stem stitches, is used to develop a flower basket design. Buttonholed scallops finish the edges. The work is all white on a natural linen foundation.

There is nothing prettier than the eyelet stitch when it is properly done. It is not difficult, but should be made as carefully as possible. Begin an eyelet by running its stamped edges

with short stitches. If the foundation material is at all inclined to ravel it is better to make a second series of running stitches, having them come on both wrong and right side between those of the first row. After the running stitches have been put in, the eyelet should be cut. It may be punched with a stiletto, or it may be cut across the center in both directions. The latter is the better way, and after the straight cuts have been made, the corners may be cut off so that nothing remains inside the line of running stitches but a narrow edge of the material. This narrow edge and the running stitches should not be concealed entirely beneath and over the stitches, the latter put in smoothly and evenly all around, and drawn quite tight so that the cut linen is drawn close to the running stitches. They should be made as close together as possible without overlapping.

EMBROIDERY No. 12479, transfer pattern, blue, 52 inches in diameter, 35 cents.

Pictorial Review patterns on sale at local agents.



No. 12479—Centerpiece in Flower Basket Design



Safety Roll of Honor

Philadelphia Division

Patrick Hefferman, track walker, has been commended for finding and reporting to his foreman, C. Ganzman, a fence post, cross arm and two chunks of wood on top of a rail in track. Mr. Hefferman was not on duty at the time but was vigilant for the protection of the railroad and its passengers.

On January 29, section foreman M. Natale, while working at Chester, found a piece of flange from a car wheel. He immediately notified chief dispatcher, who stopped all trains for examination. A broken flange was found on P. R. R. 535343 car in extra west 4143, and the car set off at Silverside. Commendation has been placed on the record of foreman Natale.

Baltimore Division

On January 16, while walking along the railroad to school at Gaither, Md., Randolph Stull, age thirteen, found a piece broken out of cap of rail in joint, westward passing siding, first curve west of "G" Tower. He notified operator Watkins, who had a track gang put in another rail. The action of Master Stull is greatly appreciated by the railroad.

As train No. 32, engine 5073, conductor Beavans and engineer Kyne, was passing Brunswick, Cumberland Division, brakeman Nokes reported to operator at "WB" Tower that No. 32 had a broken tender truck. No. 32 was notified at Washington Junction and it was found that left front pedestal brace bolt on tank truck was lost, letting brace down on the rail. No. 5073 was cut off at Washington Junction and helper engine 4309 moved No. 32 forward with a delay of eighteen minutes. Brakeman Nokes is commended.

Connellsville Division

While on his way to Collier Coke Works at 3.30 p. m. on December 19, bridge inspector W. H. Cotton discovered two broken rails in less than twenty-five feet. He flagged extra train, engine 2598, and made arrangements for repairs and has been commended by the superintendent.

General superintendent of police Denton has commended conductor Sterner and his crew for the good work done by them in connection with robbery of N. Y. B. & M. car 2180, while local west was being worked at Hyndman, Pa., on December 2. Their quick action resulted in the arrest of the two thieves.

New Castle Division

On January 2 conductor M. Dempsey discovered a condition at Youngstown depot which he temporarily corrected and reported to the dispatcher, who had permanent repairs made. Mr. Dempsey has been commended by the superintendent.

On November 20, while extra 4093 west was passing Newton Falls depot, operator McLaughlin noticed load of pipe leaning to the eastbound main track. He promptly notified the conductor, who examined car and set it off. It was necessary to transfer contents of car owing to condition of load. Mr. McLaughlin has been commended by the superintendent for his watchfulness, and the way he handled the matter.

On November 30, while an extra west was pulling out of Newton Falls, section foreman F. Jocozze noticed fire dropping from the trucks of N. Y. C. car 230278 and stopped train. Floor of car was found to be on fire and with the assistance of his men the blaze was extinguished. He has been commended for his action.

On December 29 operator G. G. Steinmetz, at Youngstown, reported an unsafe condition on extra 4035-4319 east. Train was stopped at Haselton and condition remedied. The superintendent has arranged to place a commendatory entry on Mr. Steinmetz's record.

On December 23 operator J. W. Pennell, on duty at Ravenna, reported an unsafe condition with respect to train second No. 7. The information received enabled the crew to correct the condition and in view of the interest displayed by operator Pennell, the superintendent has placed a commendatory entry on his record.

On December 26 operator A. L. Brennaman, on duty at "XN" Tower, noticed condition on train No. 16 which he reported to the dispatcher. Train was stopped at "TF" Tower and condition corrected. Mr. Brennaman has been written a commendatory letter by his superintendent and entry placed on his record.

H. E. Ashwell, second trick joint operator at Greenwich, Ohio, on his way home from work on the night of February 10, noticed conditions of track which he immediately reported and had corrected. Mr. Ashwell has been written a commendatory letter by the superintendent.

Newark Division

Yard conductor L. Yoho discovered a bent axle under car in an extra west moving through Zanesville Yard on January 26. He immediately took action and succeeded in stopping the train when car was set off and a probable accident averted. Conductor Yoho has been commended.

Yard brakeman W. E. Frame, of Zanesville, discovered a broken rail in the main track on the morning of January 18. Trackmen were notified and repairs were made, preventing possible damage. He has been commended.

Cleveland Division

G. C. Love, conductor in charge of train No. 4-83, engine 4322, January 9, while on his way from the caboose to the telegraph office at Dover, found a piece of sand pipe, about five feet long by one and one-fourth inches in diameter, with a sleeve union about two inches in diameter, caught in frog at a slag spur at the end of the double track, the pipe evidently having been lost from some engine while passing over this frog. Conductor Love removed it im-

mediately, thereby preventing possible accident. He has been commended by the superintendent.

A. Kelly, yard clerk, Cleveland, January 15, about 9.00 a. m., discovered a broken rail on westbound main track near Cleveland Electric Illuminating Company's plant, Cleveland, Ohio. He flagged train No. 91 and saw that repairs were made. He has been commended by the superintendent.

Ohio Division

On December 30 engineer J. Britton, in charge of engine 2734, when brake pipe of this engine broke off at key near brake valve, which cut out use of engineer's brake valve, immediately crossed air over to straight air brake valve and handled train successfully to terminal without reducing tonnage or delaying train. For his good judgment under emergency circumstances he is commended.

On January 12 engineer William Cadden, on train No. 3, while passing Old King's station, west of Mineral, Ohio, noticed whiskey barrel lying in ditch, and from its appearance judged it had only been there a short time. He made prompt report and on investigation it was found that this barrel, containing forty gallons of whiskey, had rolled out of car in passing train. For interest displayed in making prompt report, engineer Cadden has been commended.

Indiana Division

At North Vernon, December 28, fireman Ray Jennison was on an engine which was standing partly on a crossing on one of the lead tracks at State Street, North Vernon, and another engine in charge of foreman Grate was approaching the crossing on the other lead track. At the same time No. 44 was approaching this crossing from the west. The engine, which was on the crossing on which Mr. Jennison was working, was making considerable steam and obscuring the engine in charge of foreman Grate.

An automobile approached the crossing about this time and the driver did not notice No. 44 approaching, but seemed to be watching the engine on the lead and was endeavoring to get over the crossing ahead of this engine. Fireman Jennison saw the situation, jumped down from his engine, ran to the crossing and flagged the automobile, which stopped just clear of the main track and was saved from being struck by No. 44. The one engine was almost over the

crossing and the crossing watchman could not see the automobile coming on account of the steam.

The quick action on the part of fireman Jennison no doubt prevented a serious accident and possible loss of life as the automobile was full of people and another machine was following the first so closely that when the first machine made the sudden stop the second machine ran into the rear of the first. There was a very good chance of both machines being struck by No. 44 had it not been for fireman Jennison. He has been appropriately commended and an entry of his act made on his service record.

Illinois Division

On January 8, while his car was passing first overhead bridge west of Lebanon on the Baltimore and Ohio, conductor E. J. Reis, 507 North Sixth Street, East St. Louis, Illinois, in charge of a car on the East St. Louis and Suburban Railway, discovered the overhead bridge on fire, stopped his car and extinguished the blaze, thereby saving the Company considerable loss as well as probable delay in the event the bridge had burned and obstructed our track. Mr. Reis has been written a letter of thanks by the superintendent and a copy of the letter has been sent to the officials of the Company, Mr. Reis being assured that his watchfulness and interest in the welfare of the railroad is greatly appreciated.

On January 25, while extra 2581 was passing the office at Lawrenceville, operator L. H. Edmiston noticed brake beam down on a car in the train and called the attention of the crew to the condition as the caboose passed the office. The train was immediately stopped and repairs made, thereby preventing a possible accident. This is the second time in the past few months that operator Edmiston has noticed unsafe conditions under trains passing his office and he is highly commended for his watchfulness and interest in Company's welfare.

Commendatory notations have been placed on the records of engineer C. Akers, fireman J. E. Moran and brakeman C. D. Judy for interest shown by them in extinguishing fire at overhead bridge just east of O'Fallon on January 7. These men were with extra 1567, a light engine. While passing under first overhead bridge east of O'Fallon they noticed bridge was on fire, stopped engine and extinguished the fire before the bridge was damaged to any great extent.

Conductor J. E. Heath, with extra west 2509, on January 16, in setting out some cars on back track at Furman, Illinois, observed smoke coming from an empty box car, and, upon closer examination, it developed that floor was burning. By using squirt hose on engine the fire was extinguished before much damage was done. For his close observance in discovering this fire and prompt action taken to extinguish it a commendatory notation has been placed on the record of conductor Heath. This is the second commendatory notation that has been placed on Mr. Heath's record in the past few months, both indicating extreme watchfulness on his part.

Toledo Division

On November 5, 1918, while extra 4182 was passing through Middletown, Ohio, at about 6.15 p. m., engineer Crum, looking backward, noticed that sparks were flying from the train. He immediately brought the train to a stop, and upon examination it was found that car Penna. Co. No. 281526 had a broken wheel, with about one-third of the flange gone. By engineer Crum's vigilance and prompt action in stopping the train, a possible and serious accident was averted.

On December 24, 1918, while extra 2525 north was passing Troy, Ohio, operator W. T. O'Neil noticed a brake rigging under a car in this train dragging. The train was stopped and upon investigation discovery was made that brake rigging from under the tank of the engine pulling the train had been jerked off by something, was then caught by a following car. The close vigilance of this employe is not only commendable, but averted a possible serious derailment.

On December 8, 1918, while extra 4052 north was passing "SW" Cabin telegraph office, operator W. L. Small noticed a car in this train with broken flange. The train was stopped and car set out, thus averting a possible very serious derailment. The vigilance of this employe is commended.

On December 16, 1918, while C. C. C. & St. L. train No. 5 was passing over our joint track through Dayton, operator H. L. McNutt noticed that brake beam under private car No. 150 was broken. He immediately reported same to the dispatcher, the train was stopped and the defective beam removed. For his vigilance this employe is commended.



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Law Department

Correspondent, G. W. HAULENBEEK

If men, married men, would only get in the habit of praising things that are provided at home, notably the breakfast in the morning, it would cause the wife to smile and possess a feeling of encouragement all the day long.

My contribution to the February MAGAZINE brought forth a salutation from my young friend, William Berry, the juvenile clerk of the department. It did me good. If one can be the recipient of one single little word of commendation, it goes a great ways towards a generous degree of comfort and satisfaction.

E. W. Young, our chief clerk, was on the sick list recently for a few days, and Duncan K. Brent, one of our attorneys, was also confined to his room for a short time.

The employment of Evan D. Llewelyn, to take the place of a young gentleman who was transferred to another department, occurred on January 30. Mr. Llewelyn is showing adaptability and efficiency, and we are growing very fond of him.

I hope all of the correspondents received a letter similar to the one sent to me, written by the retiring editor of the MAGAZINE, William F. Braden. I had just begun to appreciate him and

his services and we all wish him success in his new work as welfare agent.

Captain A. Hunter Boyd, Jr., of our department force, in a letter to E. W. Young, chief clerk, dated January 18, writes of a two weeks' vacation he enjoyed quite recently. Captain Boyd spent one week in Nice on the Mediterranean, two days in Paris and the remainder of the time traveling. Lieutenants Allen S. Bowie and Francis Ralston Cross, also of the department, had similar leaves of absence at Nice.

Our Charles Radley Webber, assistant general attorney, now in the foreign Y. M. C. A. service, has arrived on the other side, safe and well, as per cable advices to the Law Department, and we are rejoicing over the good news. It is proper to record the fact that we are missing him. Mr. Webber had no office hours; he was always on duty. I never saw such a worker; positively tireless. Sundays and evenings and holidays he was always at his post, and he was unselfish. After his departure for the other side, the Law Department received telegrams from many of our counsel on the line of road, expressing regret at his leaving. Here is a sample of the messages I refer to:

"Every good wish go with you in your work abroad."

While I have been good naturedly warned by some of my colleagues in words and figures following—"Don't you put me in the MAGAZINE correspondence; if you do, I will never speak to you again"—I shall be severely handicapped without question, but I shall still be on guard and give the readers of my Law De-

partment space in the MAGAZINE, the best in the shop. When they are promoted or other good things come to them, I shall have to obey the injunction, remain silent and let it go at that.

I long, however, for a letter from my good friend Mr. Webber, detailing and describing his trip across, and shall rush it to the editor with all haste possible, for I know it will be full of interest.

Timber Preservation Department

Correspondent, S. O'NEIL

On Monday, November 9, James Meese, son of H. L. Meese, assistant to F. J. Angier, superintendent of timber preservation, died at the home of his father in Relay, Md. "Jim," as he was familiarly known by his many friends, was taken sick at the treating plant on November 3 and came home at once. "Jim" entered the service of the Company as clerk at Locust Point, was then transferred to the office of superintendent timber preservation as stenographer, but becoming interested in the treating of cross ties, he was sent to timber treating plant at Green Spring. By hard work and attention to his duties, he did good work, and was made treating engineer, which position he held at the time of his death. His passing caused great sorrow among the employes of the plant. "Jim's" remains were buried in the family plot at Markleton, Pa., on November 21. Every one connected with the Timber Preservation Department extend their sympathy.

Car Service Department

Correspondent, H. T. DAVENPORT

We are glad to have a visit from John J. Casey, one of our former employes, who has

just been released from Camp Meade Hospital after having been treated rather roughly by the Huns. Mr. Casey was one of a party of fourteen on scout duty, of which but three escaped without serious injury.

H. E. Weidman, G. C. Schildwachter and W. G. Carpenter have returned to the office from military duty.

W. E. Lovering, who started his railroad career with the old Baltimore and Washington Car Demurrage Bureau in 1890, and who was transferred to the railroad when that work was taken over in 1910, left the service at the beginning of the year to accept a position with the Southern Supply Company.

It seems that the war has strengthened the courage of our young men, and we are able to announce a new crop of weddings. Miss Mildred I. Hyman and Herbert Goeb lined up before the parson at the parsonage of the Church of the Reformation on January 29. Miss Grace E. Johnson and Howard M. Ward did likewise at Overlea M. E. Church on February 4.

Miss Miriam Scarborough has resigned from the service to take up a course in nursing at the Hebrew Hospital.

The first Triangle Social Dance of the season was held at Schanze's Hall on January 22, and conducted by the following committee from the Car Service Department: Messrs. G. H. McClelland, H. Oberender, C. Bayne, C. Henze, C. Hornfeck, Misses Ellen Sims, Marie Dreschler, Anna Connor, Matilda Baer and Agnes Lopez. Through this MAGAZINE, the committee wishes to thank all of the employes and their friends who attended and made the evening one of success and pleasure. During the evening refreshments were served by Mr. Bopp. Chaperons for the evening were Mr. and Mrs. Roy Petticord and Mr. and Mrs. George Smith.

Engineering Department

Correspondent, MRS. R. G. BOONE

E. L. Gosnell, formerly office engineer at Cincinnati, Ohio, has been appointed assistant to chief engineer, vice A. C. Clarke, who recently went to Pittsburgh.

We wish to congratulate Mr. and Mrs. Roger H. Bell upon the arrival of Roger H. Jr., a nine and one-half pound boy, on January 24, 1919. Mr. Bell is a timekeeper in the office of district engineer Richard Mather.

H. B. Browne of this office has received a postal from Arthur H. Schaffer, formerly assistant secretary to chief engineer, at present an aero operator on a United States transport, stating that he has been spending a few days in Nantes, France.



James Meese, late Treating Engineer at Green Spring Timber Treating Plant



Judas before Caiphas, from "Veronica's Veil"

The following boys have been honorably discharged from the government service and returned to their former positions: Second Lieutenant George N. Holman, Company E, 810th Pioneer Infantry, Camp Greene, N. C.; Corporal Charles S. Lutz, Headquarters Company, 33rd Field Artillery, Camp Meade, Md.; Private A. W. Schell, Students' Army Training Corps, St. John's College, Annapolis, Md.; Private D. W. Tilman, Students' Army Training Corps, Bliss Electrical School, Washington, D. C.; Ensign Charles Tiemeyer, Mine Sweeper, 5th Naval District, aid to Squadron Commander, basing at Norfolk, Va.; Second Lieutenant William G. Steinmetz, Field Artillery, Camp Zachary Taylor, Ky.; Private Luther Westerman, Students' Army Training Corps, St. John's College, Annapolis, Md.; Private S. Bichow, Students' Army Training Corps, Lehigh University, South Bethlehem, Pa.; Sergeant J. M. Baker, Company D, 147th Engineers, Fort Benjamin Harrison, Ind.; Private H. R. Frantz, Company R, 21st Engineers, Fort Benjamin Harrison, Ind.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

In compliance with Supplement No. 7 to General Order No. 27, seniority roster has been posted as of January 4, 1919, as well as bulletin of vacancies and appointments.

Completing list of and additional changes of our organization are noted: C. M. McNinch and H. W. Hohman to be head clerks; J. H. Ries, to be assistant head clerk, Interline Settlement Division; J. C. North to be head clerk and

Georgé C. Bourne to be assistant head clerk, Revision Division.

B. B. McCaa, auditor freight receipts of the Seaboard Air Line, visited us recently.

Shane McShane wears a pleasing smile these days. It's a girl. Congratulations, Mack; may she live long and prosper.

Supplement No. 7 has arrived in the J. R. McDonough household—it's a girl.

The Monumental Minstrel Troupe and Orchestra, an aggregation of Accounting Department employes, entertained the wounded soldiers at Fort McHenry on the evening of January 7; at Edgewood Arsenal, where the poisonous gases are made, on January 9; and at Camp Holabird, the automobile assembly plant, on the evening of January 14. The boys and girls were well received. The end men were Messrs. Joe Heine (of Ellicott City), Schuck, Johnson, Kelly, Towne, with Dave Green and Jim O'Toole holding the premier parts. The solos were by the Misses Helen Wehe, E. M. Ritter and R. Bredehoeft, Messrs. H. W. Erdman, Elmer Hoos, Stanley Wolf, Homer Porter and Frank O'Toole. We are getting chesty over our show. Harry E. Doron, of this department, is the aggressive business manager.

Tiffany settings are conspicuous hereabouts and there'll be pretty girls in white marching to the strains of sweet music. Time will tell, even if daisies won't, when Johnny comes marching home.

W. R. Harman, operating the Baltimore and Ohio account in the office of the auditor freight traffic, recently called. We are always pleased to have visitors for mutual exchange of ideas tending toward cooperation and more efficient methods.

George L. Jones, traveling auditor of the Cleveland Division, was in the city recently, assigned to special work.

"Tenshun" Patriots! Rally to your country! Buy Victory Stamps and boost your own cause! The Company needs every minute of the day. Let's all of us keep right on the job.

Veronica's Veil

Nestled among the hills of Bavaria, where the Gau River has its source, lies the village of Oberammergau, rich in traditions and folklore. During the Middle Ages, when the Black Death threatened to devastate Europe and the scourge was at the village gate, entreaties were made that the village be spared, and vows taken to a merciful Providence. The prayers of the poor potter folk, for such they were, were heard, and in commemoration of the blessing, a Passion Play, depicting man's redemption, was given. This has been repeated every ten years since that time and people have traveled from all parts of the world to see the simple village folk give this sacred play.

In this connection it is interesting to note that in one of the most successful of the recently produced war movies, the character of Anton Lang, who for several decades has taken the part of the Christ in the Passion Play, was introduced. Naturally he was not shown as the cruel Hun responsible for the world conflagration and sadness but in the part of a common German soldier who had not forgotten the word of his Master, "Blessed are the merciful."



Miss Agnes Weishaar, Auditor Merchandise Receipts Office, as Sabina in "Veronica's Veil"



Miss Helen M. Nugent, Auditor Merchandise Receipts Office, understudy in "Veronica's Veil"

A Rev. Bernadine, of Hoboken, N. J., made an American version of the Passion Play several years ago and as "Veronica's Veil" it has been played by religious organizations in this country. One of the successful productions is that which has been given for the past four years during the Lenten season at Whiteford Hall, Irvington, Md., on Sunday afternoons and it is interesting to note that a number of Baltimore and Ohio employees have been largely responsible for its success.

A group picture from the production is here shown with Miss Gertrude Holbein of the Auditor Merchandise Receipts' office, as Miriam, on the extreme left. Next but one to her is Miss Irma Quigley of the Purchasing Agent's office, as Cleopatra. In the centre, standing, is Judas Iscariot, played by Frank Holbein, formerly of the railroad but now with the 117th Trench Mortar Battery, and seated on the right is Walter Spurrier, also a former employe who went into the army.

These young men and women are to be congratulated on their interest in so worthy an avocation. It takes hard work to perfect artistry good enough for a play of this kind and hours of rehearsal to make it presentable for performance. The play will be given this year as in the past.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Pretty soon we'll hear the call of the robin, the thud of the "ash" and the plunk of the old pellet as it finds a deep pocket in the waiting mit. All of which means that the time is draw-

ing near for the annual ball game between the Married and Single Men of this office, and the single men had better start early and practise late if they hope to make a presentable showing in this year's classic at Westport. There is one advantage in having a late Good Friday; it gives the single men longer to get ready. However, the three times champs, the Married Men, do not anticipate having a great deal of trouble cleaning up, and cannot see anything but another victory, making four straight.

W. B. Stockett, claim checker and stationery clerk of this office, has returned to Sanatorium, Md., where he is undergoing a rest cure. We trust the rest and mountain air will have a beneficial effect and be the means of putting him back on his feet again.

We have often heard the remark, "If looks could kill," but never really understood the meaning until quite recently, when our old friend "Cinnamon" Charlie Spedden got the notion that he would like to take a "look" at Sheesley's Circus. Charles dedicated one whole Saturday afternoon to this task and the first phenom that greeted his eyes upon entering the Zoo was a puny little fellow of about 600 pounds avoirdupois. It was a sad day indeed for Sheesley, the Human Mountain and the Circus going public, for no sooner did Charles "look" at the poor fellow than straightway did he complain of feeling bad, and the following day witnessed his demise.

Just think what an awful catastrophe it would have been had Charles first "looked" at the 6,000 pound elephant! That also brings to mind the thought that this country overlooked a winner in not sending "Speed" across to France to "look" at the German army. What terrible havoc he could have worked over there! If a 600 pounder succumbs before his gaze, what would a mere 150 or 200 pound super-man amount to. Why gas, tanks, TNT or anything now on the market would have been a mere "bag of shells" compared to him. (Here's hoping he don't look hard at me for writing this.)

All the critics seem to agree that it is some feat to be an end man in a minstrel show. I guess that is why they picked "Joe" Heine for that job in the show recently given by the Clerks' Union. "Some Feet!"

Auditor Revenue

Correspondent, HOWARD D. BAKER

In the death of George D. Seidenstricker, who for nine and one-half years was chief clerk to the auditor of revenue and held in the highest esteem by his associates, the Company has lost a loyal employe.

Mr. Seidenstricker died on January 10. He was born in Baltimore, August 10, 1858, and entered the employ of the Baltimore and Ohio as a clerk in 1885. He was promoted to a travel-



George D. Seidenstricker, late Chief Clerk to Auditor of Revenue

ing auditorship October 1, 1898, but returned to this office March 1, 1905, was made chief clerk on August 1, 1909 and held this position up to the time of his death. All of his friends will miss him.

Mr. Seidenstricker's father was at one time chief clerk in the Passenger Department. When the Baltimore and Ohio wanted to borrow two million dollars from the City of Baltimore to build the Railroad, Mr. Seidenstricker's grandfather offered a resolution in the City Council to increase it to five million, and it was passed.

J. P. O'Malley, auditor of merchandise receipts, who was promoted to auditor of revenue vice J. M. Watkins, deceased, was presented with a beautiful basket of flowers by the clerks of the office. After the presentation the auditor gave a brief talk to his new associates. We wish him every success.

Private Louis W. Gerber has returned to our office again. He was drafted for military service and went to Camp Meade July 24, 1918. He was transferred September 28 to Fort Benjamin Harrison, assigned to Headquarters Engineer Corps, Medical Department, and promoted to first class private on October 1. He received his honorable discharge December 9.

Plans are now in formation to start the Victory War Savings Society; and if the efforts put forth are as great as were displayed in the Forward War Savings Society, its name will be success. In the War Savings Society there was pledged by twenty-eight members \$400 and the sales amounted to the sum of \$1,270.75. There is something in a name—"Forward."

The following promotions have taken place: C. L. Cole, appointed chief clerk, vice G. D. Seidenstricker, deceased, and G. H. Thiemeyer, made assistant chief clerk. The other clerks shared in the promotions. Our little family has been increased by four lady stenographers, increasing the office force to twenty-five from twenty-one.

Auditor Disbursements

Correspondent, JOHN C. SVEC

We are pleased to report that Messrs. D. J. Williamson, John T. McHale and W. E. Waldman, who enlisted in the Four Hundred and Thirty-seventh Engineers, G. D. E., Washington, D. C., have been mustered out and have reported back to work.

Richard J. Peters, who was drafted into military service and sent to Fort Benjamin Harrison, Ind., with the Fifth Provisional Battalion Engineers, has been mustered out, and is back again to take care of the ladies.

George M. Bishop was enlisted in the S. A. T. C., Western Maryland College, has been honorably discharged and given the position he held before enlisting.

Norman L. Trott, who enlisted in the Sixty-sixth Railway Engineers, has been mustered out and has returned to his former position.

We recently heard from Sergeant G. C. Schluderberg and Private J. L. Sherwood, who are with the Three Hundred and Thirteenth Infantry, and we are glad to learn that they are both well and escaped injury.

Mr. Pryor is proud of having had two sons in the service, one at the Officers' Training School, Camp Lee, Va., when the armistice was signed, and who has received an honorable discharge with his class. His other son is with the Three Hundred and Thirteenth Regiment. At Montfaucon he had two machine gun bullets rip through his clothes, and in addition was burned with mustard gas, but is still with the regiment, near the Luxemburg border.

If the present outlook is correct, this year is going to be a busy one for the ministers. There seem to be a number of lady clerks in the office who have said the word "Yes."

N. Clay Harrington has just been mustered out of the United States Army and returned to work.

George Shamer, who enlisted in the United States Navy, was on the North Sea for twelve months on a mine sweeper and saw a good deal of mine laying and some submarine attacks. He has now returned to active service in our office, and has shown us some very interesting pictures.

J. F. Donovan, chief clerk, recently enjoyed a two weeks trip to Florida.

The boys of the office have been wondering why J. T. M. is frequently hitting the trail for Relay. Can any one enlighten us?

We were given quite a surprise when we learned that J. G. France had decided to join the benedicts. Our old friend "Maguire," a benedict himself, assisted France by securing his license. Congratulations and good luck to you, Joe.

The Baltimore and Ohio Railroad Auditor Disbursements' Office Welfare Association held its first meeting on the evening of January 23 for the purpose of formulating plans, electing officers, and appointing a committee of arrangements in regard to the coming banquet to be held upon the return of our boys in the service.

The following officers were elected: H. L. Pfeiffer, president; James I. McManus, secretary and O. W. Spurrier, treasurer. The committee of arrangements consists of J. F. Donovan, N. L. Riegal and W. J. Stephens.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPERT

John Weickel, one of our Honor Roll Boys, who was inducted into the service on October 30, 1918, was mustered out on January 29, and has again taken up his duties in this office as of February 1. We welcome him back.

C. G. Pollock, our auditor, received a postal card from Milton C. Smith, in which he states that he is in good health and hopes to be back to the States soon.

One of the young ladies in the office received a postal card and letter from Corporal Walter W. Orwig, one of our railroad engineers on foreign duty, in which he advised that he was well and sent his best regards to the crowd.

While our boys went to the front to fight for their lives (in protecting their country's Honor) it seems that the "girls" of the office have had to fight for their lives against sickness. The honored heroes are Mrs. Gertrude R. Gross and Miss Mary Benson, who both suffered two weeks from the "Flu." We are glad to welcome them back and may they never have to battle such a foe again. Also on the sick list comes Miss Etta Tatum and Miss Reba Baron, both slight cases, failing to reach the front line trenches.

Looks like this June might bring a good "crop." Dan Cupid is certainly doing business in this office.

Staten Island Rapid Transit Railroad

Correspondent, J. V. COSTELLO

E. E. McKinley, trainmaster, is receiving congratulations over the safe arrival of a baby boy, January 14.

E. Dolan is working as crew dispatcher, Clifton Shop, vice William Richards, resigned.

Friends have received from Sergeant Jerry R. Hoge of the 7th U. S. Engineers in France, notice of his citation for bravery in action. The citation specifies his action as follows: "For giving excellent aid to the wounded under extremely heavy shellfire in the Foret de Woivre when ordered to take cover." He enlisted from



Office Force of Staten Island Division Engineer

Fort Slocum. The action for which Sergeant Hoge was cited took place the day before the armistice was signed. Jerry Hoge entered the service of the Baltimore and Ohio August 1, 1916, as chainman and was furloughed for military duty May 15, 1917.

J. A. Sullivan, captain of the Police Department, is receiving congratulations over the safe arrival of a baby boy, January 17.

V. Kennedy is now working as chief clerk to the master mechanic, Clifton, S. I.

Herman George Hafferkamp, serving Uncle Sam since the United States entered the fray on United States Submarine Chaser No. 63, is seen in this picture somewhere on the English Channel.



Herman George Hafferkamp on Submarine Chaser No. 63

The accompanying picture is of the office force of the division engineer's office. Reading left to right, we see Frederick Metcalfe, transitman; W. J. Vidler, chief clerk; E. J. Haslom, material clerk; H. J. Canlon, inspector; A. Rauscher, transitman; C. Fernald, assistant division engineer; H. W. Ordeman, division engineer; Miss H. Konow, secretary; Miss E. Brennan, secretary; G. J. Goolic, assistant chief clerk; Miss V. O'Neil, secretary, and G. B. Ball, field engineer. Mr. Ordeman recently moved from Pier 6, St. George, to the Crabtree Building, Richmond Terrace, St. George.

E. N. Antola, freight agent, Clifton, S. I., has also been made happy by the arrival of a baby girl.

The following letter was received by Edwin F. Tilton, employed on this division as conductor, from the headquarters of the United States Marine Corps, Adjutant and Inspector's Department, regarding his son, who was reported missing in action.

"Dear Sir—Your letter of November 21 has been received, and this office is indeed glad to note from same that you have received letters from your son, Private Charles A. Tilton, Marine Corps, dated subsequent to the report received at these Headquarters that he was missing in action on October 4, 1918. The report that he was missing in action is probably due to the fact that he was missing from his Command, and his Company had no record as to what hospital he had been sent to. The records of this office will be corrected to show him as wounded instead of missing.

"You will no doubt be proud to learn that the name of your son is included in a list of names of

officers and men recommended for suitable award for extraordinary heroism and distinguished service in an extract from the record of activities of the 4th Brigade Marine Corps, American Expeditionary Forces, from May 30 to August 10, 1918, including action northwest of Chateau Thierry during June, and Soissons, July 18, 19 and 20. Your son was recommended for mention in Division Orders and to be cited in Army or Corps Orders. He was also recommended for the Distinguished Service Cross.

"It is sincerely hoped that your son may have a speedy recovery and soon be restored to duty, and that he may be safely returned to you.

Very respectfully,

(Signed) C. A. KETCHAM,

Captain, Assistant Adjutant and Inspector."

Miss Grace McCarthy has returned to duty after a very severe attack of Spanish influenza and we are all glad to see her again.

Frederick Martin is now working as stenographer and typist, St. George yard office, and is doing very nicely.

The following poem was received from Private Carl Anderson, somewhere in France. Before Carl enlisted in the railroad engineers he worked as fuel and supply clerk in the division accountant's office.

Our Fighting Engineers

By Private Carl Anderson

Out from the office, all spick and span,
Out from the roundhouse grime,
Out from the shops where the engines are built,
Away from the wire's chime.

Off from the freight in blue overalls,
Down from the engine they climb,
Off from the coaches in braid and brass,
Railreaders in their prime.

"Uncle Sam wants you," they heard the call,
Quickly they volunteered,
The flower of all the railroad men
Offered their lives with cheers.

On the shell-torn fields of bleeding France,
Rank on rank appears,
With picks and shovels to build the way
Our American Engineers.

At work on the railroad west of Cambrai,
When a sudden attack of the Huns
Made the British line waver, our own Engineers
Calmly "swapped" their shovels for guns.

Right into the fight with true Yankee dash,
Courageously making their runs;
Holding the line, though some of them died,
Columbia's stout-hearted sons.

Railroaders all, but soldiers at heart,
Always ready when danger nears,
To lay down their tools and take up their guns
Our American engineers.

Private Frank A. Giannotti, whose picture is here shown, enlisted in the Mallet Reserve, French Army, Motor Transport Corps. Frank was in the battles of Somme, defense of Compiègne, second battle of the Marne and took part in the offensive from July 15 until July 27, 1918. He was then sent to Evacuation Hospital No. 8 at Juielly, then to Paris, Hospital No. 5, then to Base Hospital No. 6, Bordeaux, then to Base No. 8 at Savenay, from which point he left for the United States, October 11, 1918, arriving at Newport News, Va., on October 22, 1918. He was immediately transferred to General Hospital No. 9, Lakewood, N. J., where he was mustered out on January



Private Frank A. Giannotti

4, 1919, because of gastric ulcers of stomach, and is now slowly convalescing at his home at 134 Simonson Avenue, Clifton, Staten Island. Before Frank departed from France he was heart-broken because he had to leave his kid brother Christopher Giannotti, who was in the same outfit. Frank's only wish was that he could have stuck it out until the fray was over.

"Pete" Hanson, freight agent at New Brighton, has returned to duty after being laid up several weeks with the influenza.

Martin B. Stephens is employed as assistant freight agent at New Brighton and is doing well.

Peter Dannecker, freight handler at Clifton freight station, has returned to duty after a severe attack of influenza.

Miss M. Langford has accepted the position of agent at Oakwood Heights, S. I., vice Miss A. Woltman, transferred to South Beach.

Miss M. Gardella has accepted the position of agent at Clifton passenger station, vice Miss Eleanor Wagner, who resigned for a matrimonial future.

Mrs. A. E. Nilsen has been appointed agent at Port Richmond, vice Miss Rose Mojecki, furloughed.

Harry C. Barry, foreman painter, Maintenance of Way Department, is receiving congratulations over the safe arrival of a baby boy.

E. Rice, painter, Maintenance of Way Department, after travelling from Brooklyn to Staten Island for two years finally decided that there was no place like Staten Island. He is now located at 151 Van Duzer Street, Tompkinsville, S. I.

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*

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

The accompanying picture is of Sergeant William H. Mackey, Company C, 307th Engineers. Sergeant Mackey is the son of William C. Mackey, car foreman, Philadelphia station. While in the bridge and building department young Mackey played first base on the championship baseball team of the Philadelphia Division.

J. R. Mulligan, of the superintendent's office, has returned from Camp Greenleaf, Ga., and resumed duty on February 1.



Sergeant William H. Mackey



Giacomo Di Luca

The accompanying picture shows Giacomo Di Luca, who was born in Italy twenty-seven years ago and came to America in 1914. After a month spent here seeing the sights of this section of the country he entered the service of the Company as track laborer. Being of an unusually energetic spirit and a steady and efficient worker he was soon advanced to section foreman, and has now been foreman of Section 8, at Carpenter, Delaware, for two years. His is one of the best and cleanest sections of track on the division. He is always on the job watching for kinks in the rail. The writer knows that this man is frequently up during the night looking out the window watching for approaching storms that might possibly cause damage to railroad tracks and property, showing by this alertness his interest in the Company's welfare. He soon expects to take a trip to sunny Italy, where a young lady has been patiently waiting to join hands with him, and returning to America will make this his permanent home. All his friends are waiting for the cake.

M. J. Wann, who has been in military service for the past several months, has returned to duty as agent at Bradshaw, Md.

H. H. Carver, who has been off for sometime on account of illness, has resumed duty and has been appointed agent at Childs, Md.

T. B. Franklin, terminal agent at Philadelphia, has been on the sick list for some weeks, but he is recovering slowly.

W. E. Guyton has been appointed ticket agent at Chester, Pa.

The Veteran Employes' Association of the Philadelphia Division held their annual meeting at Philadelphia, January 15, 1919, and the following officers were elected for the ensuing year: president, J. C. Richardson; vice-president E. B. Rittenhouse; secretary, John M. Graeve; treasurer, F. H. Gray; chaplain, Nelson H. Davis. Executive Committee: J. W. Ault, W. N. Brown, S. L. Curry, J. M. Graeve, Rush Gramm, F. H. Gray, I. E. Kelly, J. C. Richardson, E. B. Rittenhouse.

Baltimore Division

Correspondents

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

J. L. Nethken, terminal signal foreman, returned to duty January 27 after being off for several months suffering from a fractured knee.

Agent's Office

Correspondent, W. H. BULL

The Freight Department welcomes the invitation of the Editor to appear in the EMPLOYEES MAGAZINE. Heretofore we have been onlookers, interested, of course, and enjoying each number, but we hope from now on to have something interesting each month to present to our readers.

Thomas P. Fallon, who was a member of the 11th Division at Camp Meade and ready for service overseas when the armistice was signed, has been discharged and expects to return to work in the office shortly.

Joe Glazer, who was at Fort Benjamin Harrison, Ind., has also been discharged and is performing his duties at Oak Street.

George Buschman has been discharged from Camp Meade, and is located in our Mt. Clare office.

Harry Kone, who has seen service in the navy, has also been discharged and will be found in the Canton office. Welcome home boys.

A. W. O. L. (army parlance for absent without leave) is a bad habit with many of our people, who remain away for several days and do not report the cause until they return to duty. How much better it would be if they telephoned in, saying they were ill and how long they would be away, so that work on their desk might be looked after and congestion prevented.

Curtis Bay Yard

Correspondent, W. A. COLE

During spare time we employes are trying to think and plan for the future, by forming an organization that will be able to handle the expected demands on the railroad after the reconstruction period is over. During the war, owing to the scarcity of labor, our efficiency was somewhat below par, but we at Curtis Bay hope to build an organization that will give 100 per cent. service both to the Railroad Company and the public. Curtis Bay Terminal, as far as the facilities are concerned, is second to none in the country. We have a modern coal pier, unique in capacity, which will be a great factor in making Baltimore one of the greatest



Brunswick Terminal Force

Left to right: J. J. McCabe, Trainmaster, Shenandoah District; L. Crawford, R. Macaber, G. Crimm, C. E. Orison, C. W. Suter and L. Nelson, of clerical force; W. O. Shields, Terminal Trainmaster.

export centers in the United States, and we hope the business men of Baltimore will bring the city to the front and develop the facilities offered by the city to the commerce of the world.

The railroad employes at Curtis Bay have adopted a policy of cooperation and close application to their work, showing results in a substantial reduction in the cost of operating the terminal.

Locust Point

Correspondent, J. A. CLARKSON

On January 27 E. T. Davis, employed at Locust Point car shops as car repairman, at the risk of his life, made an heroic rescue of a horse and a mule attached to a wagon which had run away and plunged into a pond adjoining the repair yard. Mr. Davis, seeing the horse and mule were about to drown, one of them being already submerged and the other with its head just above the water, doffed his clothes and, with pen-knife in hand, swam out to the drowning team, and getting astride the horse, succeeded in cutting them loose from the wagon and bringing them out to safety. Mr. Davis was highly commended for his brave deed, and was rewarded by the owner of the team.

Chief Fowler, tender foreman at Locust Point, was presented with a bouncing boy last Tuesday. The chief will wear the smile that won't come off until he begins to walk the floor.

Cupid's wiles could not be resisted by Miss Mary C. Donnelly, timekeeper, and Miss Anna Moore, stenographer, at Locust Point, as both have surrendered their positions and have embarked on the sea of matrimony. Let's all join in wishing them much happiness.

Riverside

Correspondent, P. A. PURGITT

How glad we all are to greet F. H. Daugherty, William McGah, P. Harvey, W. L. Preston and F. X. O'Donnell, Riverside shop employes, who were serving Uncle Sam, and who have been honorably discharged from the army and are back on their old jobs.

We know that all the old employes of the Riverside shops who worked under and remember T. R. Stewart, as master mechanic at this station, will join us in extending to him our heartfelt sympathy in the death of his son, Dr. Stewart, of Cumberland, Md. Mr. Stewart was exceedingly proud of his son, who gave promise of becoming one of Cumberland's leading physicians. Assistant master mechanic Brady and machine shop foreman Filippino attended Dr. Stewart's funeral and spoke words of sympathy to Mr. Stewart on behalf of the employes at Riverside.



C. A. Pennell of Riverside Shops, now President of Baltimore Veterans' Association

Chester F. Gannon, one of the most popular employes at Riverside, has returned to work, after having been confined at home by serious illness.

Someone must have "double-crossed" R. L. Jones, statistician of the master mechanic's office. Last Saturday we received quite a shock by reason of the statement in the Baltimore papers, that our friend Jones (familiarily known as "Professor") was about to embark on the sea of matrimony. Of course, congratulations were in order. However the "Professor" had but a vague recollection of offering his services as perpetual meal-ticket to any fair damsel in Washington. Anyone with a ten per cent. imagination can readily imagine our chagrin when the "Professor" casually announced on Monday morning that the old familiar strains from Mendelssohn had not been heard anywhere in the vicinity of Fleet Street on Sunday night about 8.00 p. m. Some practical joker, with a rare sense of humor, picked out the "Professor" as a target, and published the bans, unknown to Brother Jones. Don't worry, fair reader, the "Professor" says "that, while there is life, there is hope" and, just think, he is still single.

Miss Evelyn E. Comra, our fair stenographer at the master mechanic's office, not wishing to be outdone in the matrimonial line by Brother Jones, made her initial appearance on Monday, wearing the tell-tale solitaire; that was O. K., but the mystery deepened, when she appeared on Tuesday wearing solitaire No. 2. Go to it, Evelyn, if you can handle two at once, without suffering a derailment, fine; but don't forget to look out for red targets.

Mt. Clare Shops

Correspondent, MISS MILDRED GOETZINGER,
Acting Secretary to Superintendent

On January 6, at 2.30 a. m., assistant yardmaster H. R. Harding noticed that the car re-

pairmen's shanty in "B" yard was afire. Notifying "A" yard, the City Fire Department was called, arriving at 3.15 a. m., and with Fire Engine 1235, which arrived about the same time, soon had the fire under control. It was not until then that a body was discovered in the fire-wrecked shanty, which proved to be that of car repairman Thomas Magee. The cause of the fire is unknown. Mr. Magee is survived by a wife and four children, to whom we offer our deepest sympathy.

C. W. Pledge, agent at Claremont, has returned after a successful operation performed at St. Joseph's Hospital. All of his friends at Mt. Clare are glad to see him back, and hope he will continue his rapid improvement.

General yardmaster E. A. Lilly is from Gratton, W. Va. He showed he isn't used to big cities when on Wednesday night last, with a party of friends, he started out to take in a show at a certain theatre on Fayette Street. The ticket collector told them that they were using their tickets a day too soon and the joke was on "Buck." We hope he won't be a day late the next time.

The Welfare Athletic and Pleasure Association of Mount Clare held a dance for its members and their friends at Moore's Institute Hall on Tuesday, January 28. Mount Clare Band furnished the music, and the evening was quite a success.

The annual election of officers of the Welfare, Athletic and Pleasure Association of Mount Clare was held last month and the officers for 1919 are as follows:

J. E. Tatum, president; J. T. Cadagon, vice-president; L. J. Hook, recording secretary; W. F. Mahoney, financial secretary; W. E. Carroll, treasurer; J. M. Hittel, assistant treasurer; P. S. Andrews, athletic manager; L. Beaumont, assistant athletic manager. C. Bloomfield, publicity agent; B. Douglass,

Jr., assistant publicity agent. L. Finegan, W. S. Eyerly, W. Kern, H. A. Beaumont, J. B. Carroll and W. O'Neill were appointed the Board of Trustees.

The new officers and the organization have the best wishes of all for a successful and prosperous year.

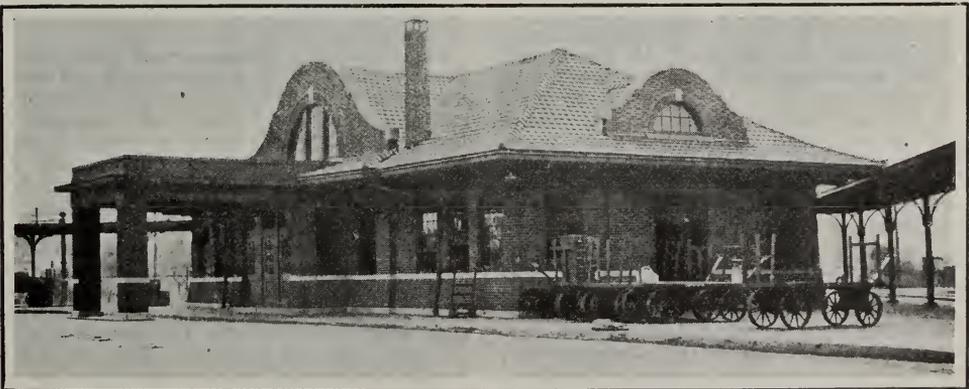
Leo Finegan, superintendent of shops, is in the hospital, recovering from an operation. He is improving splendidly and expects to be around again very shortly. W. S. Eyerly, assistant superintendent of shops, is acting in Mr. Finegan's absence.

Washington, D. C., Freight House

Correspondent, W. L. WHITING, *Chief Clerk*

It was sad news that came to us over the telephone early in January telling of the sudden passing away of George Seidenstricker, of the Auditor's Department. "George" was well known to most of us in this office, and was a favorite. It was seldom that a month would pass without his paying a visit to his close friend here, cashier W. Y. Stillwell, and when he did come, he always had a handshake and pleasant word of greeting for the many friends he had at this station. Our sincere sympathies are extended to those he left behind him in their hour of sorrow.

The universal "Flu" and its kindred ailments have again made their presence felt in a most unwelcome manner at this station. Receiving clerk J. C. Reed, assistant cashier J. H. Peak, delivery clerk J. H. Huhn, and chief clerk W. L. Whiting have all felt the effects of the prevailing epidemic to a certain extent, each of them having been confined to his home for a longer period than he wished to be. These are now back "on the job" again. Our veteran delivery clerk, Cyrus R. Heller, who has been



Modern Passenger Station at Washington Court House, Ohio

on the sick list for several months, has not yet been able to resume his duties.

A number of changes have taken place in our force lately; stationery and file clerk W. E. Hayghe, who has been with us for a number of years, resigned to enter the service of Uncle Sam. He is succeeded by J. H. Huhn, who has had considerable experience in the office, and will undoubtedly fill the position satisfactorily. Mrs. C. A. Kirk left us on January 3 to fill another position elsewhere. Mrs. McCartin, cashier's stenographer, resigned to do other work and is succeeded by Miss Alma Simon, who has been claim stenographer for some time. J. D. Lloyd, who filled the position of extension clerk, has also left us for other fields of labor. We welcome to our fold William Mazo and Albert Fletcher, who have recently come to help the wheels of progress move smoothly.

One morning recently our veteran claim clerk, Jesse T. Carr, came into the office with an extra broad smile on his countenance, and upon inquiring into the cause, we found that his daughter, Mrs. Bowyer, had presented the admiring Carr family with the finest little grand-daughter ever. Congratulations were in order, and at last accounts grandparents, parents and baby were all in the best of health and enjoying the situation greatly, especially "Baby," who is reported to possess a grand pair of lungs, and is anxious that all the family, as well as the neighbors, shall be aware of the fact.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

W. C. MONTIGNANI, *Secretary Y. M. C. A.*

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

It was on the occasion of a tour of inspection a few years ago that a group of Baltimore and Ohio officials, standing in the shadows of the old South Cumberland roundhouse, had entered into a vigorous discussion as to the primary needs of the road with a special reference to the Cumberland Terminal. The general superintendent of motive power, F. H. Clark, and Mr. Gill, superintendent of motive power, had been called upon to give expression to their views by the "General, Commanding," whose genius as a railroad builder has since transformed the Baltimore and Ohio system from a run-down physical state to a present marvel of transportation efficiency. "A shop with all the modern machinery and facilities necessary to prompt and substantial repair of our engines we are in vital need of here," declared the superintendent of motive power, with positive emphasis. "Without such a shop we can do no better than we are doing and soon, perhaps, not so well." And with a merry twinkle, as he fixed his gaze upon the chief of the shops, he added: "If it isn't soon built, we will lose Tom Stewart."



C. E. Cage, Engineer, who retired last November after Forty-five Years of Service

"If we are confronted with the last contingency," was the chief's cheery, half-jocular response, "we had better go ahead and build the shops."

Thus president Willard prophesied the building of our great locomotive re-building plant. And it is Tom Stewart's good fortune to serve in the capacity of superintendent. His dream of "something to do something with" has been realized to the fullest and his conception of a locomotive plant equal to any emergency finds substantial expression in the capacious and complete shop which he now directs.

Superintendent Stewart was born in the Monumental City in the year 1869 and though his career spans half a century his robust physical appearance and sunny temperament are those of manhood's morning gently touching noon. As an apprentice boilermaker Mr. Stewart began the mastering of his trade with the E. J. Codd Co., steamship builders, and became a journeyman in the Mt. Clare shops of the railroad when a lad of seventeen. Here he continued until he attained his majority, becoming foreman in the boiler shop at Martinsburg in 1880. For six years he filled this position, after which he was transferred to Cumberland in a like capacity. Five years later he was made roundhouse foreman and then promoted to general foreman in 1903. He was promoted to master mechanic and continued

as such for two years. Later he was transferred to Riverside to act as master mechanic. In 1913 Mr. Stewart was returned to Cumberland again as master mechanic and last year was made superintendent of the new shops, the principal one of which is the locomotive re-building plant.

"Getting the answer" has become a habit with Tom Stewart. He knows men; they esteem him, respect him, and give him their best endeavors, because they receive from him a square deal. He is lovingly called by many of the old employes around the shops and in Cumberland "Honest Tom," ever loyal to the Baltimore and Ohio and constantly upholding its best traditions.

The old wooden bridge over the Baltimore and Ohio tracks at Cumberland Street is being replaced with a structure of steel by the Company. The new structure will cost \$20,000 and it will require a month to place it in position.

A movement to have employes of the Baltimore and Ohio Railroad Company cooperate with the United States Agriculture Department in maintaining after-the-war gardens has been started on the Cumberland Division.

Martinsburg Shops

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

The bright little lad shown in the accompanying photograph is Master Lester Puder, the nine year old son of Mr. and Mrs. Frank Puder. All Cumberland Division men know Frank, yardmaster at West End Yard, Cumbo, where he has been stationed about seven years. Master Lester is a live young man and bids fair to make a better yardmaster than his dad.



Master Lester Puder

Death claimed little Grace Marie Catlett, thirteen months old daughter of section foreman and Mrs. R. Lee Catlett. The little girl never fully recovered from the effects of influenza and continued to fail in health until death ended her sufferings. The stricken father and mother have the sympathy of his fellow workmen.

William Andrew Gard, for many years agent of the C. V. R. R. and at the time of his death general agent in Martinsburg for the United States Railroad Administration, died at his home here on Friday, January 10, after a short illness of influenza and a general breaking down. Mr. Gard was born in this city nearly sixty years ago and spent the greater part of his busy life in his home town. In early youth he started his railroad career as a telegraph messenger under Horace Tabb at the Baltimore and Ohio station here. He later left the employ of this Company and entered the employ of the Cumberland Valley, which road he served throughout the remainder of his life. He was thoroughly conscientious and loyal in his duties with the C. V. R. R. and was highly esteemed by the company's officials as a valuable employe and adviser, and liked and well known by his fellow employes along the entire system. He was a director in the C. V. R. R. relief association and a director in the old organization of the C. V. R. R. and Martinsburg Railroad.

Outside his connection with his railroad Mr. Gard was one of the prominent men of this community, taking an active part in its welfare, particularly in everything that had a tendency to improve moral conditions and increase the industrial expansion of the city.

A life long member of the Presbyterian church, a director of the Peoples Trust Company and a prominent Mason, his loss will be felt in all the activities ended after his busy life of service.

Keyser Division

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

G. W. Steel has been appointed agent at Keyser, vice J. Z. Terrell, who has been made warden of the State Penitentiary. We welcome Mr. Steel.

The furnace in the basement of our passenger station sprang a leak a day or so ago and while it was being repaired the station was without heat. Chief dispatcher Jove Miller bought a gas stove and had a man connect it up, but when he attempted to light it, there was "nothing doing." Jove still stayed cold. The last time we saw him he had a coal oil stove and a bottle of coal oil getting ready to try again for a little heat. The furnace was repaired in due time and everybody is now happy.

Superintendent T. J. Brady has moved his family from Pittsburgh to Keyser. We welcome Mr. Brady to our town.



Son of T. B. O'Brien, First Trick Operator,
Point Mills, W. Va.

H. G. Capper has been transferred from Glenwood to Keyser as chief clerk to master mechanic, vice C. K. Welch, transferred to C. T. Department, superintendent's office, as statistician.

On Saturday night, February 8, J. Z. Terrell, ex-agent, now warden at the State Penitentiary, was host at an elaborate turkey dinner, his guests being his old office force. Mr. Terrell came in from Moundsville and checked out as agent, G. W. Stell succeeding him. He returned Sunday morning to his duties at the "Pen." "Boss Terrell" will always be a welcome visitor, providing he doesn't insist on any of us putting in any "time" with him.

Howard Johnston of the division accountant's office at Garrett was called home on account of serious illness of his mother. Mrs. Johnston is better now after an operation at the Western Maryland Hospital, Cumberland.

If the boys on this division will get busy, we can furnish lots of notes for the MAGAZINE. Go to it fellows and send the news to the correspondent.

Miss Edythe McMakin has resigned her position in the master mechanic's office and has accepted a position with the superintendent, T. J. Brady. Mr. Albanese of Piedmont has succeeded Miss McMakin.

Connellsville Division

Correspondents

E. WEIMER, *Office of Superintendent*, Connellsville, Pa.

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

E. REYNOLDS, *Superintendent's Office*, Connellsville, Pa.

In the picture at the bottom of this column, which was taken a number of years ago, the late Thomas Patrick Bracken is shown under the X mark. Mr. Bracken was born January 18, 1876, and died December 11, 1918. He started to work when but a lad of thirteen on the old S. & C. Branch in the Maintenance of Way Department, and was a section foreman at sixteen. During the war he took a very active part in the sale of Liberty bonds and worked hard for the Red Cross and War Relief Funds. He is survived by a wife and six children, one of whom, Thomas, Jr., enlisted in the Aviation Corps last May and has been stationed at Post Field, Fort Sill, Oklahoma. To the wife and children of the deceased is offered the sympathy of his old railroad friends.

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office*, Pittsburgh, Pa.

The picture at the top of the next page is of Frank Bonner, formerly yard brakeman at Demmler, Pa., and his mother. Bonner was a member of the 120th Machine Gun Battalion of the Second Division, and was killed in action on October 8, 1918. He was a good brakeman and a brave soldier and the sympathy of his former fellow employes is sincerely offered to his bereaved family.

Glenwood Shops

Correspondent, CHARLES J. ROCH

Employes of Glenwood shop are organizing a minstrel show. Watch what these black face comedians will be able to do.

Wish to congratulate three old friends, Hinkey, Perkins and Garner at Washington, Ind., on the photographs of their children shown on page 74 of MAGAZINE for January.

Also note another item on this page relative to machinist in Back shop who was married recently. This item winds up as follows, "Thereby ending a life of single blessedness." Does my



The late Thomas Patrick Bracken, marked "X"



Frank Bonner, late Brakeman, Pittsburgh Division

old friend Minter feel in like manner? He will recall that he was married at about the time the correspondent at Glenwood was visiting all the country schools around Washington, Ind., demonstrating the profit that could be made on pickles and candies.

Monongah Division

Correspondents

- 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.

During the month of January the following appointments were made: Third trick Wolf Summit, J. R. Miller. Third trick Smithburg, H. C. Davis. Second trick Flemington (temporary), H. P. Ingle. First trick Monongah, F. E. Dent. Third trick Chiefton, A. G. Dolanoy. First trick Central, I. J. Wiant. First trick Byron, I. E. Carpenter. Leverman third trick "MD" Tower, R. W. Rogers. Extra turn in Grafton relay office, C. A. Stealey.

Ohio River Division

Correspondents

- S. S. ROUSCH, *Office of Superintendent*
- MISS MARY ETHEL OWENS, *Stenoqrapher to Division Engineer*, Parkersburg, W. Va.

Wheeling Division

Correspondents

- C. F. MILLER, *Office of Superintendent*, Wheeling, W. Va.
- J. F. ALREED, *Agent*, Folsom, W. Va.
- JOHN C. JONES, *General Secretary*, Y. M. C. A., Benwood Junction, W. Va.

They said the Yankee wouldn't fight, and bet their money it was right. "Oh! boy" the ticket is a sight, it is not worth the widow's mite. Of course we tried to peaceful be, and act with decent modesty, along the lines we thought were right, but ready if we were to fight. I guess they did not understand the attitude of this great land, and thought they could on us impose—how they came out "THE WHOLE WORLD KNOWS."—M—Fy.

The Motive Power Camp at Benwood has been closed in order to reduce expenses. As quite a few of the shop men as well as transportation men ate there, it will be missed very much.

Miss Minnie Davis, M. C. B. clerk, is en duty again after an attack of influenza.

V. H. Reynolds, yardmaster, has recovered from an illness of several days' duration and is now back on the job.

The accompanying photograph is of the force of the terminal trainmaster at Benwood. Reading from left to right are: C. M. Serda, clerk; C. L. Hoose, chief clerk; Miss Rose Jacobucci, stenographer; V. H. Reynolds, yardmaster; C. Landers, relief yardmaster; Miss Stella Berkley, trace clerk; Miss Hazel Mason, record clerk; W. H. Kellar, rackman.



Force of Terminal Trainmaster at Benwood, W. Va.

Charleston Division

Correspondent, C. L. WEST, *Dispatcher*

Divisional Safety Committee

- W. TRAPNELL Superintendent
- J. C. KINTON Assistant Superintendent
- T. H. GORDON Division Engineer
- J. D. NICHOLAS Trainmaster
- I. N. KALBAUGH Master Mechanic
- P. D. MARSH Road Foreman of Engines
- H. C. MILLER Storekeeper

E. G. MOORE.....	Master Carpenter
C. C. TAYLOR.....	Agent
A. H. HYER.....	Agent Operator
JOHN E. CONLEY.....	Track Supervisor
G. R. MOORE.....	Ditcher Engineer
J. R. SIRK.....	Section Foreman
A. TIERNEY.....	Passenger Engineer
T. MORGAN.....	Freight Engineer
H. H. HUFF.....	Passenger Conductor
E. REESE.....	Passenger Brakeman
JOHN BEE.....	Freight Brakeman
M. LOUGH.....	Car Inspector
STARK HOWELL.....	Blacksmith
R. A. TULL.....	Car Foreman
H. B. McLAUGHLIN.....	Freight Conductor
E. C. FRIEND.....	Captain of Police
N. H. DAVIDSON.....	Road Foreman of Engines
M. A. McDERMOTT.....	Tie Inspector

A surprise birthday party was given at the home of Mr. and Mrs. Howard H. Wilson, Highland Street, Gassaway, W. Va., Saturday evening, January 25, in honor of their niece, Mrs. Lutie Gainer Scott, the efficient switchboard operator at the General Office building. The evening was spent in playing various games and the enjoyment of music, with refreshments following. Those present, including employes and their friends, were as follows: Misses Mae and Madeline Griffin, Irene McCormack, Ethel Kellar, Trix McDermott, Juanitta Hostettler, Maude and Glenna Williams, Katie Boggs, Mary Fink, Gladys Samples, Ivy Childers, Lydia Lee, Gladys Hoffman, Telesia King, Sylvia Thompson, Marguerite McCormack, Alice Hopkins, Dove Gainer; Messrs. Michael McDermott, John McDermott, Thomas Lane, Farrel Duckworth, John D. Kennedy, Masters Kendal Thompson, Earl and Seryl Wilson. Rev. and Mrs. Matheney, Mr. and Mrs. John Timms, Mrs. Beryl Fisher, Mrs. D. Thompson, Mrs. H. H. Wilson, the hostess.

The following employes of this division were recently appointed members of the Division Freight Claim Prevention Committee.

Division Freight Claim Prevention Committee

W. Trapnell, Superintendent (*Temporary Chairman*),
 J. C. Kinton, Assistant Superintendent,
 J. D. Nicholas, Trainmaster,
 C. W. Berry, Local Freight Conductor,
 J. Clarks, Captain Police,
 H. P. Bankhead, Agent, Burnsville,
 A. H. Hyer, Agent, Gassaway, W. Va.
 J. P. Ryan, Agent, Weston,
 R. A. Tull, Car Foreman,
 S. J. Lamoreaux, Division Freight Agent,
 W. C. Barnes, Division Accountant.

W. W. Young has been transferred from train to telegraph service and assigned to the position of night operator in Gassaway dispatcher's office.

Chief caller Ervin Poling has resumed duty after a brief illness.

Chief dispatcher C. H. Carpenter enjoyed a vacation of fifteen days during December, visiting Chicago and other large cities. He was relieved by first trick dispatcher J. B. Poling. This is the first vacation "Charley" has had in four years.

General superintendent J. M. Scott recently covered our division, stopping at Gassaway long enough to meet most of the divisional staff.

Shop foreman O. J. Pitman has been transferred from Gassaway to Charleston to a like position, being succeeded by F. C. Schorndorfer from Baltimore.

We are perhaps a little late in heralding the news of the promotion of N. H. Davidson to the position of road foreman of engines, with jurisdiction over the Elk Line extending from Charleston to Leiter Junction. Mr. Davidson was formerly a locomotive engineer on the West Virginia and Pittsburgh District.

Effective January 1, 1919, a new dispatching district was created covering the G. & B. district and that part of the W. Va. & P. District between Weston and Clarksburg, which is now a part of the Monongah Division, dispatchers being located at Grafton. By this change we lose the highly efficient service of dispatcher J. F. Stafford, who, by his own request, was transferred to Grafton. By this transfer, dispatcher J. F. Fordyce falls heir to the second trick at Weston, the third trick being temporarily filled by C. M. Baker, extra dispatcher from the Monongah Division, until regular assignment is made.

First trick dispatcher J. T. Staples of Weston enjoyed a brief respite from his arduous duties during January, paying divisional headquarters a brief visit.

We are glad to see engineer W. T. Spencer out again after an illness of several weeks.

During a brief vacation, the writer visited friends at Buckhannon and while there met many old friends, employes of this division, among them being conductor Charles Davis and engineer Ralph Smith on the Pickens Run Nos. 58 and 57; E. J. Hoover, freight agent and yardmaster, and D. I. McClusky, ticket agent and first trick operator at Buckhannon; "Jake" Heater and engineer James Bishop on the "Blue Goose" run, and many others too numerous to mention.

We are glad to have agent A. H. Marshall of Sutton on the job again. He has been incapacitated by an attack of acute indigestion.

The bridges on the Gauley Line are being strengthened to accommodate heavier power. We understand the middle 1200 class engines are to be placed in service in this territory, displacing the smaller class now in use.

We would like to have more notes from the W. Va. & P. District, and to this end we solicit every employe who feels a genuine interest in the success of the MAGAZINE and our part of the System, to jot down a few notes each month and send them to the division correspondent at Gassaway, where they will be properly prepared and included in the monthly items.

A few complaints have reached us that we are not getting in the *MAGAZINE* each month. The way to eliminate such complaints is to back your correspondent with sufficient information and notes that will enable him to send in a proper write-up. We desire to have the entire division covered and each department represented. So let your items come and we will see that they reach the printer in proper form.

Cincinnati Terminals

Correspondent, W. F. COCHRANE, *Chief Clerk to Supervisor of Terminals*

After being off sick for nine days with Spanish "Flu," Henry Freeming, yard clerk at Cincinnati Junction, has returned to work. The boys were all glad to see him back. Henry entered the service of the Company in 1882 and for thirty-seven years he has interchanged all cars to and from connecting lines. There are no cars leaving Cincinnati Junction that Henry does not have record of.

The accompanying is a good likeness of Corporal D. L. Booth, who was assistant roundhouse foreman at South Chicago under J. M. Shay, now roundhouse foreman at Storrs, and who volunteered his service and went into the infantry. After three months of training, he was sent to France, being among the first American soldiers sent over. He went through the battles of the Marne and the Somme, and was then transferred to the Chateau-Thierry sector in July. He was knocked down by a machine gun bullet on July 18 in charging a hidden nest of machine guns, but states that he had the pleasure of seeing his partners advance and capture the nest. He is now at Fort Des Moines General Hospital and expects to get back in the railroad game soon.



Corporal D. L. Booth



John Driscoll, Switchtender

Almost forty-six years in the service without a blemish on his record

The accompanying picture is of John Driscoll, at present employed as switchtender at Hopple Street, Cincinnati Terminals, who is one of the grand old men of the railroad, Western Lines. This man, if not the oldest, is one of the oldest in point of seniority in the Company's employ, having entered the service in June, 1873, and been working continuously without a mark against his record. Are there many now employed that can produce such a record? Twenty-three years of his service have been spent on the track, sixteen of which he was section foreman. In his present position he is always on the job, handling a very busy territory without mishap from day to day. During the time of his long and faithful service the number of real friends he has made are countless.

The office force at Storrs Rip has been doubly entertained during the past month at the homes of Miss Meryl Shriver and Miss Mabel Schmalze. "Joe" Auberger, our comedian, entertained with his melodious voice, accompanied by our piano wonder, Meryl. Mary Ryan and H. E. Swepston graced the evening with their latest "steps." Charles Burke entertained with some real exciting stories.

The dance given at the Hotel Gibson on Friday, January 31, by our employes, was the first of its kind ever held by Cincinnati Terminal employes, and a most enjoyable time was reported by each and every one in attendance. The excellent music, with a floor second to none and with the fair employes of the terminals, made dancing a pleasure that will not soon be forgotten.

For those of us who were too old to dance or had forgotten the art, a most considerate arrangement committee had provided cards and other entertaining features.

After four preliminary dances, a grand march was called, which was led by chairman W. F. Cochrane and Mrs. Cochrane, followed by L. A. Cordie, treasurer; G. R. Littell, secretary, and the various committees. About three hundred couples participated in the march, which was very prettily staged and enjoyed by both participants and on-lookers.

During the intermission the following features were offered: Solo, Miss Bess Hall; solo, James Garner; recitation, Miss Gene Connor; solo, Albert Wiebe; solo, Miss Marie McMorrow.

The following is the membership of the various committees to which both the social and financial success of the dance are due: Officers—W. F. Cochrane, chairman; L. A. Cordie, treasurer; George R. Littell, secretary. Arrangements—C. M. Harden, George A. Grogan, J. J. Noonan, H. E. Martin, J. L. Flanagan, Charles Kleinheinz. Reception—Clara P. Schulte, Florence Bowman, Lucille Baumgartner, Bess Hall, Norine Hudson, Kathryn Eicher, Mary Ryan, Mildred McGinn, J. J. O'Donnell, William Dean. Floor—Marie McMorrow, Kathryn Weber, A. H. Rose, L. J. Hackett, George Venneman, H. Swebston, C. W. Obermeyer, Earl Willett, Clifford Backer and C. H. Eberly.

At the final business meeting, the reports read indicated that the net receipts were approximately \$175.00, which caused a permanent organization to be formed, to be known as the Baltimore and Ohio Railroad Cincinnati Terminals Welfare Association, with the following permanent officers elected: W. F. Cochrane, chairman; L. A. Cordie, treasurer; G. R.



Mrs. Albert A. Graff

Littell, secretary. In view of the above, it will be understood by all that future entertainments and get-together meetings are assured.

This dance was a pleasant affair and one that enabled the employes to get together, know one another and find out that the man or woman with whom you do business over the telephone is human. We hope that those who devoted their valuable time toward making it a success will repeat, for the next dance is eagerly looked forward to by all those who were fortunate enough to be at this one.

Raymond J. Neal, son of George S. Neal, demurrage clerk in the office of C. E. Fish, terminal agent, after some time spent in our cashier's office, left to take a position in the Big Four auditor's office. After five years' service with the railroad, he entered the employ of the Dalton Adding Machine Company as sales agent, with headquarters at Sioux Falls, S. D. After a successful winter he presented himself to the draft board at Sioux Falls for examination. He was called to the colors on May 26, 1918, and was sent to Camp Taylor, where he was placed in the infantry. Three weeks later he passed examination for the engineers and was assigned to the 34th Regiment of Engineers, then at Fort Benjamin Harrison, and soon after was moved to Camp Upton, Long Island. By August 28 he was in England and after a week in a rest camp was sent to France, and is now located at Bordeaux, France. His railroad experience has proved a valuable asset to him in looking after supplies coming from the States and while it is a big job, he likes it and feels that he is not so far from home when machines are unloaded bearing the names of Cincinnati firms. Here is his picture.



Raymond J. Neal

The accompanying picture is that of Mrs. Albert A. Graff, stenographer in the master mechanic's office at Storrs. While she has been

doing her "bit" at Storrs for Uncle Sam, her husband, Corporal Albert A. Graff, has been doing valiant service for his country on the Marne and Verdun fronts. He is now with the Army of Occupation along the Rhine. He has seen eleven months' service in France and is with the 308th Engineers.

Miss Flora Hetch, stenographer to Mr. Pyne, cashier at Smith Street, was quietly married at Charleston, W. Va., to Lieutenant Harley Hill, located at Camp Lee, Va. They will be at home to their many friends at Aurora, Ind., the former home of the groom.

Miss Olive Rist, one of the most interesting young ladies of Smith Street freight office, made a flying trip to Atlanta, Ga., during the holidays.

Herman Franz, private secretary to L. A. Cordie, assistant terminal agent, has a smile that will not wear off. The cause? A daughter in his home. Congratulations!

C. J. Cleary, trainmaster, has been laid up for a few days with gripe.

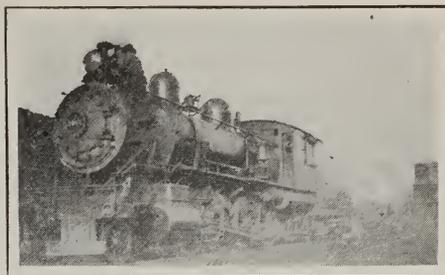
Frank Ischman, yard switchman, spent a few days in Tampa, Fla., during the past month. The hotels were not bothered much with Frank, as he filled up on oranges.

Miss Elsie Rath, of the Smith Street freight office, spent the Christmas holidays with friends and relatives in Chicago.

The accompanying picture is of our former associate, Jack Beck, now in France. From latest reports he is well and happy.



Private John B. Beck, now in France



Coach Yard Engine Being Groomed—Storrs Roundhouse, Cincinnati

J. W. ("Bill") Cleary, former yard switchman, has taken the job as day caller at Stock Yards.

L. J. Brogan has been discharged from the army and is back on his old job as switchtender at west end of Storrs Yard.

J. E. Brown, No. 2 yard switchman, has received his discharge from the army and is back on the job again.

Frederick Granneman, looking hale and hearty after six months' service with Uncle Sam in the 13th Recruit Company, Fort Thomas, Ky., returned to his desk at Smith Street. A hearty welcome was given him by the boys.

The Thrift Stamp Club of Smith Street freight office just closed a very successful year, having sold \$1,800 worth of War Stamps. On January 11, the club celebrated by reorganizing for the year 1919. After a short program, consisting of vocal solo by Frederick Granneman, a reading by Miss Gene Connor, which was exceptionally good, an interesting talk on War Stamps and Matrimony was given by Rev. Mr. John Galvin. The meeting was closed by the audience singing "America."

Ray Hogan, switchtender at Cincinnati Junction for the last six years, has arrived home looking well and just off the firing line in France. He visited the boys at Cincinnati Junction and was given a hearty welcome. Ray brought with him quite a number of souvenirs from France and a lot of news from "Over There." He will again resume his position at Cincinnati Junction at the switches.

Harry Haverkamp, operator at Cincinnati Junction, has returned to work after being off for four weeks because of Spanish "Flu." The boys were all glad to see him back again.

The Baltimore and Ohio baseball fans are familiar with the success manager Jack Hallinan had with his famous "Storrs Tigers" team last season and how his team "mowed" down all opposition. He now announces that he has organized a bowling team, which he is confident is the equal of any in Cincinnati Terminals. He would like to hear from some of the other Company teams in the terminals. Mr. Montjar, please note.

We have just had the pleasure of a visit from Frank Aiken, furloughed yard fireman, who is now in the naval service. We hope "Fatty" will be back with us before long.

The improvements which the Railroad Administration has undertaken at Storrs are about completed. The roundhouse has been enlarged sufficiently to allow the larger type engines to enter and close doors. The hot air heating system has also been completed. There is, indeed, an improvement at Storrs roundhouse this winter compared with last, for which the boys at Storrs are thankful.

H. I. Murray, steam crane engineer at Storrs, wears his old smile once more. His old pet, X70, is back again in the Storrs' wrecking outfit.

Miss Mary Ryan played "Flu Nurse" during her vacation. After planning her trip to the east her family was stricken and Miss Ryan volunteered as nurse.

W. F. Mauntell, until recently yardmaster at Elmwood, was transferred to Cincinnati Junction, and I understand that he is now qualifying for a position as mining engineer. With the help of certain clerks at the latter point he recently performed a mining feat that has no parallel in the history of this place, namely, finding the floor of the yard office at Cincinnati Junction. More power to you, Maunty! When you need some more help, let us know!

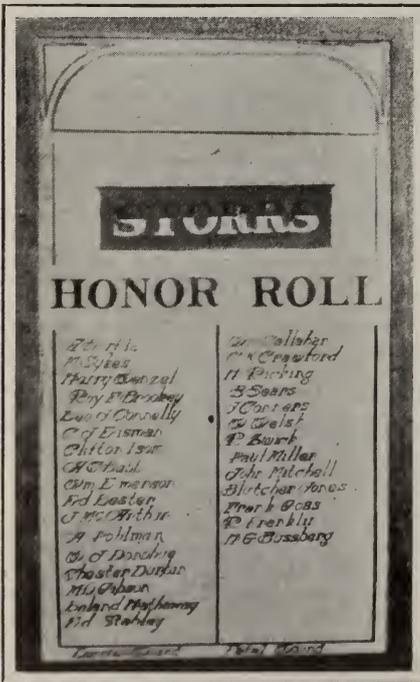


Carl Barnes, Son of R. R. Barnes, Agent, Homer, Ohio

When it is claimed by certain staid persons that the humorous side of railroading is a lost art, it is a mistake, as is proved by the following:

On January 22, Joseph Lascola, a son of sunny Italy, was working on the track at Elmwood Place and had the misfortune of having a rail drop on his foot. The extent of his injuries can be imagined only when one knows the weight of a rail. His foreman, John Reggelo, in making up accident report when reaching that portion which reads: "What does injured person say?" filled in the following answer: "Oh, my! I've mashed my foot!" What would you say if a rail were dropped on your foot?

Harry Wenzel, machine operator, who was furloughed for army service, was recently mustered out at Camp Green, S. C., and is again hard at work at Storrs.



Honor Roll of Men in the Service from Storrs Roundhouse, Cincinnati

New Castle Division

Correspondents

- W. W. McGAUGHEY, Chief Clerk to Superintendent, New Castle, Pa.
- C. S. MAYNARD, Operator, Chardon, Ohio
- V. P. McLAUGHLIN, Operator, BD Tower, Akron Junction, Ohio

B. Jones, veteran employe of thirty-three years' continuous service as section foreman and lampman, has been furloughed for three months and is enjoying a needed rest, Charles Cleveland acting as lampman in his place.

R. R. Barnes, agent at Homer, Ohio, has two passions, his boy and coon hunting, and the picture on page 76 gives the reasons. The boy's name is Carl and he looks as if he might be a willing follower of his father's favorite sport.

E. R. Post and wife have been confined to their home with the Flu.

R. B. Hunt, operator, Hazelton, Ohio, died Saturday, January 25, of influenza.

H. C. Allen, section foreman at Newton Falls, is recovering from a siege of typhoid fever.

A little detective work was done by one of the operators at Newton Falls, February 7, at 11 p. m. Operator T. L. Siering noticed four colored men acting strangely while New York Central extra 2913 west was taking water. He promptly notified engine crew of the fact and shortly after they entered siding for No. 5. Engineer called on 'phone to get help from city force and operator Siering called the night chief, who promptly responded with two men, proceeded to point of robbery and captured the suspects. From what we have learned, two were caught in a car of merchandise and the other two had built a fire along the track. They were placed in the city bastille until morning. Operator Siering notified officials, who sent captain of our police and officer Parker to Newton Falls for the prisoners, who were later placed in city prison, Youngstown. Operator Siering is thinking of doing detective work.

Newark Division

Correspondents

W. E. SACHS, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark (Ohio) Shops



Samuel C. Stultz, Yard Brakeman at Columbus,
of Long and Faithful Service

The accompanying is a good picture of Samuel C. Stultz, yard brakeman at Columbus, one of the most faithful employes of the Baltimore and Ohio.

Mr. Stultz has been working as a brakeman in Columbus yard for twenty-seven consecutive years, has never mishandled a car, and has a clear service record. Such service has surely resulted in a saving of considerable money to his employers, and has prevented personal injury to his fellow workmen.

The office employes of the Columbus Freight Station visited one of the steel mills in South Columbus one night recently and were conducted through the blast furnace rooms by officials of the Steel Company. The occasion was most interesting, instructive and enjoyable.

Our Division Claim Prevention Committee, expecting to hold its monthly meeting at Zanesville on January 23, and a civic banquet being held there that night, through the efforts of agent E. C. Doudna, the members of the committee were invited to attend. They were given a special table and special attention by the committee in charge. General yardmaster Grimm of Newark did the speechmaking for the Baltimore and Ohio crowd and represented them in an able manner.

A baby daughter arrived at the home of J. V. ("Jack") Price, chief clerk to freight agent at Columbus, on New Year's day. Congratulations are extended to Mr. and Mrs. Price.

We extend to F. E. Cooper, superintendent of shops at Newark, and Mrs. Cooper, our sympathy in the loss of their four year old daughter, Dorothy Verne, on January 6.

One David Evans, machinist in our lower machine shop, is wearing the big old smile. We believe it is due to the arrival of a ten-pound daughter.

We regret to report the death of James Edward Sullivan, a former employe of our blacksmith shop, after two days illness of bronchial pneumonia, while visiting relatives at Sebring, Ohio. Mr. Sullivan was born December 23, 1860, and first entered the service on June 10, 1884, as a blacksmith, serving as such until his death. He possessed a kindly disposition and had acquired the friendship of many, who will feel his absence.

The Newark Shops Welfare Association entertained employes with a dance on the evening of February 5, at the K. of P. hall. This dance was, without a doubt, the largest attended ever held in this city. All present enjoyed themselves and voted that another dance be held in the near future. Our Newark Glee Club rendered a number of selections, which were evidently all right, as no bricks were found in the hall the following morning.

L. P. Stanford, our genial skilled material man, who made a hit on the Newark Division ball team last year as a "rooter," is dreaming of the days when the baseball season will

open. He is busy warming up for the coming season by sitting over a steam heater.

J. N. Bennett, who for the past two years has been employed in Newark foundry as a core maker, departed this life February 2, after a short illness. Mr. Bennett was well known, having been captain of police a number of years for the Company in this district. All employes of Newark shops extend their sympathy to his family.

As stated in previous issues of this MAGAZINE, our Glee Club, promoted by the Welfare Association at Newark, is fast coming to the front, having been the main attraction at a banquet held by the Baltimore and Ohio Veterans' Association of this city. Among the prominent speakers of the evening were W. F. Braden, of the Welfare Department and T. J. Daly, trainmaster on this division.

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

"Father" Beggs, our amiable car distributor, made a mysterious trip "down the road" recently. He says it was "Company Biz," but we think it was "Janeitis." At any rate, Beggs, that's your business. More power to you.

We regret to have to report the death of the mother of dispatcher C. H. Richards, Cleveland, and we all join in extending our greatest sympathy.

J. Reisinger, electrician, was held up and robbed of \$44 and his pass, Saturday night, February 8. Tough luck "Ri." He claims he would have gone after them, but when they pointed a 48 in his face and told him to follow his "nose" straight up the street, "MUM" was the word.

Operator Kilbow returns to third trick, Beach City, after being off several days owing to the death of his mother-in-law.

S. O. Bletz, formerly stenographer in general superintendent's office, Cleveland, has been appointed secretary to Mr. Scheer, effective as of February 1. Good luck, Sam. You can do it, but don't stray too far from the 917 while in "Chi."

The accompanying photograph is that of Helen Marie, six and one-half months old little "Fairy" in the home of operator W. E. Shelton, of "CS" office, Cleveland. She has three teeth and sits alone. Some youngster, Bill.



Helen Marie Shelton

G. J. Maisch, division claim agent, who has been on this division for a few years, has been transferred in a like capacity to the Pittsburgh Division, with headquarters at Pittsburgh, Pa. Mr. Maisch made a number of friends on the Cleveland Division by the pleasing way he had in handling his business. While we regret losing him, we wish him the best of luck. J. E. O'Dom, of the Claim Department, has been appointed successor to Mr. Maisch. Mr. O'Dom comes to us well recommended, and we know he will find us ready to cooperate with him at all times.

J. I. Malone, supervisor on Sub-Division No. 4, headquarters, at Massillon, was made maintenance inspector, reporting to engineer maintenance of way, Cincinnati, effective as of February 1. Extra gang foreman I. C. Bowman, succeeds Mr. Malone. We wish both of them the best of luck in their new work.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

We are glad to welcome several of our soldier friends who have been discharged from military service. Among these are William Elliott, Walter Schultz, Charles Stewart, M. W. Kuhuen, Austin Wiener and George Jordal.

F. K. Moses, master mechanic, has been confined to his home with a relapse of the "flu." At this time he is slowly recovering.

F. J. Rosenberg, roundhouse foreman at Robey Street, has returned to his duties after a very serious attack of pneumonia. "Roses"

is finding that he cannot pick up his lost strength as easily as he used to be able to pick up those spare chances in our bowling matches last winter.

Glenn Smith, clerk to master mechanic at East Chicago, has surprised his many friends by marrying and purchasing a bungalow at East Hammond, Ind.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

Employees of this division will be glad to learn that P. G. Ervin, formerly assistant chief clerk to the superintendent, has returned to the Baltimore, and Ohio as chief clerk to the division engineer of the Keyser Division. Mr. Ervin was also MAGAZINE correspondent at Chicago and we are with his former associates in extending the "glad hand."

South Chicago

Correspondent, MRS. BERTHA A. PHELPS,
Wheelage Clerk

The South Chicago Clearance Bureau of Over and Short Freight, which is a branch of the Freight Agents' Association and composed of representatives of the different roads running into South Chicago, holds meetings on each Tuesday in the office of the Illinois Central freight agent. Cashier A. E. Pollard represents the Baltimore and Ohio and reports very good work being done.

Among those returning from several months' stay "abroad" are former employes of the Baltimore and Ohio—W. S. Skinner, L. Staszewski and Frank Kroll. Some of these had the pleasure of coming home on the famous Steamship George Washington, which took the President to France.

Robert Kazmarek, for many years storekeeper at this station, has resigned to accept a similar position with the C. S. L. R'y.

George J. Park, our veteran operator, is in Volusia, Florida. He has gone there for his health and we hope will return much improved.

Miss Anna Dubsy has taken a position as stenographer in general foreman Quigley's office, vice Miss Flo Cameron, resigned.

We all extend to Miss Ethel Poole of this office our sympathy in the loss of her mother. Miss Poole is ill and will not be able to resume her duties for some time.

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio



The late Guy Morris

Guy Morris, age forty years, died at St. Mary's Hospital in Cincinnati recently from a complication of diseases. Mr. Morris entered the service of the Company in September, 1904, as freight clerk at Athens, Ohio, was transferred to position of fireman, May, 1905, resigned and was employed as brakeman November, 1905, and later promoted to conductor. On August 18, 1915, he met with an accident to his leg which prevented him from performing his duties as conductor and he was assigned to duties in Chillicothe freight house, in which position he remained until his death. He leaves a wife and four children to mourn his death.

Arthur G. Morgan, painter in the car department, is wearing the smile "that won't come off," the stark having brought a pretty baby girl to his home on January 5, the first born. She has been given the name of Florence. We have been unable to learn if the new arrival is a likeness of its mother or father, but hope to have a photograph for publication in the MAGAZINE soon.

William Rardin, car distributor, and Walter M. Shea, clerk in yard office, Chillicothe, are again back on the job after having spent several months in the service of Uncle Sam. We are glad to welcome "Bill" and "Mike" back.

Robert J. Conner, who was furloughed for military service last September, has returned and is again working in the division accountant's office. Glad to have Mr. Conner back with us.

Harley F. Schwab, who was storekeeper at Dayton, Ohio, and was furloughed for military service, has been discharged from the army and has accepted position as chief clerk to the storekeeper at Chillicothe, Ohio. Mr. Schwab is working in new territory but we believe he will find just as good friends on the Ohio as on our own division.



Section Gang at Oak Hill, Portsmouth Branch,
with Foreman R. Davis

Carroll Richie, clerk in general car foreman's office, is back at his old position after being in training at Camp Sherman for several months. We are glad to see him with us again.

F. A. Ohnewher, agent, Westboro, reported seriously sick, is at this time much improved. Fred's office is being taken care of in his absence by W. R. Wellbroke, who has just returned home from Fort Benjamin Harrison.

The accompanying picture shows the Red Cross workers at Chillicothe shop, during the Christmas drive.

Reading from left to right, standing on steps, are: W. F. Hays, master mechanic; Miss Caroline Ottman, stenographer to general foreman; R. E. Hoffman, chief clerk to master mechanic. Standing on the walk are: F. H. Rumpf, J. A. Hickey, C. W. Lewis, G. E. Krick, machinists; T. P. Griesheimer, blacksmith; Thomas Tull, inspector; G. F. Dennewitz, mill machine hand; William Bateman, pipefitter; F. W. Maitlen, storekeeper; H. H. Brown, foreman, stores department; E. T. Sommerset, clerk, division accountant's office; F. J. Darding, clerk, general foreman's office; Edward Brahler, gang foreman; E. W. Dennewitz, boilermaker.

For several years past it has been the custom for the people of Portsmouth, Ohio, to present the first baby born in the New Year, with gifts. On January 1, 1919, at 4.30 p. m., the home of engineer and Mrs. Jay V. Rice was blessed with a blue-eyed, dimpled-cheeked girl.

Engineer Rice, when congratulated upon the fact that he was the father of Portsmouth's Peace Baby (so named because of its being the first baby born in Portsmouth during the first New Year after Peace was declared) graciously admitted he was "Some Proud." The mother of the baby declares the Peace Child is the exact image of its father, and Mr. Rice stands for the compliment just like all fathers. He forgot all about the pain he was suffering as the result of a "series" of Job's pets that were clustering on his neck, and was ready and willing and even anxious to walk the floor, if necessary, to quiet the Peace Baby, in the event that she emulated the examples that have been set by all children from Adam and Eve's day.

No name has as yet been selected for Little Miss Rice, but as railroaders have the faculty of selecting pretty names for their girls, it is supposed that Father and Mother Rice will take their own sweet time in selecting their baby's moniker.

We hope to be fortunate enough to obtain a picture of this little Miss Peace Baby in the near future, for publication in the MAGAZINE.

Miss Gertrude Treat, of the yardmaster's office, spent her vacation in Akron, Ohio.

R. V. Sickles, former trace clerk in car distributor's office, has been transferred to the general yardmaster's office.

Frank Titus, after several weeks absence on account of influenza, has returned to his position as freight clerk at Blanchester.

Fireman W. L. Tucker, H. Hall and T. C. DeBord, have returned to "shoveling coal" after several months' service with Uncle Sam.



Christmas Red Cross Workers at Chillicothe Shop



C. E. McGuire, former First Trick Operator at Mt. Sterling, who died recently

In the last year there have been one hundred and fifty-one different changes in the local freight depot offices. Very few of the old clerks are left at the present time. Agent Moore is contemplating changing the large sign on the freight house from BALTIMORE AND OHIO FREIGHT STATION to BALTIMORE AND OHIO MATRIMONIAL STATION. He has information that five or six of the clerks at present employed at this office will join the army of the wedded as soon as the other army returns from France, his opinion being based on the number of letters that reach the different clerks from overseas. At present there are only two single men in this office, Frank Lang and McKinley Warth, and the reason for this is not exactly understood, as several of the clerks are looking their way.

Bert Shephard, who up to a few years ago was one of the Ohio Division's freight conductors, spent a few hours "howdy-doing" and shaking hands with old friends on this division. Mr. Shephard is now and has been for sometime past terminal yard and trainmaster for the Hocking Valley Railroad at Columbus, Ohio.

Everett Newman has again been employed as car repairer, after an absence of twelve years.

The Chillicothe wreck crew is now more "enlightened" by having their wreck outfit equipped with electric lights.

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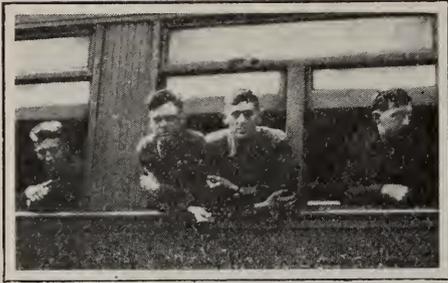
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The "flu" on the Portsmouth Branch has considerably disorganized the track forces. In some of the gangs half of the men are unable to work on this account. W. H. Grady, foreman of section No. 45, and Rockwell Davis foreman of section No. 48, are both confined to their homes with this disease. Mr. Davis is reported seriously ill.



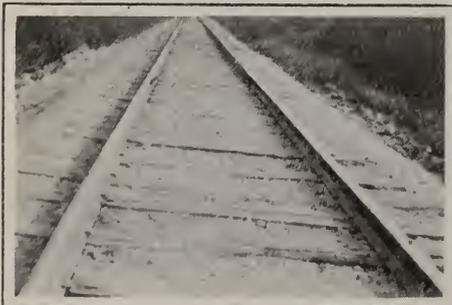
Robert Ogden (right, in center window), Cashier Chillicothe Freight Department when pulling out with the 83rd Division

F. E. Baldwin, of Baltimore, Md., visited us during the holidays. Mr. Baldwin was for several years car distributor on the Ohio Division, and being subject to military service, it was from that office that "Gene" took time by the forelock and hiked off to Camp Meade. In a very short time he was assigned to the responsible duties of train and yardmaster there during the period of troop mobilization. Later he was advanced to the position of assistant general agent for Maryland.

It is with sorrow that we announce the death of Mrs. Lucy Howser, wife of agent J. F. Howser, of Zaleski, Ohio. About six years ago it was deemed advisable that Mrs. Howser seek health in the west, and until recently it was hoped she would be sufficiently restored in health to permit of her coming back home. Mrs. Howser's death occurred at Phoenix, Ariz., the interment being at Blanchester, Ohio, her former home. Our deep sympathy is extended to the bereaved husband and little daughter Hazel.

A. W. Morrow, now agent at Tiptecanoe City, spent a few days visiting some of his old acquaintances on this division and at Camp Sherman. Mr. Morrow was for several years agent at Musselman, Ohio, from which place he was transferred to his present position.

Howard Rice and Otis Andrews, who joined Uncle Sam's great forces last Fall, are back at their old jobs in the freight office at Chilli-



Standard Track on Portsmouth Branch

cothe. Each of them has a new dignity, having gained the title of "Husband." Otis leaves soon for Akron, where he has accepted a position.

Frank Witherspoon, first trick operator at Sabina, who is assisting relief agent J. F. Freshwater, is the proud father of a nine and one-half pound boy, which arrived January 7.

Terminal facilities for the Toledo and Ohio Divisions were consolidated at Wellston, January 20. By this consolidation the roundhouse at Hamden, Ohio, which has housed engines of the Portsmouth Branch for years, is abandoned, except by the passenger engines, which still lay over at this place.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

W. A. Radspinner, from office of assistant federal manager, Cincinnati, was a visitor at Seymour, January 20, to note status of L. P. records, which have recently been started.

Messrs. C. H. Harker, Lee Fowler and R. E. Bollenbacker are now temporarily located at division headquarters, Seymour, for the purpose of making a detailed check of the application of General Order 27 and supplements thereto.

On January 16, C. E. Catt, chief clerk to division accountant, was promoted to the position of traveling timekeeper. This resulted in the following promotions in the division accountant's office: Cash McOsker to chief clerk; T. H. Miles to chief transportation timekeeper; C. S. Roegge to transportation timekeeper; C. E. Stanfield to transportation time clerk; Peter Kidd to material clerk; Russell Phillips to B. & B. clerk.

C. E. Stanfield and C. M. Glasson have just returned to service from S. A. T. C. at Cincinnati and Mr. Glasson is now stores material clerk.

S. H. Newby and J. H. Hoover have returned from S. A. T. C. at Indiana University, Bloomington, Ind., and Mr. Newby is handling motive power distribution clerk desk.

Lieutenant R. H. Whitman has just returned from Camp Hancock, Ga., and is now motive power distribution clerk.

L. H. William, clerk in superintendent's office, received an honorable discharge from the navy at Great Lakes and reported for duty December 19.

L. F. Ackerman, stenographer in superintendent's office, returned to service December 30 from S. A. T. C., Franklin, Indiana.

B. A. Phillips was promoted from file clerk, December 16, to a new position created to handle LP 2 and 3 forms. The following changes have been made in the superintendent's force on account of boys returning from military service: Miss L. M. Osterman transferred from stenographer to chief clerk to report clerk; Miss Grace McGinty transferred from report clerk to clerk to division operator; Mrs. Stella Allen transferred from clerk to division operator to stenographer Maintenance of Way Department.



Heber R. Davis, Passenger Brakeman on Indiana Division since November, 1915

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent, Flora, Ill.*

On the afternoon of January 7, conductor L. W. Gorsage was due out of Washington, Indiana, on train No. 97. While on his way to the yard to start out on his run Mr. Gorsage dropped dead on the street. His death came as quite a shock to his many friends on the Illinois Division, as he was apparently in the best of health before leaving home to come out on his run and had been, for several days.

Division engineer John Hewes, Jr., is very seldom seen without a smile on his face but on the evening of February 4 and all the next day he seemed to be much happier than usual. Upon investigation it was found that on February 4 he became the proud father of a second daughter. Best of success and happiness to yourself and family, Johnny!



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Sergeant Guy Bradford will shortly be with the Railroad again

Here is a picture of Sergeant Guy Bradford, formerly a clerk in the Motive Power Department at Flora, who entered military service at Chicago University on October 15 and recently returned to Flora after receiving his discharge from the army. He expects to return to work with the Company shortly.

About two months ago we published a picture in the EMPLOYES MAGAZINE of brakeman C. D. Judy, taken while he was on a hunting trip near Carlyle, showing Mr. Judy holding a good "haul" of ducks in his hands. Conductor "Red" Johnson now says that Mr. Judy did not kill all of the ducks, that he got them himself and further he claims to be the best duck hunter on the Illinois Division and gives us some more information as to how brakeman Judy gets his ducks. Looks as if we have room for an argument here. We are not doubting anybody's word, but "Cressy" has the goods, being able to show us evidence in black and white in the form of a picture, while "Red" has not yet shown any proof that he got the ducks.

On February 7 dispatcher A. O. Taggart went to Brookfield, Mo., to spend a few days with his sister, who, at this writing, is very ill. We all join in our wishes for her speedy recovery.

Dispatcher M. B. Judy recently took his morning exercise by breaking all records for speed for several blocks in order to catch train No. 3 so that he could spend his two days' vacation in February in St. Louis, visiting friends.

There's a certain look o' dignity 'at wasn't there before,
And a look of pride 'ats hid behind a smile;
There's a certain sorta somethin' in the things he has to say
Like a man 'ats been defeated, but at last has had his way,
And has found a thing he knows is worth his while.

Never hangs around the office like he used to in the morn,
Never shows up hours ahead of time at night,
Never stops and argues baseball like he did a month ago;
"Ain't got time," he says, an' beats it, "See you later," but I know
'At I've seen the last I'll see of him till night.

From the snappy way he's walkin' you can tell with half an eye
'At his heart is brimmin' full o' love an' joy;
He' a man's man and he knows it;
He's so doggone proud he shows it!
Georgie Klier's gone and got himself a boy.

The accompanying is a photograph of Sergeant Herbert L. Hill, formerly a telegraph operator on the Illinois Division, now in Company C, Ninth Field Battalion, Signal Corps, A. E. F., France. Sergeant Hill enlisted shortly after we entered the war and has been in France for several months. He has been wounded in action twice and will probably have some very interesting stories to tell of his experience when he returns to the railroad. His home is at Virginia, Illinois.



Sergeant Herbert L. Hill, Wounded Twice, but Expecting to Reenlist in the Railroad Army

Miss Eileen Skube, daughter of Mr. and Mrs. J. M. Skube, is the little lady in the accompanying picture. Her "daddy" is night clerk in the chief dispatcher's office at Flora.



Miss Eileen Skube

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*,
Dayton, Ohio

Effective February 1, the freight and ticket accounts, Leipsic station, Ohio, were consolidated with Leipsic Junction, as these accounts when combined can be carried on the same abstracting and accounting blanks, daily as well as monthly. The saving alone of this feature, will, in time, be quite an item, yet probably the smallest item of economy. In the consolidation, W. H. Chamberlain assumes charge as agent.

We are daily welcoming back to the railroad ranks many of our old friends and employes who enlisted in the service. To mention personally those that have returned and that are on their way back would require much space, but speaking for officers and employes, we wish to extend them the heartiest welcome.

J. W. Durand, who has been one of our faithful clerks in the assistant superintendent's office, has been transferred to the general agent's office of the same city.

Yes, "Dutch," we know you are very busy, but have you ever considered the fact that we often work over time in order that Toledo may be represented in these columns.

We have revived the Freight Claim Prevention Committee on this division, and hope through hard work and perseverance to make a forty per cent. showing over the year 1918. All employes are urgently solicited to do all possible to prevent damage to freight. If you

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¶ Three machines have No. 20 keyboard, which is best for general business and personal correspondence.

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see a nail that might catch and tear a hole in a sack, take time enough to get rid of it. J. W. Kelley, Jr., assistant superintendent, has been made general chairman, while H. E. Warburton, D. F. A., has been appointed chairman of the sub-committee, the duties of which are to get

before all employes concerned, especially tally-men and shipping clerks, the importance of knowing that all old marks should be removed from packages offered for shipment, and that packages so offered should be so boxed or crated that the contents will not break through.

From Hoboken to Montfaucon

By Private John Kratz
Freight Claim Department

THE following letter is from Private John Kratz, Company L, 313 Infantry, and was sent to his friends in the freight claim agent's office. Mr. Kratz was a loss and damage investigator before he was drafted in September, 1917, and sent to Camp Meade, Md. This interesting letter shows what his regiment has been through.

VERDUN, FRANCE, November 25, 1918.

To my very dear friends of the Freight Claim Department—I have just received your joint letter of October 25, sent me by my good friend Bill Orem. I can assure you it is by far the most interesting letter I have received since I have been in France. Baldwin is also located in this city and I showed it to him last night and he was delighted. You really cannot appreciate how much it means to know that you have not forgotten us after almost half a year and how glad we are to hear from home. I also showed it to Harris. He and I are both working at the present in the great fortress of Verdun, where your letter reached me. Many pleasant things have occurred to me here, as I was here when the armistice was signed and your letter is another pleasant incident.

I was very sorry to hear of the deaths of Chipman and Williams. It seems odd that they should be taken off over there and I have come through so far without a mishap. It certainly makes us believe in destiny, which is, after all, only another word for God's will.

I am glad that you all did so nobly in the last Liberty loan campaign. I wish to assure you all, especially the ladies, that my danger of falling in love with the French ladies is nil. In the first place they do not appeal to me; secondly, I have not seen any for about three months, as the places we stop in are all shot up and no one but soldiers live in them. So tell the girls not to worry, I only love them more than ever and my thoughts are with them always, God bless them. The Forms 1737 on which your letters were written made me very homesick. I don't know if you all want me back, but I do know I want to get there.

My only worries at the present time are a very fine brood of grey back cooties, which I might say are the most interesting kind. They take up quite a lot of my time and I am looking forward to the time when I will be able to sluff

them. I am going to send the letter on to Bill McCallum, as I know he will be interested in the news you furnish. I am especially delighted to hear from the girls who kindly wrote me; there are only a few who were there when I left and I hope to see them again very soon. I am longing to see some regular girls and I want to dance again, if I have not forgotten how.

I am enclosing a copy of an extract from my letter home that I wrote tonight, which may be interesting to you all. I am furnishing my address to any one who will be kind enough to write again to one who will certainly appreciate it. To you all I wish a very Merry Xmas and a very happy, prosperous New Year. With my very best to all, I am,

JOHN KRATZ.

Address:

JOHN KRATZ,
Company L, 313th U. S. Infantry,
American Expeditionary Forces.
A. P. O. 771.

The letter to which Mr. Kratz refers is as follows:

I know you will be surprised to read of places and facts we have not been able to write about before. Some of the censor rules have been suspended temporarily and I am taking advantage of this to tell you some of my experiences. Our regiment left Camp Meade on July 6, on the Pennsylvania Railroad. We passed through Baltimore at about 6.30 p. m. This is the last time I have traveled on a passenger train. We arrived at the point of embarkation, which was Hoboken, N. J., on the following morning. We immediately boarded ship. The ship on which we sailed is one that was well known to you all before the war as the largest ship afloat, the Hamburg-American liner Vaterland. The conditions were fine, although we were rather crowded, as we carried over 20,000, including the crew. This was one of the first transports that ever left openly and without secrecy. We lined the decks and the band played. We tried to sing but there wasn't any joy at leaving our homes for adventures unknown and with the stern possibility of never returning or still worse returning with some vital wound. It was with full hearts and tearful eyes that we watched the tall buildings of New

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These Len-Mort Work and Outdoor Shoes are such wonderful value that we gladly send them, **no money down**. You will find them so well made and so stylish and such a big money-saving bargain that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send a pair of your size. No need for you to pay higher prices when you can buy direct from us—and know what you are getting before you pay even a penny. Why pay out \$5.00 and \$6.00 for shoes not near so good? Act now. Mail the coupon today while this special offer holds good.

Great Shoe Offer

We can't tell you enough about these shoes here. This shoe is built to meet the demand of an outdoor city workers' shoe as well as for the modern farmer. Send and see for yourself what they are. Built on stylish lace Blucher last. The special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear 3 ordinary pairs of shoes. Your choice of wide, medium or narrow. Very flexible, soft and easy on the feet. Made by a special process which leaves all of the "life" in the leather and gives it wonderful wear-resisting quality. Double leather soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Just slip them on and see if they are not the most comfortable, easiest, most wonderful shoes you ever wore.

Pay **\$3.85** for shoes on arrival. **only** if after careful examination you don't find them all you expect, send them back and we will return your money. No obligation on you at all. This is at our risk. Order by No. X15012.



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Only the coupon—no money. That brings these splendid shoes at once. You are to be the judge of quality, style and value. Keep them only if satisfactory in every way. Be sure to give size and width. Mail the coupon now. Order by No. X15012.

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Address.....

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York and the Statue of Liberty fade from sight, leaving all those we loved and held dear behind.

We could not possibly have had a more pleasant trip. The weather was delightful and there was little or no seasickness. I did not miss a meal and the way they handled that large number of soldiers at meals was wonderful. Just imagine the immensity of the job. The food they gave us was far above the ordinary; plenty of good, wholesome food, dessert at every meal, pie often and once we had ice cream, and this was the last time. I sure wish I could get some now. We left New York without any convoy whatever, as it was hardly necessary; it would indeed have to be a swift torpedo to catch the Leviathan, as the boat is now called. Our trip over was almost uneventful, although it was necessary for us to make a wide detour, as we had picked up news that a fleet of German submarines was out for us, but they were located and we just skipped around them.

We made the trip over in just six and one-half days. About twenty-four hours before we arrived on this side we were picked up by a fleet of destroyers at sea. On the morning of July 15 we sighted the coast of France. We landed at Brest, one of the most northern seaports of France. It was a clear morning and, I think, it was one of the most beautiful sights I have ever seen. The scenery as you near Brest is beautiful.

The people have their native costumes and wear wooden shoes. It is funny to hear the little children greet you with singing "Hail, Hail, the Gang's All Here," in English. On landing at Brest we marched to a camping place that had been mapped out by Napoleon and used by his soldiers. We stayed at this place for a few days and were then loaded on trains and we rode in this fashion for four days and nights to a training area. The town in which our company was billeted was called Bowie, a small town of only a couple of hundred inhabitants. As this area was not satisfactory, we moved to another town about eighty miles away, called Champlitte. This was a much larger town and was quite a pleasant place. At this place we received about four weeks' intensive training and it was indeed intensive, from early morning until late afternoon, and we were tired out when through. There was, however, some diversion and lots of good wine to drink and we were able to buy different meals in the hotels. We left this place on September 6 for the front line and made our first entry into the trenches on Friday, the 13th of September, but the 313th was not afraid of Friday the 13th. From the time we left Champlitte the hardships began and we have had plenty since then. The first sector we took over was called Avecourt, a part of the Verdun front. We held these trenches for about ten days, during which time we suffered the first losses and I think our company was the first to be hit. Up until the time we took over this sector it had been very quiet. We relieved a regiment of American colored troops who had been attached to the French Army and they had been there for four months with practically no losses. Shortly after we arrived one of the

largest drives of the war was planned over all this sector. Our division was one of those to go over the top and its objective was Montfaucon. The French soldiers were very dubious of our success in capturing this strongly fortified point, as they had been unable to do so and they freely predicted that we would be unsuccessful. The Crown Prince of Germany viewed the great battle of Verdun when his troops were endeavoring to capture that city from the observation tower in Montfaucon and it was strongly held by the boches. The 313th was chosen as the assault unit. Many of my best friends were wounded and some killed in this drive and it was a sadder and more experienced bunch that came back.

From Montfaucon we marched to a sector in the St. Mihiel district, which we held for some time without any great activity and without any great losses. From there we came back again to Verdun and occupied our last front in the vicinity of that city. I can only tell of this front from hearsay, but from those in a position to know, it was very hell. Our men were under continual shell fire and the Germans were fighting most bitterly at this point up until the end. Of all forms of fighting, the artillery is the thing most feared by the doughboy. It is something you can't fight back at and you can't get away from.

There has been extreme artillery action on both sides in this war and we will never forget some of the barrages both at Montfaucon, where there were about 1,200 guns, both large and small, all going at once from our side besides those of the enemy and it is a sound one will not forget. I arrived at Verdun after one of the worst hikes of my life. A continual march for about fourteen hours and all but dead, but Verdun will always be the most pleasant place in France to me, as I was located here when the armistice with Germany was made. On the night of November 10 a Frenchman rushed in, wildly announcing that the war was over, and this time it was true. But during that night and the next morning the boches continued to throw their big shells into the town and we were still doubtful. However, at the eleventh hour of the eleventh day of the eleventh month of 1918, activities ceased and for the first time in more than four years you could walk the streets of Verdun without fear. It was one of the most wonderful days of my life. It would take pages to describe the things that happened that day and the emotions and actions of the various nationalities represented. There were Americans, French, French Colonials (negroes) and British and a sprinkling of others. Bells that had been silent since the war began rang out. Bands played and there was general rejoicing. This must have been a wonderful city before the war.

It hardly seems possible that the war is over. Of course there will be no actual peace until the terms have been signed and this will no doubt be weeks yet. The time will seem longer now and I am so impatient to get home again. I hate the idea of spending another Christmas away from home, but it can't be helped.

**Paid For
Three
Houses
But
Doesn't
Own
A
Brick**



¶ An employe once told us that he had paid enough rent to own three houses, and yet, through his failure to heed good advice, he didn't even own a brick.

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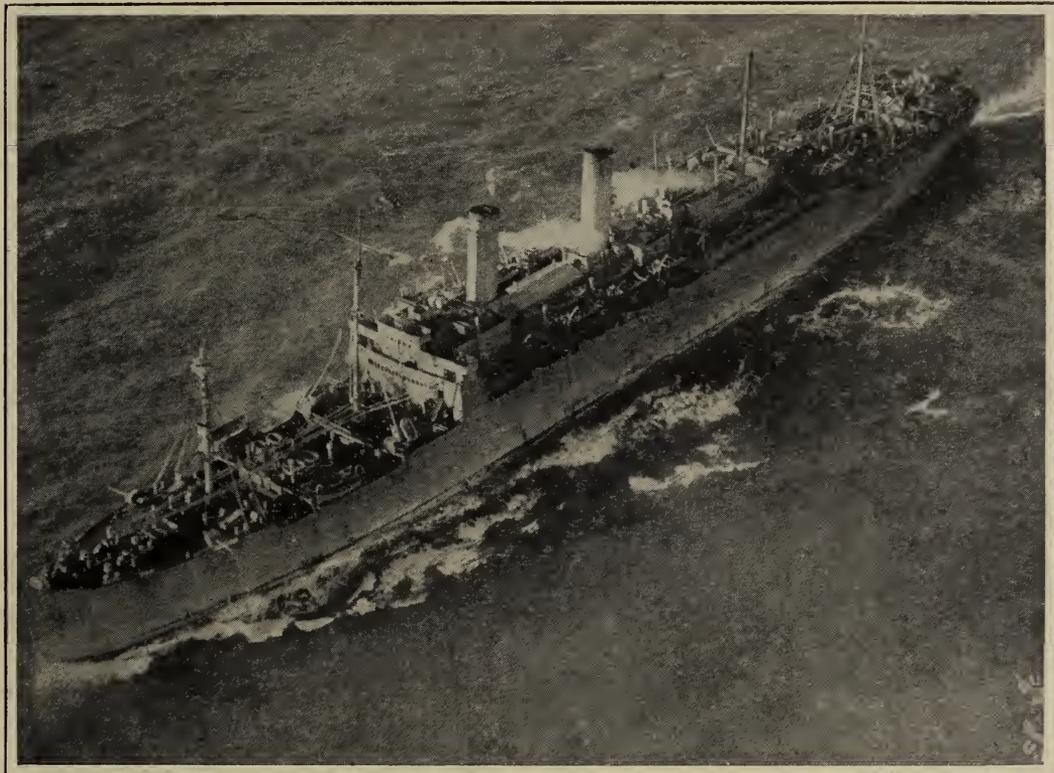
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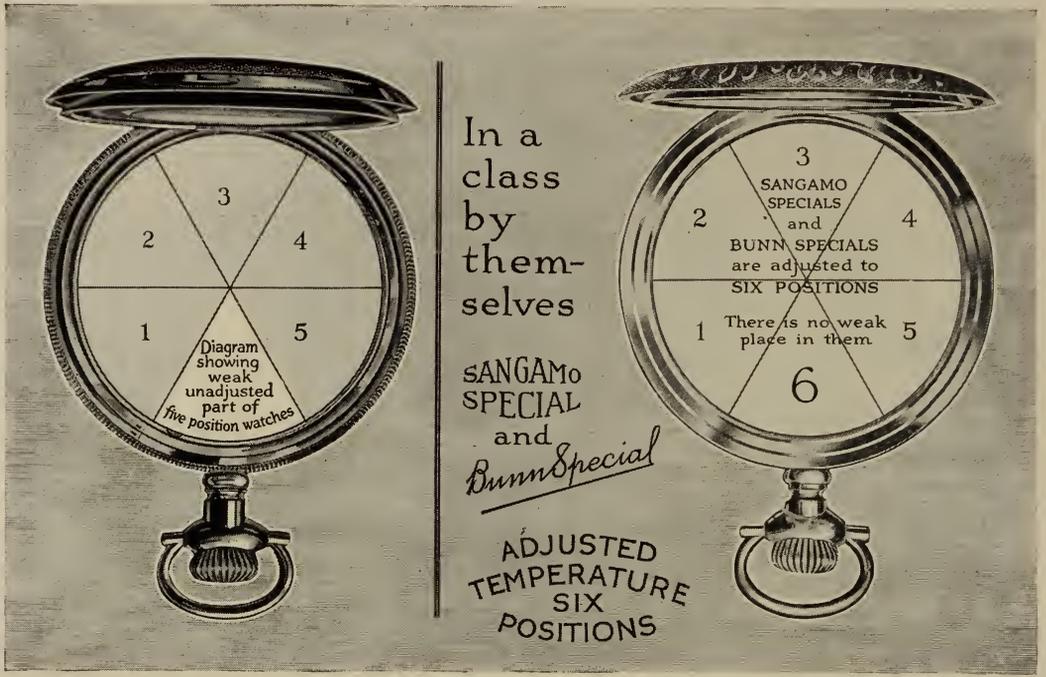
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Annual Report of the Regional Director for the Allegheny Region

Multiplex Telephony at Last a Reality

Letters From Railroaders in France

APRIL, 1919



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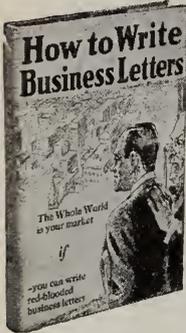
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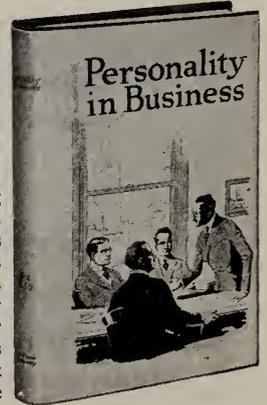
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Volume 6

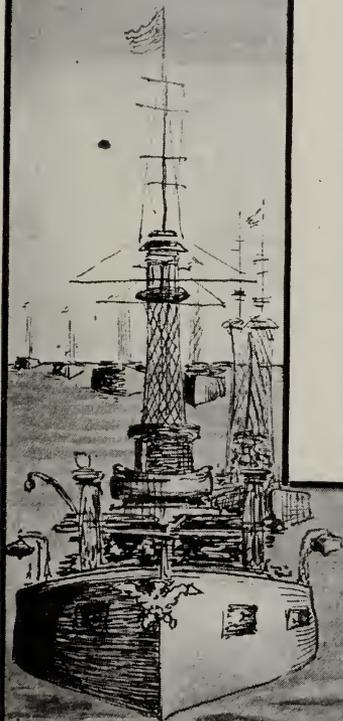
BALTIMORE, APRIL, 1919

Number 12

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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 Springtime Special

By Margaret Talbott Stevens

File Clerk, Transportation Department, Baltimore and Ohio Building

When through the office windows the golden sunbeams creep
To tell me that the raindrops and the clouds are fast asleep;
And the air is full of fragrance, and the sky is blue and clear,
Oh, I want to ride to Springtime and to stay there most a year!

I want to smell the flowers on the blossom-laden air,
And take a trip to Springtime, through the country anywhere:
For Springtime's in the country, where nature's set to rhyme,
And I'll ride the Springtime Special for it runs on schedule time.

"All Aboard! Next stop is Springtime! Here's a seat; just step this way!"
Oh, that wondrous Springtime Special nearly takes my breath away!
It glides through grassy meadows where the ferns and violets grow,
Where the Pussy-Willows whisper through the rushes as we go.

And it winds about the mountains where the breezes kiss the leaves,
And the columbines dance gaily; yes, they're laughing up their sleeves
At the sparkles in the river where the silv'ry minnows play,
And the froggies sing their chorus throughout the livelong day.

Oh, the wondrous train to Springtime speeds along through forests dark,
Where the Indian-pipes and spicewood, and moss, and birchwood bark,
And arbutus dwell in silence, where the lady-slippers white
Dance with sweet hepaticas, who smile back with delight.

Then I'll hear the whistle blowing, and the train will run so slow,
And we'll stop there at the station, right at Springtime, don't you know,
Oh, 'tis lovely there at Springtime, where the skies are bright and blue,
Where the apple trees are budding, and the grass is full o' dew.

Where the robin's in the treetop, where the sparrow's in the eaves;
And the cat-bird on the briar makes her nest of mud and leaves,
Yes, I'll ride the Springtime Special to where the world's a song;
And if you'll travel with me, why, I'll take you right along.



Safety Slogans with the American Expeditionary Forces

Federal Manager Galloway Exhibits "Peppy" Posters
at the Riverside Rally



THE THOUSANDS of railroad men who wore the olive drab in France did not leave SAFETY behind them. And one of them with a saving sense of humor capitalized Army environment and discipline to turn out some SAFETY slogans that are classics of their kind. A few are reproduced in miniature with this article. They were sent by Paul Didier, Jr., assistant superintendent maintenance of way of the 16th Grand Division, Le Mans, France, to his father, Paul Didier, principal assistant engineer of the Railroad, who gave them to federal manager Galloway just in time for him to exhibit at the SAFETY rally at Riverside on February 14.

This was a noon meeting and attracted an unusually large number of employes. M. K. Barnum and O. C. Cromwell, assistants to the general superintendent Maintenance of Equipment, J. T. Broderick, superintendent of Safety and Welfare, A. K. Galloway, general master mechanic, P. C. Allen, superintendent, Baltimore Division, and F. W. Fritchey and J. E. Brady, respectively master mechanic and assistant master mechanic at Riverside, were some of the officials present.

The Mount Clare Band was in tune for the occasion and opened with a stirring rendition of the "Marseillaise," the French National Anthem. Master mechanic Fritchey then introduced Mr. Galloway, and, as the Riverside corres-

pondent of the MAGAZINE put it in his notes, "the applause following the introduction of the federal manager was stirring, but as nothing compared to the tumultuous welcome which greeted him as he climbed on the platform and was recognized by hundreds of old employes who knew him as a Baltimore and Ohio boy, when he was a 'wee bit of a shaver.'" It was the first time the railroad men at Riverside had had a chance to show Mr. Galloway how glad they were to see him "back home" again since he returned to Baltimore as federal manager of the Eastern Lines, and they did it with a will.

His reception at Riverside was, in fact, a repetition of that given him at Mount Clare two weeks previously. He was manifestly happy at being back on the ground on which he was born and bred and trained in railroading, and glad to

YOUR HEAD MAY BE HARD

But Not as Hard as Bridges and Tunnel Arches.
Only Six Inches Clearance. Don't Ride on Tops
or Sides of Cars.

RAILWAY CO. WILL HOLD YOU RESPONSIBLE
FOR DAMAGES TO BRIDGES AND TUNNELS AND
SIGNAL TOWERS—THEY ARE NOT INSURED

KEEP YOUR BLOCK INSIDE

HUNS ARE WAITING

TRENCHES AHEAD

SPEED UP

You won't if you ride on top of or stick your head out of cars

KEEP YOUR IVORY IN

Only Six Inches Clearance Between Tops and Sides Cars and Tunnel Arches and Bridges and Signal Towers

be able to renew the associations which have played so large a part in his railroad life. His hearers knew it and shared every bit of his own gratification in the event.

But pleasant as was the occasion from that standpoint, Mr. Galloway had said but a few words before his audience realized that the big thing in his mind was that thing which bulks largest in the business life of every shop and train employe of the Railroad—SAFETY. He showed his clear-cut conviction in that respect and his broad knowledge of the subject. He perhaps surprised many of his hearers when he told them how carefully he examined our accident reports, and touched them when he betrayed the anxiety he continually felt for their SAFETY when the record of our unnecessary accidents was put before him. And he maintained that long railroad experience not only does not harden one to the suffering caused by the thoughtless worker—to himself, his family and fellow employes—but rather increases the determination to stamp out carelessness, that menace of every hazardous vocation. Such earnestness of conviction that SAFETY is of the highest importance to our railroad men, that every employe ought to think, talk and act SAFETY always, coming from a man who knows whereof he speaks and speaks truly, should be a compelling example to everyone of us and a happy forecast of fewer injuries and less suffering in the future. But everybody must help!

A touch of humor was given to the talk of the federal manager when he showed the SAFETY Posters of the A. E. F. Railroad Corps. One thing these posters show, namely: that even with the stern discipline of the Army—and the magnificent showing our boys made in France was rooted in this discipline—nevertheless there are always those in every walk of life who won't obey orders. There may be some encouragement in this fact to the SAFETY worker on the Railroad. He can help the cause only by logic and persuasion and with these he gets results. That the strictest kind of Army discipline, backed by fear of punishment and unlimited power, failed to persuade some of our boys who were chance takers is seen in the poster which shows the lamentable killing of one hundred and twenty-seven of them in riding on the tops and sides of cars. There is the same answer to this that there is to our own Accident Problem and it is given in the picturesque poster headed "Three Kinds of Fools."

Robert A. Grammes, late Lieutenant-Colonel, Ordnance, A. E. F., and now terminal superintendent in Baltimore, served for over a year with the French and British Railroad Corps and had an excellent opportunity to compare French and American SAFETY methods. He confirms the fact brought out in these posters that the clearances on the French railroads are very dangerous, but states that notwithstanding this fact, injuries

THREE KINDS OF FOOLS!

1. Fools.
2. Damned Fools.
3. SOLDIERS WHO RIDE on TOPS and SIDES of CARS

A Great Many American Soldiers Have Already Been Killed as a Result of Riding on Top of Cars.

There is Only Six Inches Clearance Between Tops and Sides of Cars, and Tunnel Arches.

There is Only Six Inches Clearance Between Tops and Sides of Cars and Bridge Superstructures.

There is Only a Slight Clearance Between Sides of Cars and Signal Towers.

If You Expect to See the Next Block, Keep Yours Inside

127 AMERICAN SOLDIERS KILLED

Riding on Tops and Sides of Railway Cars

KEEP INSIDE

There is Only Six Inches Clearance Between
Tops and Sides of Cars and Tunnel Arches,
and Bridges and Signal Towers

KEEP INSIDE

Wait Until You Get to a Trench to Stick Your Head Out

LOTS OF TIME

and accidents are far less common. A paradox apparently but a truth in fact, and the reason is simply that the ordinary Frenchman as compared to the ordinary American is a SAFETY MAN. Except in the protection of the right of way, French railways are not as safe as our own. In material and methods of operation they depend more on the human element. As most of us know, their whole equipment is not so sturdy, their engines, box and flat cars, gondolas and trains are smaller. The latter seldom have more than thirty or forty cars, usually fewer, and only about one car in five has a hand brake. This car is also provided with a hood or small compartment on one end which takes the place of our caboose. It is only large enough for the conductor (*chef de train*) or one of his brakemen to get into comfortably with his basket, and in these hoods the members of the train crew get before the train starts and stay until it stops. The small clearances prevent the walking of the trains while in motion and inspections are made only at designated stop points. Many of the cars constructed by our own Railroad Corps with the A. E. F. have these hoods.

The inspection of French trains is, perhaps, more thorough and highly systematized than our own. A chief inspector is in charge at every originating and stop point and he not only inspects the mechanical equipment but also the loading of the cars. This latter is of great importance, for valuable commodities, what we would call l. c. l. commodities, are often loaded in open

top cars, sometimes tied on and sometimes covered with tarpaulin. The chief inspector also gives the order to proceed to the train conductor.

It is said that the carelessness of the American soldier, even he of the Railroad Corps, was a thorn in the flesh of these chief inspectors of French railways. It is nothing less than a disgrace to them to have a passenger or trainman hurt or killed on the territory they supervise, and the freedom with which *les Américains* jumped on and off moving trains was hard for them to understand.

There is no SAFETY propaganda on the regular French railways. Our own railroad soldiers found it necessary to develop it on the military railroads, however, for the protection of our men. In fact the whole attitude of the French on the subject of SAFETY is in strange contrast to our own. Except for a few placards in the French railway shops urging the use of goggles for eye protection, one would not know that any general SAFETY work for the conservation of human life was being done.

But the truth of the matter is that railway SAFETY propaganda is so thoroughly ingrained in the French nature, that its outward manifestations are unnecessary. In the home and in the school the French child is taught a wholesome respect for everything pertaining to the railroad. As before mentioned their right of way is better protected than can our own be, because of the very much shorter distances. But beyond that the idea is inherent that the railroad track is no place to walk or to

WAR RISK INSURANCE

KEEP INSIDE

Only six inches clearance between tops and sides of cars and tunnel arches and bridges and signal towers

DON'T BE A DEAD ONE

HELP TO WIN THE WAR

If You Expect to See the Next Block, Keep Yours Inside

play. The engine and train are the bug-a-boos of the French child—more wholly feared than the witches of their fairy stories.

By such early training there is instilled in the heart of every French man and woman a wholesome respect for the railroad which extends even to the rail employe of short or long experience. And he, in contrast to our own employe,

is a SAFETY man by birth and inheritance. Despite weaker equipment, few hand brakes, coupling by hand instead of automatically, the use of iron shoes placed by hand to stop a car running down off a hump, etc., etc., injuries to employes on the French roads are of remarkably uncommon occurrence because the human factor is almost invariably a SAFETY factor.

THE BALTIMORE AND OHIO RAILROAD COMPANY.

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LAW DEPARTMENT.

BALTIMORE, MARYLAND.

GEO. DOBBIN PENNIMAN,
COUNSEL, RELIEF DEPARTMENT.

March 6, 1919

What a veteran thinks about the Relief Department

Mr. Wm. J. Dudley,
Superintendent, Relief Department.
Dear Sir:

I purchased fee simple property in Baltimore City, and a summer home and farm at Deer Park, Maryland in the Alleghenies, through your department, and I am safe in asserting that had it not been for the advantages offered by the Relief Department, I would not to-day be the owner of the properties to which I refer.

I have been an employe of the road since the Savings Feature was inaugurated. From my association and connection with the Law Department since 1881, I have probably met thousands of the borrowers. All of them expressed full satisfaction with the results, and were glad that they had invested in a home.

I earnestly endorse and commend the Savings Feature to every employe.

Very truly yours,
Geo. W. Kauleberk

Charley Pack
of the
Capital City
Writes to
Ye Ed.

on

War (Victory) Gardens



CHAS. LATHROP PACK, PRESIDENT,
NATIONAL WAR GARDEN COMMISSION—

Dear Boys on the R. R.—My friend Charley Pack of the Capital city, keeps sending me literature on War gardens, only now he calls them VICTORY gardens for 1919. You know that Charley is the Pres. of the Natl. War garden Commission and he sure did make a Name for himself in getting folks to grow

things during the last year or so. Now he asks me to write you R. R. Boys again to get busy with your back yards and the R. of W. (Charley calls this Slacker space when it isn't growing vegetables and so forth) and raise things so here we are!

First of all I want to say that Charley sure has some Ed. to get out his catalogues and so forth, also he has some artist—that is the fellow who drew these drawings Herewith for these cartoons sure do teach a LESSON as the scribes say. But he hasn't got anything on our own Artist Hen Raymond, Brakeman on the Phil. Div. who also sent me the enclosed drawing for our Gardeners and Those that should be. You can recognize Hen's good work by his signature herewith. His style is fine!

And speaking of the Phil. Div. reminds me of my old friend Capt. Bell of the same. When in past times I used to be with the R. R. he and I often whiled away the Fleeting Moments so to speak on the train discussing gardens, chickens and such like. That was in the good old days before the war and I haven't seen



SPREAD THE GOSPEL OF FOOD NEEDS

SAY DON'T FORGET THAT GARDEN



him since but Capt. Bender whom you most all know also of the Phil. Div. in fact a conductor theron tells me that he (that is Capt. Bell) is still on the job raising things to help feed the Populace and Others in this country and elsewhere mostly Europe. Which I say is Fine too!

But getting down to brass tacks as the Saying is I want to state that Charley Pack has some Good dope on this here question of gardens. Some of us thought that when the late War was over all this talk and campaigning for LiB. Bonds, W. S. S. gardens and so forth would be over too. Not so says Charley and he proves it with Arguments he picked up most everywhere both hereabouts and on the other side of the Pond that is the well known Atlantic.

One thing Charley says that as an Honest man I must take with a grain of Salt as they say and that is that these gardens will knock the Spots out of old H. C. L. which you know is short for High Cost Of Food. He said this also last year but as a married Man I'm here to state that old H. C. L. is flying just as high as it ever did AND WE married men know! If I wanted to argue this point with Charley he would probably say that if it hadn't been for his War gardens it (that is the H. C. L.) would have gone still higher. And I'm not the one to dispute that with an expert



SAY TO YOURSELF: "ILL GROW A BEAN OR KNOW THE REASON WHY"

like Charley. Silence is Golden say I at such a time!

Another thing Charley says is that these Amature Gardeners get good health and Appetite for their trouble. There I'm with him for and aft as they say on the Sea having been one myself in a small way in the past year, that is to say on a small plot. I got blisters too and a crippled back but they're only temporary.

One other thing I know you get from being a war or as Charley now calls it a Victory gardener and that is experience with a Big E. Mine came pretty high too. I set out two dozen tomato plants in my back yard and planted them in a nice quiet Spot right under some fruit trees. My wife took good care of them too that is as good care as she could in connection with her other domestic duties and put the hose on them two or three times a week and they kept fine and green, but they wouldn't grow. First I thought that I had gotten a dwarf Variety unawares and it was only last week that I found out in Charley's Latest Book that Shade and tomatoes don't get along well together. They need sunshine to grow in just like kids do. So this year I'm saving a sunny spot for my Tomatoes just like I have for my little girl on the front Porch only in the garden of course. And she is



LET EVERYBODY WORK TO MAKE VICTORY
GARDENS GROW

growing I can State! Another thing I won't do and that is plant those little lettuce seeds about three inches in the Ground where I smothered them last year. Well Boys Experience come High but it Pays!

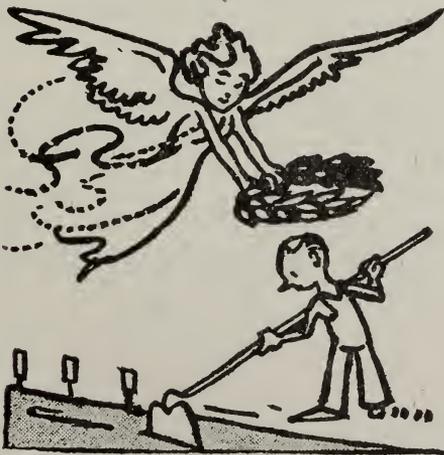
However I can testify that all the experience wasn't that disappointing. I raised fine beets and radishes and peas and other sundries and you know how good they look when they first peek out of the ground and how good they TASTE after the wife has handled them VIA the Kitchen as we Railroaders say—oh BOY!

What I started out to tell You though was about the Aforementioned Book. Charley Pack sent me several copies and said I could tell the R. R. Boys that all they have to do is to send him a two cent stamp and ask for a Copy. I can recommend the Book most highly being as it has already taught me several of my sundry mistakes and it has everything in it from the saving of the Seed of the previous season to the Canning of what you have over for the next Winter Season. Charley's official name is

Charles Lathrop Pack, Pres.

National War Garden Commission,
Washington, D. C.

and I want all you Boys to fill in the coupon at the bottom of the next page and send it to him with a two cent stamp



LET YOUR WAR GARDEN OF 1918 BECOME
A VICTORY GARDEN IN 1919



UNITED WE GROW AND FEED THE WORLD

for a Copy, as he has enough to go all around our R. R. gardeners.

Yrs. for Success

BUMP. R. GARDENS

P. S. Just as I was about to send this screed as the scribes say to our old friend George Leilich at the R. R. Print shop I got a book from my London Correspondent John Hart. John runs an

awfully funny paper in England that he calls Hello and it did my heart good to read in his latest copy what follows about how the Boys of Merry England, R. R. and others I guess are hot on this Victory garden stuff and I guess this will stop some of this anti Ally talk about those brave lads in England letting uncle Sam do it all and such nonsense. John is some expert on parodies and here is what he says and you know he is clever: "Breathes there a man with soul so dead who never to himself hath said: I'll till more land to make more bread to save the cost of overhead. I'll plough my fields for early corn; the squash shall ramble o'er my lawn, I'll fill my driveways full of corn and plenty shall my board adorn. We'll raise things that we love so well; the onion with its vigorous smell; the currant with its lovely jelly; the bean that loveth so to swell; the cuke whose eager pains we quell; the squash which spreads like umberell; potatoes that perhaps we'll sell—and while about it, we may's well raise everything excepting H—ll."

P. P. S. Have you put in your spring fertilizer!

Get Victory Garden Book

New Edition fully illustrated for every reader of
THE BALTIMORE AND OHIO EMPLOYEES MAGAZINE

We have arranged with the National War Garden Commission, Maryland Building, Washington, D. C., for you to get this Free Garden Book of instructions. Send this coupon and a two-cent stamp for postage NOW to

NATIONAL WAR GARDEN COMMISSION
Maryland Building Washington, D. C.

Herewith two-cent stamp for postage for which please send me your Victory Garden Book free. (Please Write Plainly)

Name

Street

City State

WARNING! You Must Fill Out These Blanks To Get Book!

Annual Report of the Regional Director for the Allegheny Region to the Director General of Railroads

PHILADELPHIA, December 31, 1918.
HON. W. G. McADOO,
*Director General of Railroads, Wash-
ington, D. C.*

My Dear Mr. McAdoo—In response to your request of September 20, I beg to submit the following report on the unification of operation in the Allegheny Region:

side equipment, which was thus made available for other urgent requirements.

It is impossible to approximate the savings effected by the freight traffic diversions and the miscellaneous coordinative activities.

The figures embrace the unifications made on Allegheny Region roads prior

	Men released for other service.	Saving per annum.
(a) Unification of terminals and stations, 875.....	1,552	\$4,037,526
(b) Elimination of passenger service, saving train miles per annum, 7,683,432.....	658	5,914,203
(c) Reduction in organizations contrasted with same under corporate control:		
Saving due to the elimination of corporate organizations.....		1,828,071
Unifications and discontinuance of operating and traffic offices.....	692	1,168,866
(d) Miscellaneous economies, the result of causes other than the above:		
Advertising discontinued.....		450,640
Road unifications.....	290	1,710,954
Grand total (a), (b), (c), (d).....	3,192	\$15,110,260
(e) Recapitulation of cooperative action, the results of which are in the direction of efficiency but intangible as to economies:		
Freight traffic diversions.....	Number. 251	Cars diverted. 317,604

The adoption of the Sailing Day Plan for handling less carload freight, the making effective shipping guides, and the zoning of traffic at Philadelphia, Baltimore, and other large cities, the short routing of carload freight by billing at the source, all have a marked influence in simplifying terminal and road operation, reducing freight car miles, and releasing equipment for other uses. The fullest interchange between railroads of tugs, floats, barges, and other floating equipment at New York, Philadelphia, Baltimore and Norfolk has enabled the maximum efficiency of railroad-owned equipment to be obtained and has reduced to a minimum the hiring of out-

to being placed in this region, as well as those effected since the Allegheny Region was formed. Statements giving the unifications prior to and subsequent to the placing of the roads in the Allegheny Region are attached.

This region was formed June 1, 1918, and comprised the Pennsylvania Railroad lines east of Pittsburgh, Baltimore and Ohio Railroad lines east of Parkersburg and Pittsburgh, Pittsburgh and Lake Erie and other lines serving the Pittsburgh district, Philadelphia and Reading Railway system and Central Railroad of New Jersey. On December 1, Pennsylvania lines west of Pittsburgh and Baltimore and Ohio Railroad lines west of

Parkersburg and Pittsburgh were added.

In addition to their usual business, the lines in the original region handled a heavy tonnage of coal, coke, ore, and miscellaneous supplies to the steel plants and blast furnaces in the Pittsburgh district and miscellaneous supplies to over forty munition and shipbuilding plants on the eastern seaboard. They also transported troops to and from Camps Upton, Mills, Dix and sixteen other camps located on or served by the region lines, in addition to handling troops to point of embarkation.

As the Allegheny Region was a center of most intensive activity in war work, it was necessary to move traffic over lines of least resistance, route freight so as to avoid congested districts, and eliminate all possible duplication of passenger service in order to transport the large number of employes of munition and shipbuilding plants to and from work, furnish those plants needed supplies, and take care of the heavy troop movements.

The most important consolidations of facilities were the routing of Baltimore and Ohio freight trains between McKeesport and New Castle over the Pittsburgh and Lake Erie Railroad, where one engine will handle the tonnage of five engines between the same points on the Baltimore and Ohio lines; handling westbound coal from Fairmont district and coke from lower Connellsville region on Baltimore and Ohio over the Monongahela, Pittsburgh and Lake Erie and Pennsylvania Railroads to Pittsburgh district, thus releasing the Baltimore and Ohio lines for movement of additional eastbound business, principally coal from Fairmont district to seaboard; routing Baltimore and Ohio business from West Virginia coal regions and Pittsburgh district by way of Rutherford Gateway and Philadelphia and Reading Railroad instead of handling it via Baltimore and Philadelphia, taking advantage of a shorter line and more favorable grades, and in addition, keeping the business out of the congested districts at Baltimore and Philadelphia. Anthracite coal from Pottsville and Shamokin regions to Baltimore, Washington, and other points was moved via Harrisburg instead of

Philadelphia, helping to avoid congestion in the latter district.

Western Maryland and Baltimore and Ohio lines between Cumberland and Connellsville were operated as one division, as were also Cumberland Valley, Western Maryland and Philadelphia and Reading lines between Cherry Run and Harrisburg. Huntingdon and Broad Top Mountain Railroad was operated as part of the Juanita division of Pennsylvania Railroad. Philadelphia and Reading, New England Coal Fleet was operated from Port Reading instead of Port Richmond to New England points with a reduction in the water movement of approximately 185 miles and an increase in road haul of only seventy miles.

Appointment of terminal managers in charge of operations of all lines at Baltimore, Philadelphia, and New York, and the Permit System regulating the flow of traffic in accordance with ability to handle at seaboard destination, have been of great value.

From June to October there were over 900 passenger cars exclusively assigned to the transportation of war workers, and during the same period nearly 9,000 troop trains were moved in the region. During the period there were many unifications of terminals and stations made, among the most important of which to the traveling public was the use of the Pennsylvania Railroad terminal at New York by Baltimore and Ohio Railroad and Lehigh Valley Railroad for its through trains.

As illustrating the density of freight traffic, in October, 1918, the region had 5.6 per cent. of the average mileage of Federal controlled railroads in the United States while it transported 14 per cent. of the total net ton-miles of all such railroads. The results of operation are not available for November and December but for the period from June to October inclusive, the region handled 1,233,396,959, or 4.4 per cent. more tons one mile and transported 447,002,496, or 14.7 per cent. more passengers one mile than in the corresponding period the previous year.

Considering the large increase in business and the fact that many experienced employes entered the military and naval

service or were engaged at munition plants or other lines of war work, their places being taken by less experienced employes, both passenger and freight business was well handled. I am pleased to say that we have had the hearty cooperation of all the officers and employes of railroads in the region, and to this I attribute in a large measure the success in handling the business.

During December, 1918, weather conditions in Allegheny Region were favorable to operation, and the railroads were able to furnish ample transportation to handle an increase in both freight and passenger traffic compared with December, 1917.

Anthracite coal loading increased 1,456 cars, or 2.9 per cent.; bituminous loading increased 35,944 cars, or 17.7 per cent.; all coal loading increased 37,400 cars, or 14.8 per cent., compared with December, 1917. Total revenue freight loaded increased 64,803 cars, or 8.9 per cent.; and total revenue freight received from connections increased 108,913 cars, or 17.2 per cent., compared with same month last year.

Tidewater coal dumped was 2,158,491 tons, increase of 471,117 tons, or 21.8 per cent. compared with December, 1917.

At close of month there were stored 12,000 open-top and 10,000 closed cars for which there was no demand. Including this surplus, cars in Allegheny Region equaled 99 per cent. of ownership, compared with 115 per cent. June 1, 1918.

With the exception of movement controlled by permits, the region continued clear of embargoes on carload freight, and no embargoes at transfer platforms against less carload freight.

Report of blast furnace operations

December 31 shows no furnaces out due to transportation deficiencies.

Passenger travel was heavy, due to holidays and the large number of soldiers and sailors on furlough and discharged. Generally speaking, the travel was satisfactorily handled. Extra coaches and parlor cars, and in many cases extra sections of passenger trains, were operated to handle the holiday travel. Passenger train schedules were maintained with reasonable regularity, considering the volume of traffic handled. United States mail and express were satisfactorily handled. Troop movements continued light. Due to cessation of hostilities, twenty-four trains serving war industries were withdrawn during the month.

The bad-order car situation compares favorably with November, 1918, although repairs were retarded, due to a week of rainy weather in early part of the month. Locomotive output also compares favorably with previous month. Railroads received fourteen locomotives built in their own shops and nineteen from locomotive builders, leaving 383 locomotives (including Pennsylvania lines west) to be received to complete 1918 program.

Thirty-four unifications of facilities were effected during the month, resulting in an annual saving of \$326,243.

Ability to recruit labor forces, along with open weather, enabled satisfactory progress being made on addition and betterment work. Completion of engine-house and yard improvements is being pushed, and a large portion of these facilities are already completed.

Yours very truly,

C. H. MARKHAM,
Regional Director.

ALLEGHENY REGION.—*Summary of unification, June 1, 1918, to January 1, 1919.*

(a) UNIFICATION OF TERMINALS AND STATIONS.

	Unifications.	Employes released for other service	Saving per annum.
Stations.....	246	759	\$942,070
Telegraph offices.....	9	12	12,024
Switching.....	87	185	812,389
Engine-house facilities.....	51	216	490,023
Car repair and inspection.....	165	237	519,686
	558	1,409	\$2,776,192

(b) ELIMINATION OF PASSENGER SERVICE.

	Locomotives.	Cars.	Employees released for other service.	Train Miles.	Saving per annum.
To increase capacity of road for freight	10	19	40	367,776	\$274,418
On account of elimination of competitive conditions ..	10	61	93	672,072	551,968
	20	80	133	1,039,848	\$826,386

(c) REDUCTION IN ORGANIZATION AS CONTRASTED WITH THE SAME UNDER CORPORATE CONTROL

	Employees released for other service.	Saving per annum.
Corporate organization not required		\$1,828,071
Unification of general and division offices	195	345,114

(d) MISCELLANEOUS ECONOMIES, THE RESULT OF CAUSES OTHER THAN THE ABOVE.

Reduction in freight train service and unification of road facilities	275	\$1,518,107
Unification of floating equipment	15	148,407
	290	1,666,514
Total (a), (b), (c), and (d)	2,027	\$7,442,277

(e) RECAPITULATION OF COOPERATIVE ACTION.

Freight traffic diversions (road)	107	Cars. 205,531
Freight traffic diversions (yard)	61	29,846
Total	168	235,377

Summary of unifications.—Baltimore and Ohio—Western Lines and Pennsylvania Lines West, January 1 to December 1, 1918; other lines January 1 to June 1, 1918.

(a) UNIFICATION OF STATIONS AND TERMINALS.

	Unifications.	Employees released for other service.	Saving per annum.
Stations	90	49	\$412,253
Switching	50	92	593,801
Enginehouse	12	2	21,134
Car repair and inspection	165		234,146
	317	143	\$1,261,334

(b) ELIMINATION OF PASSENGER SERVICE.

	Released for other service.			Train-Miles.	Expense.
	Locomotives.	Cars.	Men.		
(1) To increase capacity of roads for freight	72	407	425	5,429,772	\$4,020,979
(2) On account of elimination of competitive conditions	18	53	100	1,213,812	1,066,838
	90	460	525	6,643,584	\$5,087,817

(c) REDUCTIONS IN ORGANIZATION AS CONTRASTED WITH THE SAME UNDER CORPORATE CONTROL

	Employees released for other service.	Saving per annum.
Freight traffic line agencies discontinued.....	368	\$677,174
Off-line traffic agencies discontinued.....	129	146,578
	497	\$823,752

(d) MISCELLANEOUS ECONOMIES, THE RESULT OF CAUSES OTHER THAN THE ABOVE.

Discontinuance of competitive and constructive advertising.....		\$450,640
Unification of road facilities.....		44,440
		\$495,080
Total (a), (b), (c), and (d).....	1,165	\$7,667,983

(e) RECAPITULATION OF COOPERATIVE ACTION.

Freight traffic diversions (road).....	51	Cars. 77,263
Freight traffic diversions (terminals).....	32	4,961
	83	83,224

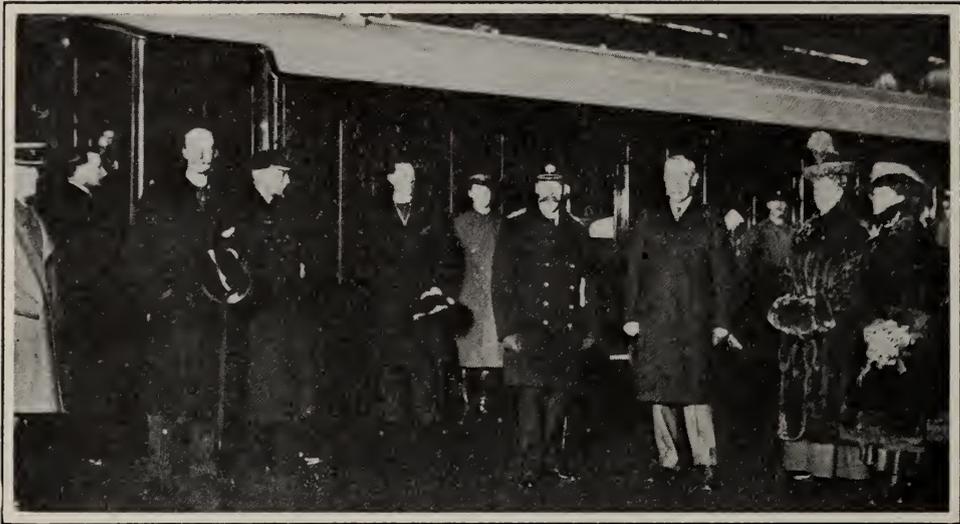
Third Liberty Loan Subscribers—Eastern Lines, Attention!

THE cooperation of all Eastern Lines employe subscribers to the Third Liberty Loan is requested in the carrying out of the provisions of the following bulletin, issued on February 28:

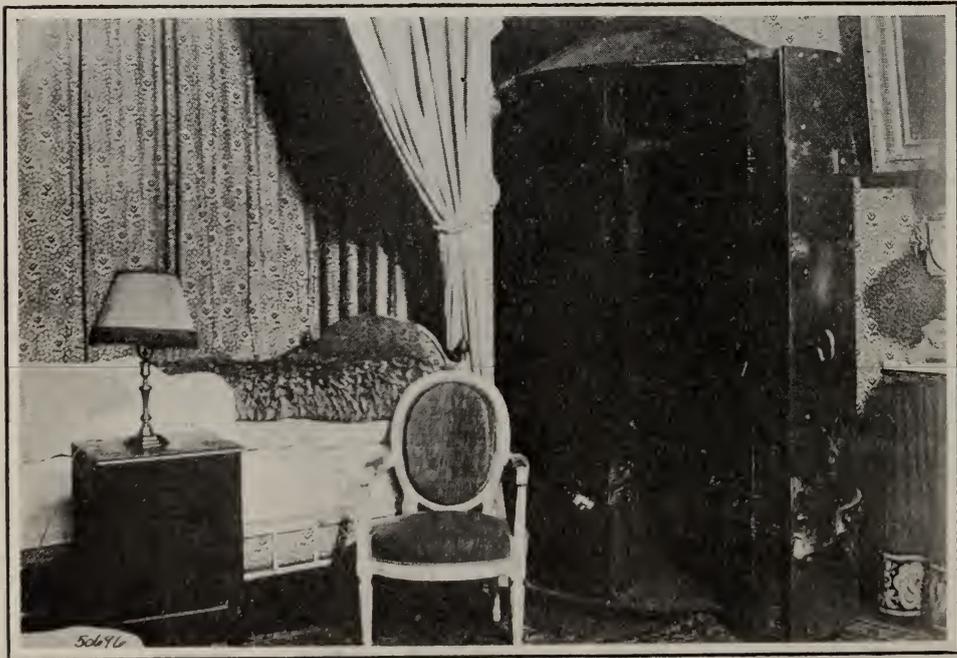
Attention of all Baltimore and Ohio—Eastern Lines employes, subscribers to Third Liberty Loan Bonds, is called to the fact that as payments for a large number of these bonds will be completed during the month of February, 1919, it will not be possible to make delivery to all subscribers at the same time, as considerable work is involved in closing out the accounts and issuing the bonds.

It is recognized that employes who have completed payments on the bonds for which they have subscribed will desire prompt delivery, and this will be arranged for as rapidly as circumstances permit. The Treasurer will forward the bonds to divisions one department at a time, such as Maintenance of Way employes, Maintenance of Equipment, Transportation, etc., and to the general office forces in the same manner, such as the separate offices of the Accounting Department, Traffic, Law, etc.

Please see that the information as outlined above is posted so that employes will be familiar with the method of handling this matter.



In the Victoria Railway Station, London, King George and Queen Mary bid the President and Mrs. Wilson good-bye on the morning of December 31, 1918. From right to left are: Mrs. Wilson, Queen Mary, President Wilson and King George. In the background is the train upon which the presidential party is to travel to Dover.



A bomb-proof shelter in a bedroom. A one-man bomb-proof shelter was discovered by the American billeting officers when they arrived in Hayange, Lorraine. It was installed in a bedroom in Chateau Wendell. It is an odd piece of furniture, somewhat resembling a sentry box, but as heavily armored as a battleship. A report has it that the bomb-proof was originally installed for the German Crown Prince at a time when the district was thickly populated with German troops and the Allies were making many bombing raids in the neighborhood.



Three Yankee "submarine chasers," docked in the harbor of Fiume, attract the attention of a group of spectators on the water front, some of them soldiers of the 332d United States Infantry. These Yanks, who operated with the Italians on the Piave, now find themselves on the other shores of the Adriatic Sea as part of the allied army of occupation in Austria-Hungary.



With the Americans on the march to the Rhine. A quaint corner in Mayen, Germany, which is much admired by the Yankee sightseers who are passing through the town on their way to the Rhine.

A Good Bulletin

UNITED STATES RAILROAD ADMINISTRATION

Director General of Railroads

BALTIMORE AND OHIO RAILROAD—WESTERN LINES

OFFICE OF DIVISION OPERATOR

CLEVELAND DIVISION

Cleveland, Ohio, March 1, 1919.

TO ALL CONCERNED:

A. C. Bennett, Seville, commended for finding a defective switch and arranging for repairs.

C. W. Summers, Seville, commended for noticing a wheel with broken flange in train passing his office. Train was stopped and car set off with 24 inches of flange gone.

Both of above cases were serious and the watchfulness of these two men doubtless prevented accident.

What Do You Read?

Good, wholesome literature is beneficial to us all. Try the following: Pages 5, 6, 7 and 8, Book of Rules. Rules 7, 8, 9, 27(A), 36, 37, 91, 96, 99 (fifth paragraph), 107, 109, 109(A), 109(C), 117, 121, 201 to 223, inclusive; 701 to 718, inclusive; 800 to 829, inclusive.

I'll venture the prediction that ninety-nine per cent. of the employes of the Telegraph Department have the GREEN book in their pockets and not over two per cent. the Book of Rules. Who will dispute it?

Assets and Liabilities

All corporations are rated financially by their assets and liabilities.

Which are YOU?

ASSETS

Employees who obey the rules.
Employees who play safe at all time.
Employees who have the Company's interest at heart.
Employees who consider the Book of Rules on a par with the Agreement.
Those who realize the other fellow also has some rights.
Those who are willing to give 8 hours per day honest work.
Those who, when reporting unable for duty, give the supervising official sufficient time to get relief to avoid violating the Hours of Service Act.
Those who handle train orders and other work intelligently.
Those who block trains properly.
Those who keep themselves and surroundings neat and clean.
Those who can repeat Rule 107 without looking it up, and then obey it.

LIABILITIES

Those who do not.
Those who cannot.

We have both assets and liabilities on the Cleveland Division and it is well to remember that LIABILITIES are things nobody cares to have hanging around.

Do well your duty, it matters not where,
And some one will surely discover you're there.
It isn't the job that counts in life's plan.
Success and advancement must come from the man.

M. E. TUTTLE,
Division Operator.

Multiplex Telephony at Last a Reality

Five Simultaneous Conversations Occur Over One Pair of Wires. Tuxedo (Baltimore) Station at One End of First Practical Demonstration

Many employes saw in the daily press the notices of the perfection of Multiplex Telephony and not a few of them have asked our Electrical Engineering Department for additional information concerning this marvelous development. In view of this, J. H. Davis, electrical engineer, secured the following most interesting article on the subject from the Western Electric Company



THE perplexing problem of multiplex telephony and telegraphy has been solved, demonstrated and placed in practical daily use. The first conversations over the multiplex telephone were carried on between Washington and Pittsburgh, the actual multiplex section of the first line extending from the Tuxedo test station at Baltimore to the Brushton test station just outside the city of Pittsburgh.

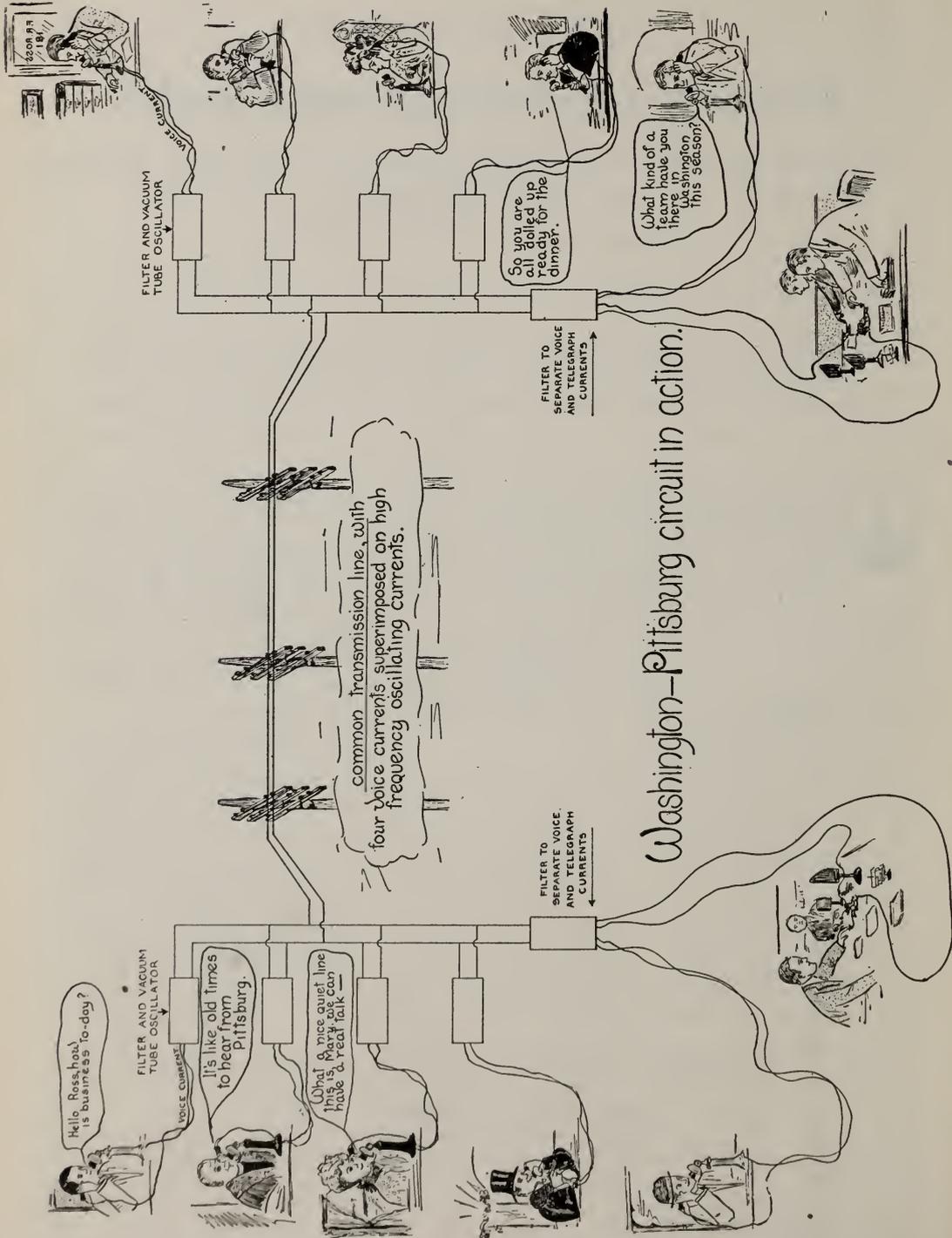
Multiplex telephony and telegraphy is really not so complex as the name suggests. It is nothing more nor less than the simultaneous use of a single pair of wires for many non-interfering telephone conversations or many non-interfering telegraph messages or if need be for both. Actually, the commercial service in which the system was demonstrated provided for five pairs of simultaneous non-interfering telephone conversations and two ordinary telegraph circuits on one pair of wires.

When the operators at Washington and Pittsburgh awoke one morning to find four additional circuits available for relieving the strain of war calls, nothing remarkable suggested itself to them. But something new and remarkable had happened; something destined to mark an epoch in the development of long distance telephony and telegraphy, for those four circuits which the operator found

that morning were over the same line she had always had and while heretofore only one pair of conversations could be carried, now five pairs of conversations go over the same circuit without interference from one another. Each seeks out the terminal apparatus for which it was intended without getting inextricably tangled when all are waltzing together down the common path.

This seems beyond belief, but it is exactly what is occurring right now. Mr. Jones in his office at Pittsburgh can talk business to Mr. Smith in his office in Washington over the same line that his wife in her Pittsburgh home uses in discussing domestic problems with Mrs. Smith, who is at her residence in Washington. At the same time and over the same line three other pairs of conversations are occurring and perhaps two telegraph circuits are established and none of them interferes with any other.

How is this possible? The modern telephone is reasonably familiar to everyone. It is known that it has long been possible to take two adjacent metallic telephone circuits and so arrange them as to provide for an additional or phantom circuit. Coincident with this phantom it is also known that each of the four wires can be employed for an ordinary telegraph circuit without interfering with its employment as a part of the telephone



Washington—Pittsburg circuit in action.

highway. It is known also that when a person talks into a telephone transmitter he generates feeble electric currents which have very curious and complex forms and which involve a wide range of frequencies—extending up to 2,000 alternations per second. In a word, it is known that if the telephone transmitter, receiver and line are good, each part of the circuit will have a current which pictures a faithful reproduction of the disturbances which the voice produces in the air.

It is known also that if our circuit is to be satisfactory it must, so far as the receiver at least is concerned, be free from electric currents of voice frequency save only those produced in the transmitter used by the one to whom we are talking.

If this is so and if all human voices employ about the same range of frequencies how is it possible to use a single pair of wires for many simultaneous messages and have each message go only to the terminal designed? It was this difficulty which baffled so many men for so many years and led to a great number of ingenious proposals designed to keep messages separate. But none of the many schemes that were proposed performed practicably until the Technical Staffs of the American Telephone and Telegraph Company and the Western Electric Company began to work on a new principle.

It is known that there are ranges of frequency that are beyond the limits of perception by any of our five senses. But telephone experts have found out that currents of high frequency obey the same laws as currents of low frequency, and they have found out further that these high frequencies have a particular liking for circuits specially dimensioned to receive them and that each particular high frequency or range of high frequency if given a chance to choose between a number of different circuits will select the one best adapted to its needs and travel down it in preference to all other circuits.

It is this peculiar property of selectivity between different high frequency currents which has been employed for combining and separating the various messages which are destined to travel together over a common pathway. But there is more to the problem than merely

employing a number of different high frequencies and their corresponding circuits. The characteristic of the particular voice frequency which we wish to transport to the distant end of the line must be impressed upon the high frequency current which serves as the carrier.

A device developed some years ago which is known as the vacuum tube amplifier furnishes a ready means of so mixing an ordinary voice frequency with a higher frequency that an exact picture of the latter as it emerges from the device would show distinctly the effect which the relatively slow moving voice current had in lopping off the top of the high frequency waves. This same device can serve equally to divorce completely a union of high and low frequency which may be handed to it. This lopping off and separation is only possible, of course, when the vacuum tube amplifier is properly associated with numerous other pieces of apparatus, the most notable of which are filtering circuits, without which the vacuum tube would be impotent.

Here then is the basis of the multiplex plant now giving service between Washington and Pittsburgh. From Washington to Baltimore and from Pittsburgh to Brushton there are provided as many ordinary telephone circuits as are required for the ordinary and multiplex use of the toll line between Tuxedo and Brushton, in this case, five. None of these five circuits is different from an ordinary telephone circuit either from the standpoint of talking, signalling or operating. At Tuxedo and Brushton each of the ordinary telephone terminals runs into its own particular piece of apparatus. One of the terminals, namely, that one which is to use a toll line in the ordinary way goes directly to the latter through an equipment which prevents any of the outgoing or incoming high frequency currents from going back to the terminal. Each of the other terminals goes through an apparatus which for outgoing transmission combines the voice currents with a particular higher frequency current, or carrier. This latter when modulated by the voice current passes out to the toll line through an apparatus especially

adapted to that particular carrier when loaded with its heterogeneous mass of voice frequencies and to no other carrier.

At the distant end of the line the first or ordinary conversation passes through its proper selecting apparatus directly or to the terminal designed for ordinary working and each of the four other carriers pops into its own designated circuit, where, after being divested of its carrier, the demodulated voice frequency goes out on an ordinary line to the distant subscriber.

In the meantime telegraph currents have been flying back and forth over the wires of the circuit without interference to or from the various voice and carrier currents that have been in play.

Thus it happens that at any given instant the two wires of the toll line have impressed upon them a heterogeneous mass of high frequency carriers, human voice currents, telegraph currents and such control currents as it may be necessary to employ for the proper operation of the

terminal apparatus. An electrical picture would be unintelligible to any of our senses.

The multiplex telephone which has been offered to the subscriber through the installation of multiplex service between Washington and Pittsburgh is the result of long study and many experiments by the combined engineering staffs of the American Telephone and Telegraph Company and the Western Electric Company. In view of the telephone conditions which existed in Washington at the peak of the war load it was fortunate indeed that multiplex telephony developed when it did.

Theodore N. Vail, president of the American Telephone and Telegraph Company, states that the opportunities which are opened to multiplex telephony are great and for both telephony and telegraphy the practical limits are now not those imposed by physical impossibilities but rather by the decision as to what it is economical or reasonable to do.



Standard Track and Station at 60th Street, Philadelphia—Philadelphia Division

The Economical Use of Coal in Railway Locomotives

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. Garretson, 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.



ONLY through cooperation upon the part of all who are in any way concerned with locomotive fuel can the highest degree of economy be attained.

There are certain matters of organization or operation which affect fuel economy in a broad sense or which under present conditions should be adopted in the effort to save coal. A properly organized fuel department should do much to prevent coal wastes. This department may have charge of the purchase, inspection, and distribution of fuel, exercise supervision looking to its economical use, prepare and make use of records relating to fuel consumption and standards of performance, and have charge of such educational work as is to be carried on for the purpose of promoting fuel economy. The establishment of proper standards of performance with regard to fuel consumption, together with thorough-going supervision by road foremen of engines or fuel supervisors, is of the greatest importance in the matter of coal savings. Managing officials may find it possible to save coal through the re-arrangement of schedules

or through a reduction in the weight or speed of some of the heavier and faster trains.

Selection and Distribution of Coal.—Certain coal savings can be effected through the exercise of care in selecting the kind or size of coal best fitted for the service or for the locomotives in which it is to be used. Coal can be saved by preventing the actual loss of coal during its distribution, as from cars, tenders and coal chutes.

Roundhouse and Shop Equipment and the Care of Locomotives.—Coal can be saved by improving shop and roundhouse facilities for the maintenance and care of locomotives. While it is difficult to estimate the exact extent of the coal savings to be effected through improved roundhouse and shop facilities, *it is known that a locomotive in poor condition mechanically or one in which scale, soot and leaks have become serious may use ten to forty per cent. more coal than a locomotive in good condition.* Modern facilities properly operated should help maintain all locomotives in better average condition. Good coal chutes, ash-pits, inspection pits, hot water washing

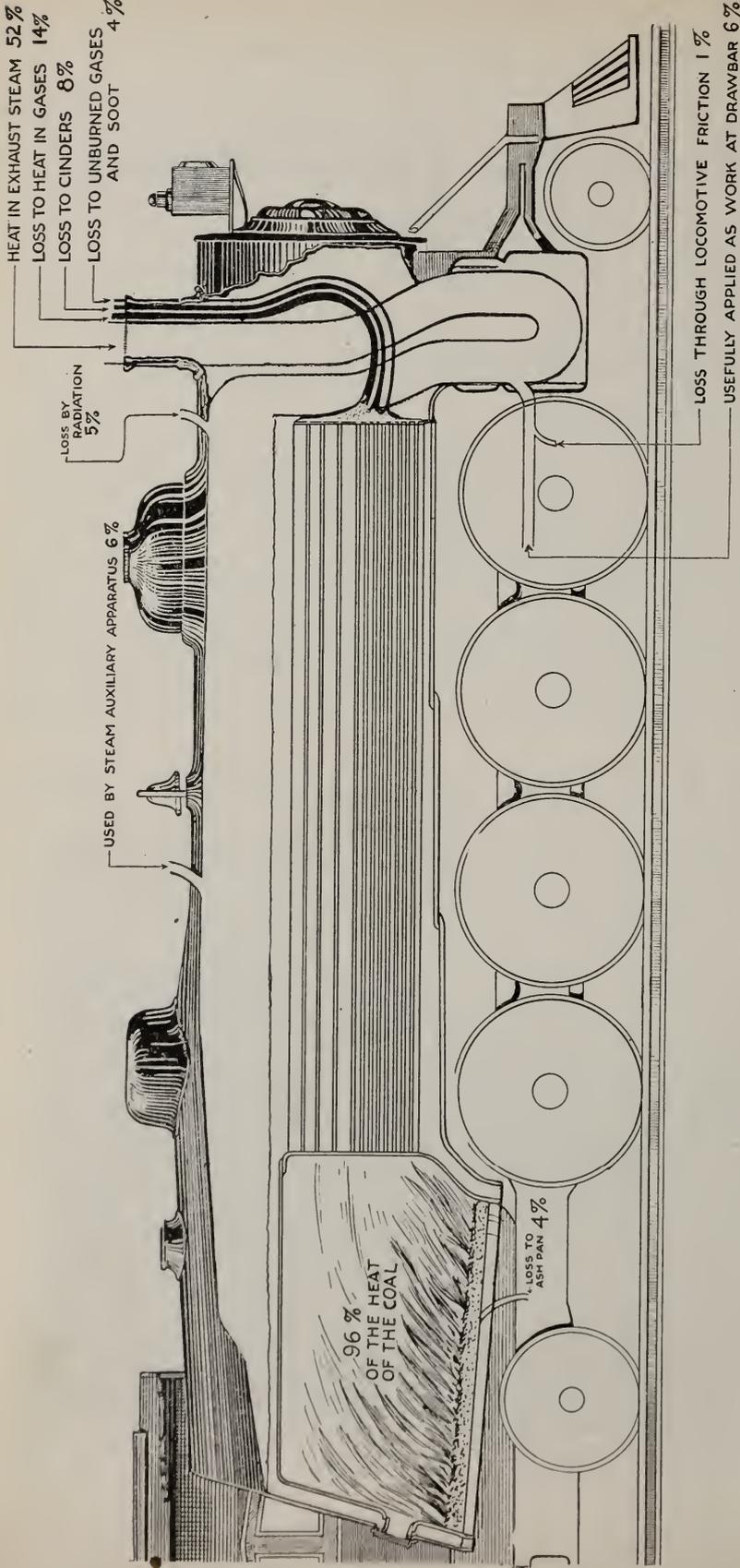


Fig. 2. Heat Distribution in the Locomotive

Some heat is lost by radiation. This comes from all parts of the locomotive which are warmer than the surrounding air. The most of the heat lost by radiation comes out of the steam.

The heat in the steam is used for auxiliary purposes, is lost as leaks, or goes to the cylinders to do work.

Some coal is lost to the ashpan and ashpit.

Of the heat going to the cylinders a large portion passes out the stack in the exhaust steam. This exhaust steam produces the draft necessary to force into the firebox and through the firebox, boiler, and front end the 12 tons of air and the 13 tons of gases which are moved for each ton of coal fired.

Combustion in the firebox liberates heat from the coal. Combustion is not complete, and all the heat of the coal is not liberated. Cinders and combustible gases escape unburned from the firebox and pass out through the stack.

Some of the heat liberated from the coal is carried out of the stack by the stack gases. Air and coal at a temperature of say 70 degrees F. go into the firebox. The gases which form come out of the stack at 500 or 600 degrees F. For every ton of coal that goes into the firebox about 12 tons of air also go in and about 13 tons of gases pass out of the firebox. The amount of the heat of the ton of coal to heat these 13 tons of gases from 70 degrees to 600 degrees.

The heat liberated in the firebox, except that which is used to heat the stack gases, passes through the fire-box sheets, the boiler tubes, and the superheater units to the water and steam.

Transportation of the heat converted into work in the cylinders moves the locomotive and its train. A portion moves the locomotive and its parts and the remainder becomes work usefully applied in hauling tonnage.

Fig. 2 is shown without a brick arch. Firebox conditions similar to those indicated might be more readily maintained in fireboxes with arches.

Fig. 2 and the figures to follow in next article are somewhat conventional of locomotive firebox conditions. The intense, almost white heat which is often talked of is exaggerated in the desire to emphasize the particular features being illustrated or under discussion.

and filling systems, and good general roundhouse equipment and organization make it possible to care for locomotives properly within a reasonable time, prevent the turning of engines without sufficient cleaning or maintenance work, and thus prevent the waste of coal which results from dirty, leaky, and poorly maintained locomotives.

Good shop facilities are also important in the matter of saving coal through their relation to locomotive maintenance. Every piece of poor or careless work, whether in connection with the boiler parts, the engine parts, or the auxiliary apparatus, means a loss of coal later through less satisfactory locomotive performance. Shop men and shop officials should recognize the responsibility they bear in matters of this kind. Leaks mean losses which are often repeated day after day. Ill-fitting parts mean loss of power and of coal. Good workmanship always means fuel economy.

Whatever may be the shop and roundhouse facilities available, it should be remembered by the roundhouse forces that locomotive fuel economy is very largely dependent upon how well and how thoroughly locomotives are cleaned and cared for between trips. The following up of enginemen's reports and thorough inspection make it possible for work upon the locomotive to be most effective. Careful repairs of leaks, of grates, of arches, and of locomotive running parts mean fuel economy. Boilers should be properly washed and kept free from heavy scale. Leaks, which are the cause of many of the most serious fuel losses, are often due to scale and mud. *Tubes, tube sheets and superheater flues and units should be cleaned of soot and ashes. Soot and scale often cause very large fuel losses; their removal means fuel saved. To send out a locomotive in poor condition means a serious waste of coal.*

Locomotive Design.—Executive and motive power officials can save coal through attention to matters of locomotive design and equipment. The fact that difficulties concerning expenditures of time and money are involved ought not to prevent the careful consideration of such matters. The saving of coal which can

be effected along these lines is most important.

It may be possible to save coal:

By using grates and grate bars better suited to the kind and size of coal.

By providing ashpans with greater openings for the admission of air.

By making the front end arrangement more economical in the use of exhaust steam or in utilizing the heat generated in the firebox.

By making packing and lubrication devices more effective in reducing friction.

The installation of superheaters and brick arches upon existing equipment should receive careful consideration and installations should be made as rapidly as possible where warranted. Under present conditions the more general installation of important fuel saving devices of this kind is advisable even though the financial savings may be slight.

While engineers and firemen are not primarily responsible for matters of locomotive maintenance and design, they can aid materially by making careful and specific reports about all matters requiring attention. Many defects such as leaks can be discovered only by engineers and firemen while the locomotive is at work on the road, and their cooperation in reporting trouble is essential to good maintenance.

Fuel Consumption While not Hauling Train

About one-fifth of all locomotive fuel is burned during the time when the locomotive is not hauling trains.

Yardmasters can save coal by delivering engines quickly to the roundhouse and thereby cutting down the time during which fires must be kept burning.

Fires kept up during delays at ashpits mean a waste of coal, and the elimination of such delays may be the means of important fuel savings.

Coal can be saved through economical methods of kindling fires and through the use of economical kindling material. If considerable coal falls through the grates when building fires, it should be saved and not allowed to become mixed with the ash.

When fires are maintained in the house coal can be saved by covering the stacks to hold the fire and retain the heat. A light metal cover having an adjustable slide which may be opened sufficiently to permit the emission of condensed vapors and gases created when the locomotive is standing with banked fires can be made very cheaply.

Coal can be saved through the cooperation of roundhouse and transportation forces in the matter of calling engines, thus preventing their standing under steam longer than is necessary.

Yardmasters, dispatchers, and trainmen can save coal through assisting in the elimination of yard and other terminal delays. Locomotives in readiness to handle trains are burning coal rapidly no matter how carefully the enginemen may handle them.

While engines are standing at meeting points or on sidings, fires must be maintained. A large amount of fuel is burned under such circumstances. *Transportation forces can effect a substantial coal saving* by eliminating as large a part of these delays as possible.

Every stop on the road means the consumption of considerable coal. Every unnecessary stop means a waste of coal. *Transportation men, trainmen, and enginemen should all assist in preventing unnecessary stops.*

Transportation employes should appreciate that their branch of the service offers important opportunities for the saving of coal. Through action on their part that portion of the fuel now being burned on locomotives not acutally used in-hauling trains may be materially diminished, and a coal saving of great importance accomplished.

Theory of Combustion

There are three factors involved in the process of combustion:—

- (1) There must be fuel.
- (2) There must be oxygen.
- (3) There must be an ignition temperature.

Thus stated it would seem to be a simple matter, but effective combustion, under the conditions which exist in the locomotive firebox, presents problems

which are more complex and difficult than those found in the stationary plant.

The essential constituents of coal, that is the combustible or heat-producing substances, are carbon and hydrogen. The mineral matter and the moisture constitute a non-burnable portion and comprise a very considerable part, approximately twenty-five per cent. of the average bituminous coal.

In the process of combustion, every particle of the actual combustible material must be supplied with an exact and definite quantity of oxygen; otherwise the burning process does not take place or the process is incomplete.

The carrier of oxygen is air, but air is not all oxygen, four-fifths of its volume being nitrogen. Nitrogen is an inert gas which in no way contributes to the process of combustion but rather retards it through its diluting effect, which makes the process of complete and quick mixing of oxygen with the fuel more difficult.

Because the locomotive firebox is small the rapidity of combustion is of vital importance. The rapidity of combustion depends upon two factors: The completeness of mixture of air with combustible gases, and the temperature. If the fuel mixture is as intimate as is found in a gasoline engine cylinder, the combustion proceeds with explosive rapidity, even though the gases are surrounded by cold surfaces. The high temperature of gases alone without good mixing of air will not of itself produce rapid combustion; the more necessary factor is intimate mixture of gases at the ignition temperature. To increase temperatures above the ignition point tends to accelerate the process. Combustion attains the greatest rapidity with perfect mixtures at the highest temperature. Under ordinary conditions in the locomotive firebox the temperature is high enough to produce rapid combustion, provided the mixing is complete.

The average bituminous coal contains approximately seventy-five per cent. of actual combustible material, about half of which must burn as volatile matter in the combustion space. The other half,

or possibly about forty per cent., is in the form of fixed carbon, which burns nearly completely on the grate. The volatile part of the combustible, which is driven from the coal and must be burned in the combustion space, consists of complex gases which are hard to burn. On the other hand, the fixed carbon remaining on the grate, when burning, produces gas which is simple and easy to burn. The rate at which air is forced through the fuel bed controls the rate of combustion of the coal. The completeness of combustion of the gases above the fuel bed depends upon the air furnished above the fuel bed, either through the door, staybolt openings, or holes in the fire. In locomotive practice a large part of this supplementary air must enter through the holes in the fire, the intense pulsating draft requiring relatively small holes to supply this air. It is essential to keep an even firebed without visible holes or black spots in order to prevent an excess of air being drawn through the holes in the fuel bed. When burning coal at sixty pounds per square foot of grate per hour, free openings for air from two to four per cent. of the grate area will supply ample air for combustion of the gases above the fuel bed. The most skillful firing is none too good to maintain an even bed which will restrict the free air openings below the figures given.

With regard to the volatile portion of the fuel, most of it is given off in a few seconds after the coal reaches the fuel bed. The heavier tar-like constituents are all driven off by the time the coal has attained a dull red heat. The volatile matter from the coal is a mixture of complex gases requiring a very large amount of air for complete combustion. Some of the gases take ten times their own volume of air and other gases as much

as one hundred times to produce complete combustion. The composition of these gases depends upon the conditions under which combustion proceeds. If there is a lack of oxygen, these complex gases will be rapidly decomposed by the high temperature, with the ultimate product of carbon in the form of soot, hydrogen, and carbon monoxide. Probably ninety-five per cent. of this carbon formation takes place within the first foot above the fuel bed. In the absence of oxygen, extremely high temperatures accelerate the breaking down of the heavy hydrocarbons into soot near the fuel bed. One reason why locomotive firing requires skill is that the conditions giving high economy are not definitely controllable by the fireman. Immediately after firing green coal on a uniformly level firebed the small holes are made smaller just at the time when more air is needed, and these holes grow larger and deliver an increasing amount of air just when the fire requires a decreasing supply of air. *The only way to approximate a satisfactory condition is to make the charges and firing intervals very small so that extreme conditions do not depart materially from average conditions of air supply.*

For efficient combustion the following conditions must be satisfied:

- (1) Fuel and air must be admitted in as nearly a uniform manner as possible.
- (2) A proper distribution and thorough mixing of the air with the combustible gases in the firebox must take place.
- (3) A sufficiently high and uniform firebox temperature must be maintained.

(To be continued in May issue)

**The food YOU waste today may mean HUNGER
to Someone, Somewhere, Sometime. Be Saving!**

Current Events as Seen

Did You Ever Happen to Forget to Save Out Enough for Your Return Ticket?



Inspecting the New Baby



You can't always tell though. You know our forefathers said the same thing when Uncle Sam was born



LOOKING FOR A LESS EXPENSIVE NEIGHBORHOOD



She's been building her nest in this same place ever since gunpowder was invented



By today this can't be any worse

WANTED: TO EXCHANGE



by the Cartoonists

Already Looking for a Hole in the New Fence

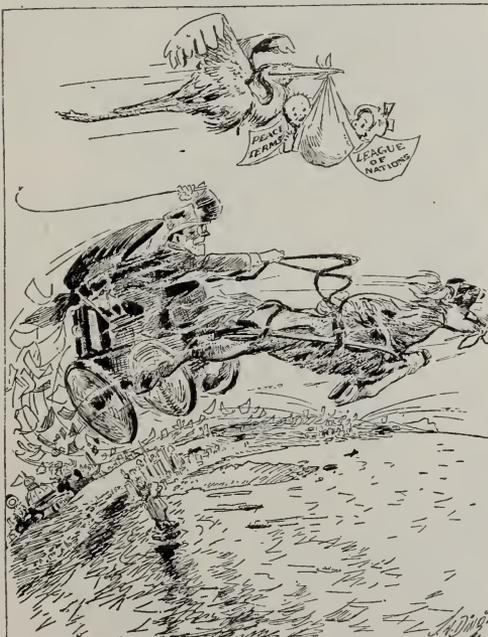


When Henry Makes 'Em Cheaper



FROM THE NEW YORK WORLD.

THESE ARE BUSY DAYS FOR OUR VILLAGE DOCTOR



Anyone Seen Anything of a Darkish Sort of Horse Anywhere Around?





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*

Answering the Croakers

THERE are still a few croakers. They say they don't understand why the Victory Liberty Loan is necessary; they are afraid that the Government has wasted money; they bewail the high cost of living and complain that they can't buy bonds. But the loan will be launched April 21, just the same, and the nation is going to give another proof of its common-sense and patriotism. For all intelligent people know that the war has not been paid for; all honorable people realize that the bills must be met; all whose hearts are warmed by the spirit of democracy understand that the victory which saved civilization is worth many times the price we paid.

If a few dollars were needlessly spent, what of it? Even if millions might have been saved, we won the war. That was the big thing, and we were prepared to pay ten times as much, if need be. After the fire is out and the factory has been saved it's easy to fret about the quantity of water used and the splashes on the office rug. But as a matter of record every dollar spent in this country weighed against the German morale. We made stupendous preparations. Two million men were sent to France. More were on the way. Germany, terrified, surrendered.

Had we not made such plans the war probably would have lasted six months or a year longer. The money spent here saved countless lives in France, and who can say that the policy was not a wise one? Now the bills must be paid; the

men must be brought home; the sick and wounded given proper care.

Now there is the bill to pay, but still there are a few croakers; perhaps there always will be. Not so the rank and file, the bone and blood and brawn of the nation. The people have never yet fallen down when they had a big task ahead. But when the Victory Liberty Loan has gone into history the man who only croaked when everybody else was whooping up the big campaign will have a lot of explaining to do, and, worst of all, it will be a matter of life-long humiliation, of bitter, galling shame, for him to know that he cannot prove an alibi even to his own conscience.

Bolshevism

GUSTAVUS MYERS, writing on Bolshevism in the *National Civic Federation Review*, says:

"Every factory was put under the domination of a so-called Council of Workmen. I personally saw the application of the theory to many factories. For example, Koopp's agricultural machine factory, employing 500 men, at Alexandroffsky, near Rostoff. The Council of Workmen in this factory voted to make Koopp an employe at 500 rubles a month, and made one of the loudest talking workmen (who was also president of the Soviet) director of the factory. They voted themselves salary increases of from 800 to 1,000 per cent.

"Every day the workmen held meetings, sometimes lasting several hours, in the factory. There they discussed their rights and privileges, but the words duties and obligations were unknown to them. They also voted themselves the right 'as an intellectual necessity' to read newspapers during supposed working hours. Nominally they 'worked' eight hours, but literally, not more than four and a half a day.

"But they paid themselves for all time spent in meetings, reading newspapers and loafing. The funds they obtained by rifling the factory vaults, and when they were empty they went to Koopp's house and to the banks where he kept his private account, and under threat

of using arms took away what money remained. In all they seized about 1,000,000 rubles. Many of his workmen were members of the Red Guard. If one of these Red Guards stayed at the factory twelve hours a day with his rifle he would put in a claim for overtime and had to be paid from the factory funds. Workmen brought in their girls to the factory at night and voted themselves pay for this 'overtime.'

"This is a typical instance of what has happened everywhere in Russia under Bolshevik power. Many of the technical staff of the factories were killed on the

charge of their being 'bourgeoisie.' Many other administrators, experts, foremen and others fled. Still others of the technical staff who escaped death were ordered to go to the factories, and if they refused were shot on the spot. Hundreds upon hundreds, yes, thousands, have been shot without trial. Naturally, in these conditions, the machinery spoiled and grew worse.

"When I left Russia, the efficiency of industries had been reduced seventy per cent., and the results of the committee system were the gradual closing of factories and shops everywhere."



Safeguarding the Human Element in Train Service

Dangers of High Blood Pressure and Hardened Arteries

By Dr. E. V. Milholland

Chief Medical Examiner, Relief Department

THE average traveler on our railroad little realizes, perhaps, the constant watchfulness of the Management over the employes who are entrusted with the operation of trains. Aside from the proficiency that must be attained by practical training under constant supervision before the employe is placed in the more responsible positions in train service, careful attention is given to the physical condition of all in this branch of the service to afford to the traveling public the safety that is their right to expect. This is one of the most important functions of the Relief Department through its corps of Medical Examiners.

Those most directly concerned with the movement of trains over the line are the enginemen, conductors, firemen, brakemen and block telegraph and telephone operators. Enginemen are promoted from firemen, and conductors from brakemen. Firemen, brakemen and operators entering the service must be sober and intelligent young men, free from physical imperfections, and more particularly those that affect vision, disturb the mental faculties or occasion sudden loss of consciousness. Before being assigned to work they are subjected to a careful physical test by one of the Railroad's Medical Examiners, who is governed by well defined rules in reaching a decision as to the applicant's physical fitness.

An examination of vision, color sense and hearing is an important feature in this examination. All these classes of applicants must have normal hearing and

color sense. Firemen must have practically perfect vision, brakemen nearly perfect, but more latitude is allowed for operators. It is essential that a high standard of vision be required of firemen, for as vision normally declines with advancing years, and these men eventually serve as enginemen, where good vision is required, they would be disqualified early in life if their vision were imperfect on entrance to the service. While conductors must have good vision, their duties do not require the constant observation of signals that concern the pilot on the front end of the train, and hence the requirements are not so exacting with brakemen. Block operators, whose duties principally comprise the handling of train orders, the observation of signals carried by trains, and the displaying of signals, are obviously not required to have such high degrees of distant vision.

Color sense must be normal. It might be surprising to know that three to four per cent. of males are defective in color sense in varying degree, and one who has never observed an individual so affected would marvel at his inability to distinguish between such conspicuous and obviously different colors as red and green. There are those to whom the flowers in the garden and the cherries on the tree seem the same in color as the leaves and the grass, and they are able to distinguish them only by their difference in form. Imagine such an individual plunging along at the throttle of an engine, more particularly at night, when the only assurance afforded the occupants of the coaches and sleepers that

they will reach their destination in safety, is based on the engineman's correct observation of the illuminated roundels on the semaphore pole that speak in silent but unmistakable terms to the normal eye and brain. Yet there are many of these individuals in every Medical Examiner's experience, who are readily detected and declined employment in these occupations.

Defective color sense is usually congenital or born with the individual, existing in those who may have otherwise normal vision; and it is incurable. The only explanation of this variety is that there is an element lacking in the nerves of the eye or brain that are concerned with the perception of colors. As an acquired condition it is uncommon, and is then an accompaniment of an affection of the eyes, resulting from the use of alcohol, tobacco, poisonous drugs or the presence of some constitutional disease. It may then be a temporary disturbance.

Having taken the precaution to select men who are physically sound, keen of eye and otherwise qualified to direct and man our trains, it is important that we know that they remain safe and dependable under all conditions. They are accordingly re-examined on sight, hearing and color sense every two years, and certain standards must be maintained. They are also subjected to a medical examination after any accident or wreck that might have been due to defective vision, or physical or mental instability; after long continued disablements; after recovery from eye affections; after any illness that might have affected the brain, heart or other important organs; and more frequently than every two years if their vision seems to be unduly declining, or there is any constitutional condition that requires more constant observation. Physical and mental vigor generally decline as men grow older, and the possibility of the onset of organic or devitalizing diseases must be borne in mind. In order to anticipate these occurrences, those over forty-five years of age are given a more extensive examination, in addition to the test of sight, hearing and color sense.

Some men grow old earlier than others, and there is an expression, now generally accepted, that a man is as old as his blood vessels. We hear so much nowadays of high blood pressure. What does it mean? Of what significance is it? It simply means that as a result of a disturbance of the equilibrium that maintains a pressure within the blood vessels ordinarily quite sufficient, together with the propulsive power of the heart, to keep the blood circulating through our bodies, the pressure is unduly elevated, thereby subjecting the walls of the blood vessels to an unusual and constant strain. And the significance of high blood pressure is the impending danger of a rupture of a vessel with hemorrhage into some vital area. Naturally the more delicate the vessel the more likely is it to give way. The brain is largely supplied with vessels of this character and they are prone to rupture under this undue strain and there occurs an apoplexy, or hemorrhage into the brain, with loss of consciousness and paralysis, or sudden death. The normal blood pressure varies at different ages, and is higher as the individual grows older, but in this condition it is elevated to varying degree out of proportion to the age.

There is another condition that is closely associated with high blood pressure, and is spoken of quite generally and that is arterio-sclerosis, or hardening of the arteries. The blood vessels normally contain an amount of elastic tissue that imparts to them the resiliency which assists the heart in distributing the blood throughout the system. On account of the elasticity of the walls, they can withstand varying degrees of strain. The association of hardened arteries and high blood pressure is a very important matter, and this fact will explain why some people with high blood pressure within their veins live uneventfully for a comparatively long time, whereas others meet their end quite early. The former have their arteries retain a fair amount of elasticity and the latter those which are hard or more brittle and

rupture under undue strain. It is possible to determine very accurately the degree of pressure within the vessels, but is not possible to discern with such precision the character of the vessel walls. This explains why it is not always possible for us to determine the life expectancy in such cases, but fortunately we can, by special tests and consideration of other symptoms, form a definite opinion of the seriousness of the condition. We know in any event that some of the individuals are in a precarious state—living on the brink of a precipice, as it were, and it would be manifestly unwise to allow them to assume any responsibility in train service.

It is a rather pertinent fact that a fair percentage of people so affected are not conscious of any discomfort, but seem to be in good health, and the condition is frequently discovered accidentally, or in the course of such periodical examinations as we have mentioned, in making application for life insurance, or in the periodical examinations afforded by insurance companies in conjunction with life or health policies. We do not mention this to cause undue anxiety. However, an occasional physical examination by a physician of one in middle life or beyond is not unwise procedure, as much can often be accomplished in these conditions when the condition is not too far advanced.

Who is responsible for this condition? The causes are assigned. Excessive eating, over-indulgence in alcohol, tobacco, or highly seasoned

foods, overwork, mental strain, worry, lack of exercise, loss of sleep, irregular hours and any abnormal mode of living, if long continued, will have an unfavorable influence over the blood vessels; but, the one important factor probably is over eating and especially the excessive use of meat. The moderate use of tobacco alone is not likely to work harm, but alcohol and tobacco in excess, "burning the candle at both ends," and heavy eating combined, are almost sure to raise the blood pressure, affect the vessel walls and cause organic disease. It is a recognized fact that the majority of people eat too much and if the recent appalling world war, with the unparalleled sacrifice of human life, has had no other immediate salutary effect, the resultant high cost of living and food restrictions have tended to conserve the lives of many by the enforced abstemiousness at the dinner table.

The constant supervision of the Baltimore and Ohio through its medical department over the employes in engine and train service in order to maintain a requisite degree of physical and mental dependability under all conditions, therefore, gives assurance not only to the traveling public, but to the employes as well, that trains are operated with a reasonable degree of safety. The periodical examinations, furthermore, often afford to the employe of advancing years the early discovery of an impending physical breakdown, which can be intercepted by appropriate medical advice, thus lengthening his years of active service.

Prejudice

USE men do not understand, do not have the full knowledge of things, become prejudiced, and prejudice is one of man's greatest enemies. Prejudiced, means to pre-judge, which destroys the sense of justice, man from dealing fairly with others and therefore, with himself. It from all powers to distinguish right from wrong.—*Contributed.*

Letters of a Self-Made Failure

By Maurice Switzer

This is the fourth 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, March 8, 1913.

DEAR BOB:

I'm beginning to see some hope for you in the disposition you show to listen. There's nothing for the development of an open mind like a couple of hard falls.

On this orb mighty few things worth having come easy. Providence doesn't confer her favors lightly. The fellow with staying qualities who can stand up under punishment and smile is the boy that grabs the prize in the end and hangs on to it.

It's only the seasoned fighter who can successfully defend his title against all comers for any length of time. Champions made by a chance blow are never the ones who retire from the ring unbeaten.

I don't think you should hesitate to tackle the bigger job tendered you. A year ago the unbounded confidence of youth would have prompted you to wade in without the least doubt of your ability to boss the whole works. You now know that you have limitations, which proves to me that you are developing some judgment, and that quality is one of the most important factors of success.

You made the painful discovery that a certain large institution could dispense with your services and still remain in business without loss of trade or prestige, and that knowledge has humbled your pride.

It doesn't necessarily follow that they were right or that you were wrong; you may both have been right. If there were one royal road to success somebody would have patented it long ago, or it would be under government control. Many houses in similar lines succeed by widely dissimilar methods.

You rode a high horse and he threw you, but you've got to have pluck enough to climb back in the saddle and stick there.

The mention of horses reminds me of the time when a fellow by the name of Sam Tucker and I belonged to the same riding club. Tucker considered himself quite a horsey chap and was wont to boast of the fact that he had never been upset. He didn't seem to be much of a rider, but he stood ready to take any mount that came along, and nobody had ever seen him spilled.

Once the riding academy got in a lot of new horses, among which was one "Sweet Peas." The first exercise boy to make her acquaintance re-christened her "Sour Cheese," and the groom that had charge of her called her other things.

Sweet Peas was a rangy young chestnut with a head as narrow as a peanut, as hard as a walnut and with about the same amount of brains. She had little white spots in the corner of her eyes, a hook-nose and the habit of wearing her

ears pompadour. She got into action like a threshing machine and was as gentle-mannered as a well-behaved hyena.

They brought her out for me to ride on a practice night, and while I appreciated the fact that her selection as my mount was a flattering tribute to my skilled horsemanship, I permitted discretion to triumph over valor and declined the honor with thanks.

Tucker kidded me and promptly ordered his saddle put on the gentle creature. This having been accomplished to the admiration of the audience and members, he vaulted aboard and with a shout dug his spurs into the tender flanks of S. P.

Right then and there something happened. That quadruped squealed like a pig, then did a stunt that looked like a cross between a buck, a swing and a jump, and simultaneously Mr. Samuel Tucker shot out of the saddle and landed in the tanbark so hard that I thought surely we should have to excavate for him.

That was his first tumble, but there were a thousand of them coming to him, and Sweet Peas had wrapped them all into a neat package and delivered the goods at one time, charges paid.

He wasn't much hurt, but that bump jarred all the nerve out of his system, and he has never ridden anything since except a bicycle.

The truth is that Mr. Tucker didn't have any real nerve at all; if he had, he would have climbed back into the saddle and whaled the life out of that goat until he had mastered her—for she was mastered later, and by an exercise boy, at that. Mr. Tucker was merely lucky instead of plucky, and for a long time he managed to get away with it simply because he happened to pick horses whose courage was less than his.

You've had your first tumble, and unless you're the same kind of a man as Tucker, you'll not let one fall take the nerve out of you.

That your chief has offered you a better post is evidence that he has confidence in your ability to fill it creditably, and when a big man selects a fellow

for certain important work he does so with a reason.

Very few men ever get to the top of the heap in business except through the exercise of unusual ability, and ability is about ninety per cent. judgment and the other ten per cent. is hard work. Believing this, I have enough confidence in your boss's judgment to feel that his selection is right.

In doubting your own ability you show a certain modesty which I like to see, but too much modesty is akin to timidity, and there's as much difference between the two as there is 'twixt self-respect and conceit, or envy and ambition. Sometimes it takes a wise man to determine where strength ends and weakness begins.

Don't be timid, but at the same time beware of over-confidence.

Some years ago when the concern I was with had its strongest competitor in the Featherwaite Company, the head of the latter institution decided to change his general manager, and in selecting the new man he took a chap by the name of Larry Cross from the local sales force.

Old Featherwaite had won his way in the world by hard work, thrift and judgment, and he was one of those men who have a high regard for simple energy, directed or otherwise.

He picked Cross principally because he seemed to be a hard worker, and in doing so he made the common error of mistaking industry for ability.

When Cross took hold of his new job he found himself sitting in judgment over many men infinitely his superiors in both capacity and intelligence, so for awhile he was sensible enough to work hard and say little. By this modest attitude he gained the good will of the force under him, and in the beginning it looked as though he would win out, notwithstanding his lack of executive ability.

When he discovered, however, that the business continued to grow, in spite of the fact that he had done nothing worthy of note, and that the prosperity was attributed to his management, he began to wonder, if, after all, he was not the real genius of the organization.

Old Featherwaite was an accomplished merchant and a man of recognized commercial ability, so I suppose Larry figured that, having been selected by so wise a man, there must have been some subtle cleverness in himself that his natural modesty had caused him to overlook, but which was perfectly apparent to a trained analytical intellect. He was entirely willing, therefore, to estimate his own worth at Featherwaite's valuation, and before long he began to imagine himself the main squeeze.

In other words, he took himself very seriously, gradually dropped his modest

cern began to disintegrate little by little, and a few years later Featherwaite died and our company bought the business from the executors for about a quarter of its book value. Some of the good men were retained, but as Larry failed to measure up to our standard he was among those let out.

About three months ago I ran across him in a Western town. He was wearing a blue uniform trimmed with gold braid and he was holding down the job of main ticket chopper for a motion picture house. After many years of ease he had lost his cunning as a salesman and



I've known some pretty big men who swallowed flattery like a hungry bass grabs a minnow

demeanor and commenced to swell up. He imitated his boss in pose and expression, adopted certain of his mannerisms, and tried to do the things Featherwaite had done but without having the same reasons.

Like all imitations he was merely the echo instead of the voice; the shadow instead of the substance, and it wasn't long before the sales force began to look on him as a joke.

Lacking the strength and ability to hold his organization together the con-

I suppose his nerve had gone with it. It was the old story of improvidence, over-confidence and conceit.

Take your work seriously, my boy, but not yourself; we are all of us jokes, more or less.

But responsibility is the great character-developer, and very few of us really know what we can do until we are put to the test. The market is long on men who can take orders but short on those who can intelligently issue them. Responsibility requires a certain amount of

initiative: the willingness to act when occasion demands and the courage to fail under honest effort and take the consequences.

Of course you may fail; but you can't tell whether you will succeed unless you try; and having tried to the utmost of your ability and failed is better than never to have tried at all. Better because in every loss there is the compensation of experience, while mere inaction means mental and physical stagnation, the dam and sire of annihilation.

As to flatterers, you will find, my boy, that in most big organizations there are two classes of men: those who work for the boss and those who work the boss. Wealth, success and power seem to engender a love for adulation. I've known some pretty big men who swallowed flattery like a hungry bass grabs a minnow. It's one of nature's little jokes to put a soft spot in the big fellows; it keeps them human; even Achilles had a vulnerable heel. The fellow, though, who is willing to act as valet to another man's vanity only confesses himself one kind of a lackey.

Don't waste time harboring ill-will or suspicion. Hate and love are both

emotional, and sentiment has no place in business. Kindness, sympathy or vindictiveness does not generally enter into the make-up of millionaires.

The man with no romance in his soul, but a dogged determination to save some part of every dollar he earns, is the fellow who gets to be boss some day, more surely than the brilliant sportsman who is always ready to take a chance.

You and I are not of the plodding stock, but we can take a page from that sort of a fellow's book. What he lacks in genius he makes up for in frugality; his very weakness becomes his strength. Your weakness and mine is the soft stuff; offset it by saving a few dollars every day in the year and there may come a time when you can afford to indulge in the luxury of sentimentality.

Never mind if people call you a cheap skate. In the first place you can never please everybody, and, secondly, if you'll keep your eyes open you'll discover what I found out, that it's the tight-wad who ten years later usually gives the loose roll a job.

Your affectionate brother,
JIM.

Use a Railroad Plot for Your Victory Garden

EMPLOYEES will be permitted to use the right of way for garden purposes where it is not already in use or under lease, with the understanding that if the property is needed for railroad purposes they will agree to vacate on five days' notice, without recourse for damages to crops, and that the property will at all times be kept, and left, when the crops are harvested, in a neat condition.

Applications for the use of right of way for this purpose should be made to the superintendent of the division, who will issue the necessary permit.

Last year but a single one of the hundreds of gardens made on Railroad property was disturbed by needed construction. Hence the condition specified in the first paragraph should not deter any employe from using Railroad property for his Victory plot.



VETERANS' ACTIVITIES

Mr. Galloway Meets Fellow Veterans of the Baltimore Division

By W. H. Shaw

Recording Secretary

C W. GALLOWAY, federal manager, Eastern Lines, is a member of the Baltimore Division Veteran Employees' Association. His duties in Cincinnati for the last several years, however, have prevented his meeting with the members of the local branch, but he surprised them by dropping in at their regular meeting at J. O. U. A. M. Temple on the night of March 3.

C. W. Pennell, the newly elected president of the Baltimore Chapter, was in the chair and an unusually large number of veterans were present when George W. Sturmer, grand president of the Veterans' Associations, escorted Mr. Galloway into the room. He was presented to the body—he needed no introduction—by J. D. Riley, chairman of the entertainment committee.

The federal manager expressed his pleasure in being present and able to meet so many of the men who, during his long career with the Baltimore and Ohio, had worked hand in hand with him. He brought out forcefully the thought that the years of railroad experience, faithful performance of duty, and work well done, represented in the assembled body, can be counted as one of the most valuable assets the Railroad has—the asset of devoted personal service. He congratulated those before him on their being able to look back with satisfaction on their years of loyalty to the Road, and urged them to continue to hold as their working ideal, "a fair day's work

for a fair day's pay." The value of such a service is incalculable, he said, both in its return to the individual, the Railroad and the Government, and its wholesome effect on the attitude of the younger men in the service.

Recognizing John Ed. Spurrier, a veteran of fifty-four years' service, in the audience, Mr. Galloway referred feelingly to the fact that he could not put too great a value on those early days when he, as trainmaster on the Baltimore Division, worked under the guidance and with the kindly help of Mr. Spurrier, then superintendent. It was such men as he, said the federal manager, who, in their unselfish devotion to the interests of the Railroad, and their fine sense of fair play to their associates, made it possible in by-gone days for the young man to learn the lessons of good railroading and to emulate their ideals of loyalty and square dealing.

There were other men of the same type in the audience, said Mr. Galloway, all veterans of the iron rail, whose faces and names were as familiar to him as youthful association continuing through long years of mutual service, could make them. To such men, he added, he felt a deep sense of personal gratitude, born in their early efforts to give him an opportunity to make good, growing through their unfailing assistance and counsel in the time of his apprenticeship, and culminating in the good faith and splendid support they had given him

in the later days of his greater responsibilities. With such men, he said, it was a real pleasure to meet, and an even greater pleasure to acknowledge the gratitude he bore them.

He also touched on the importance of discipline. "The man," he said, "who cannot discipline himself, cannot discipline others. The first thing that we should learn to do is to take orders, willingly, cheerfully; in that way only can we know how to give them. The man who knows how to take orders, who has respect for authority, is the man to whom comes naturally the respect of others. And without the respect of associates and subordinates alike, no railroad man can get very far in the game."

Mr. Galloway touched briefly on the pension feature, and said it was the purpose to be as liberal as conditions permit in the handling of this factor, important as it is in the outlook of every veteran. He closed his talk with a further expression of his pleasure at being able to have the reunion of the evening with his fellow veterans, and of his gratitude for the handsome set of resolutions which they had given him.

After an enthusiastic rising vote of thanks to the speaker and while he was leaving the hall, one of the members of the Ladies' Auxiliary espied him and persuaded him to visit for a moment with the wives and sisters and what-not other fair relatives of the veterans. For they were out in force too—a splendid custom at these meetings—and the federal manager, despite another engagement for which he was already late, consented and had a brief chat with them.

Vastly more than interesting is the getting together of men of the type represented at this meeting. There was the federal manager of the Eastern Lines, the ranking official of the Railroad today, and there also were the men who, thirty-five years ago, were giving this same official, then a mere boy, errands to run. Railroads are great institutions for coincidences such as this, perhaps as much because of the truth of the oft quoted saying, "Once a railroad man, always

a railroad man," as for any other reason. Incidentally this particular coincidence loses nothing of its interest from the fact that although long eligible to wear the Veteran's button through actual years of service with the Railroad, Mr. Galloway is today a fine example of a prime railroad man—hearty in appearance, young in action and spirit. His fellow veterans of the Baltimore Division will always have out for him the sign, "Come Again."

During the regular business meeting which followed, the veterans were greatly encouraged by the report that since January 1 of this year, sixty-six new members have joined. There are still many eligible employes who have not joined, and whose membership and interest are cordially solicited. The Baltimore Division wants to make this the banner year of its existence by running its membership to at least one thousand. There are many advantages which membership offers, not the least of which are the meetings held the first Monday night every other month, beginning with January and concluding with November. Visiting veterans are always most welcome at these meetings.

Martinsburg Veterans Elect Officers at Annual Meeting

By W. L. Stephens
Assistant Foreman

THE Martinsburg Association, Baltimore and Ohio Veteran Employes, held its annual meeting in the Y. M. C. A. hall of Martinsburg on Tuesday night, March 4. The meeting this year marked the fifth anniversary of the organization, this association having been organized on March 5, 1914.

President Z. T. Brantner presided at the meeting, which was opened by the singing of the long meter doxology, with invocation by Dr. R. L. Wright.

President Brantner introduced C. A. Richardson of the Pittsburgh association as the chief speaker of the evening. Mr.

Richardson told of the organizing of the grand body of the Veteran Employees' Association and gave an outline of its aims and purposes for the future welfare of all veteran employes. His address was given close attention and the members were much pleased with the features outlined by the speaker.

George W. Sturmer, president of the Grand Association, delivered an excellent address in his usual happy vein. After touching upon the organization in its many phases, Mr. Sturmer switched to the problem of "SAFETY FIRST" and hammered the slogan home in a telling manner.

After the speech-making the annual election was held and resulted in the installation of the following officers and members of the executive board for the ensuing year: President, Z. T. Brantner; vice-president, H. W. Fauver; secretary, C. E. Auld; treasurer, J. H. Aldridge; secretary emeritus, W. G. Edwards. Members Executive Committee: S. W. Thomas, L. V. Robinson, G. C. Kilmer, R. S. Bouic, M. L. Shanon, J. S. Cage, J. H. Burkhardt, J. F. Wilhelm, H. Robinson, J. W. Hipsley, A. J. Criswell, R. F. DeLancy, J. H. Copenhaver, J. A. Holpp, F. W. Trout, E. A. Bowers, J. W. Kastle, and L. M. Van Horn.

In a short review of the past five years of the association, president Brantner spoke feelingly of the fact that thirty-two members had paid the supreme price and had left the activities of life's great railroad to pass through the portals of the Union Station into the great beyond.

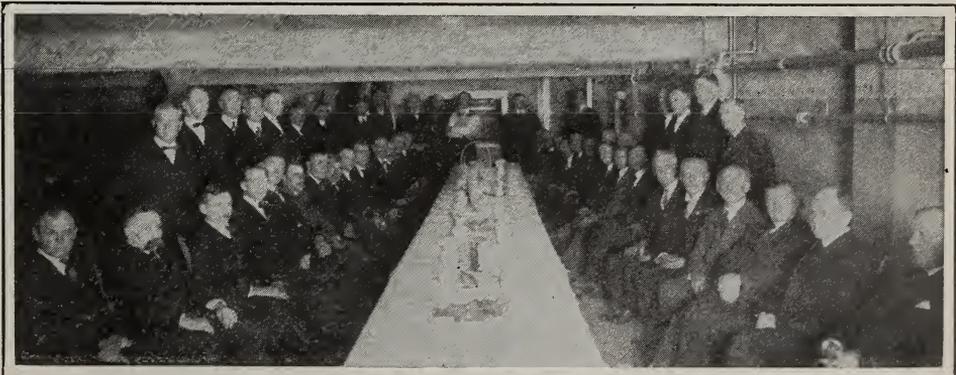
The presence of the ladies of the association added a distinctive charm to the occasion, which they enjoyed only as ladies who are interested in the problems of their men folk, can.

Music was furnished by a number of young people, sons and daughters of the members, and added much to the enjoyment of those present. Light refreshments were served. The meeting adjourned and handshaking and reminiscences ended a very enjoyable and profitable evening.

Annual Banquet and Election of Officers of Chicago Association

THE Veteran Employees' Association, Chicago Division, held its annual meeting for the election of officers on February 19, in the assembly room of the Methodist Church, corner Houston and Cowen Streets, Garrett, Ind. The following officers were elected to act during the ensuing year: President, William T. Egan, passenger engineer, Garrett, Ind.; vice-president, J. M. Trimble, train dispatcher, Garrett, Ind.; treasurer, W. A. Clefford, agent, Garrett, Ind.; secretary, E. E. Smith, chief clerk to division engineer, Garrett, Ind.

Retiring president J. H. Lower, agent at Hicksville, Ohio, was nominated for reelection, but positively declined to be considered a candidate as he had presided over the association for two years, and, as he stated, he desired to give some one else a chance. It was with reluctance that the members accepted his de-



Chicago Division Veterans at Annual Banquet on February 19, 1919

clination, as president Lower was a hustler for the association, which had prospered considerably in membership under his able direction. President-elect Egan, who was vice-president, is a hustler, too, and it is expected that he will endeavor to maintain the enviable reputation of his predecessor.

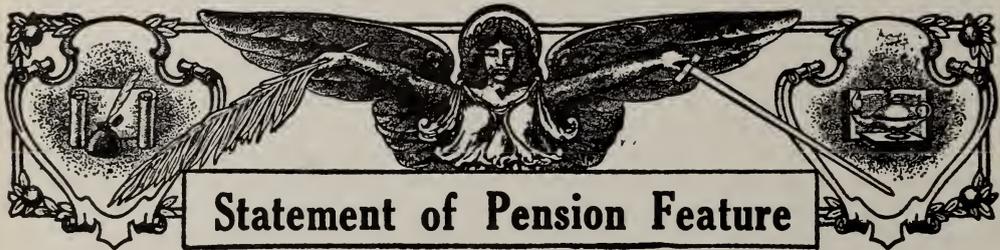
The treasurer and secretary succeeded themselves, and warning is given any old "Vet" who does not wish to become a member of the association on the Chicago Division to hibernate with Mr. Ground Hog, or these two sleuths will get his "goat."

There were present at the meeting sixty-five members, who enjoyed a delicious old-fashioned

roast beef and brown gravy dinner with all the trimmings, before any business was transacted.

At 7.30 p. m. dinner was announced, when all proceeded to the overloaded tables and, after the Rev. Charles Tinkham, of the Methodist Episcopal Church, offered prayer, all fell to and what was done to Kaiser Bill was small in proportion to that done to the dinner.

Retiring president Lower made an impressive farewell address, and each of the incoming officers were called upon for a speech, each one acquitting himself in an interesting and able manner. It was a fine affair and all present will look forward to the next similar function with keen anticipation.



Statement of Pension Feature

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bower, John.....	Yardmaster.....	C. T.....	Philadelphia.....	26
Haines, Winfield S.....	Section Foreman.....	M. of W.....	Chicago.....	32
Hoge, Herman L.....	Telegraph Operator.....	C. T.....	Newark.....	21
Quinlan, James J.....	Engineman.....	C. T.....	Cleveland.....	29
Robinson, Charles B.....	Conductor.....	C. T.....	Chicago.....	33

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

During the calendar year of 1918, over \$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 \$3,616,045.95.

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
Haberbosch, Frank X..	Planeman.....	M. P.....	Cleveland.....	Jan. 30, 1919..	24
Supple, T. A.....	Conductor.....	C. T.....	Cumberland...	Jan. 26, 1919..	38
Leiberger, Frank A.....	Engineman.....	C. T.....	Connellsville..	Feb. 2, 1919..	27
Winckelman, Charles E.	Shipper.....	Elevator	Baltimore.....	Feb. 7, 1919..	49
Cook, Charles.....	Truckman.....	C. T.....	Indiana.....	Feb. 6, 1919..	28
Shaffer, John.....	Blacksmith.....	M. P.....	Monongah.....	Feb. 5, 1919..	42
Coady, Michael.....	Yard Fireman.....	C. T.....	Newark.....	Feb. 18, 1919..	44
Medinger, George W..	Clerk.....	C. T.....	Baltimore.....	Feb. 22, 1919..	12
McNabb, John.....	Conductor.....	C. T.....	Cumberland...	Feb. 18, 1919..	49



CHANGES AND PROMOTIONS

Mr. Plumly's Jurisdiction Extended Over Western Lines

CHARLES A. PLUMLY, whose appointment as superintendent of telegraph of the Baltimore and Ohio, with office at Baltimore, Md., has already been announced in these columns, was born on October 15,



Charles A. Plumly
Superintendent of Telegraph

1876, at Big Run, Ohio, and was educated in the elementary schools. He learned telegraphy in the office of his father, who was agent and operator at Stewart, Ohio, and in November, 1887, he began railway work on the Baltimore and Ohio Southwestern, serving as an extra operator during week ends and summer vacations. In June, 1903, he was appointed train dispatcher at Chillicothe, and in September, 1907, was made chief dispatcher at the same place. On July 31, 1910, he was appointed division operator at Cincinnati, Ohio, and in March, 1912, became trainmaster at Seymour, Ind. In January, 1913, he was appointed assistant superintendent of telegraph at Cincinnati, and the following June became assistant to the general superintendent at the same place. On January 1, 1914, he was appointed inspector of transportation at Cincinnati, and since September, 1914, served as assistant superintendent of telegraph at Baltimore, until his recent appointment as superintendent of telegraph of the Baltimore and Ohio Eastern Lines, the Coal and Coke, the Wheeling Terminal Railroad, the Western Maryland, the Cumberland Valley, and the Cumberland and Pennsylvania Railroads.

On February 1, federal manager Begien, Western Lines, announced that the jurisdiction of Mr. Plumly was extended to cover the Baltimore and Ohio Western Lines also.

Jurisdiction over Morgantown and Kingwood Railroad

On February 1, C. W. Galloway, federal manager, Eastern Lines, announced that the jurisdiction of the General Officers of the following lines: Baltimore and Ohio Railroad—Eastern Lines, Coal and Coke Railroad, Western Maryland Railroad, Cumberland and Pennsylvania Railroad, Cumberland Valley Railroad, Wheeling Terminal Railroad, Gettysburg and Harrisburg Railroad, Philadelphia and Reading Railroad, between Shippensburg, Pa., and Harrisburg, Pa., was extended over the Morgantown and Kingwood Railroad, effective that date.

Eastern Lines

P. H. Lantz Resigns

Philip H. Lantz, who was commercial freight agent in Baltimore when he left the Baltimore and Ohio and enlisted in the Army during 1918, was commissioned First Lieutenant in the Railway Section of the Engineering Corps. He received his discharge on January 13 and became city freight agent in Baltimore, but on February 28 accepted a position with the Philadelphia Company of Pittsburgh, Pa., and will be associated with A. W. Thompson, president of that company and formerly federal manager of the Baltimore and Ohio, Eastern Lines. The many friends whom Mr. Lantz is leaving on the Railroad will be sorry to have him go, but glad for his greater opportunity in the new field.

On March 10, George S. Harlan, division freight agent, announced that, effective that date, E. S. King was appointed city freight agent, with office at Baltimore, vice P. H. Lantz, resigned to engage in other business.

On February 16, H. R. Westinghausen was appointed storekeeper at Riverside, Md., vice D. A. Barringer, assigned to other duties at his own request.

On February 16, W. M. Hinkey was appointed storekeeper at Cumberland, Md., vice F. L. Leyh, transferred.

On February 1, R. W. McCormick was appointed storekeeper at Connellsville, Pa., vice R. P. Reed, resigned.

On February 16, D. A. Barringer was appointed assistant storekeeper at Locust Point, Md., vice D. Schaefer, who was appointed assistant storekeeper at Curtis Bay, Md., vice F. J. Taylor, assigned to other duties.

Teuton Could Damn British Fleet, But—

(Special Cable Dispatch to the *Baltimore News* and the *New York World*.)

(Copyright, 1919, by the Press Publishing Co.)

Paris, Feb. 10—The best story the Peace Conference has brought out is this:

When the German fleet surrendered to the British, American and French squadrons the captive crews were taken aboard British battle-ships. One big round-headed German was plainly disgusted with the way things had gone and showed it.

Walking up to a group of British sailors he spat overboard and said:

"That's what I think of your verdammt fleet, and as for Admiral Beatty, why"—and he spat over the rail again. Then he spat a third time by way of expressing his opinion of the whole British nation.

As he finished, a big British sailor hitched his pants up and said:

"Look here, Fritz! You can say what you please about the English fleet—and act as you wish toward Admiral Beatty—and think what you want about the British. But you be damn well careful whose ocean you go spitting into!"

The story goes big over here and biggest with the English.

Watch the Stock Peddlers

READERS: Get the names and addresses of all persons and companies offering you speculative, doubtful stocks and securities, particularly if in exchange for your Liberty Bonds and War Savings Stamps, with copies of their "literature." Mail them promptly for investigation to the

Federal Trade Commission,

Washington, D. C.

**HELP THE VICTORY LIBERTY
LOAN.**

United States Railroad Administration

News from Washington

Director General Makes "Service Slogan"

A message of deep interest to railroad officials and employes was delivered to a conference of governors and mayors held in Washington the first week in March, by Walker D. Hines, Director General of Railroads. He declared it to be his purpose and that of his associates to give the best possible railroad service and to restore transportation conditions throughout the country to a pre-war basis. Mr. Hines went further and stated that it would be his aim to bring about even better service than obtained prior to the war wherever the opportunity afforded.

Comfort and Convenience of Public Desired

In the course of his remarks, Mr. Hines called attention to the fact that it was not due to the temporary federal control of the railroads that transportation service had been curtailed and the traveling public, as a consequence, forced to some inconveniences. Whatever interruption there had been, he said, was made necessary on account of the war. Now that this emergency had passed, he stated, he intended to do everything in his power to operate the railroads of the country having in mind the comfort and convenience of the general public.

War Service not Standard

"I welcome an opportunity like this to speak to representatives who have come here from all parts of the country," said Mr. Hines, "and try to make clear to you that an important factor in undertaking to administer this tremendous task which rests upon me is not to try to bring about one solution of the railroad question rather than another, not to impose my own notions upon the public in any respect in that regard, but to confine myself to the job

of rendering the best possible and most adequate public service. I am as fully appreciative as any one in this audience of the fact that during the war the railroad service of the country in many respects was cut down to a basis where a citizen did not get the same amount of service and consideration which he got before the war.

Railroad Men and Public to Work Together

The Director General stated that he realized that the task ahead of him was not an easy one and that many difficulties would undoubtedly present themselves. But he appealed to his audience to give him their cooperation and support in the undertaking, expressing the belief that with all working in harmony toward a given goal, the results aimed at would be achieved. He spoke of the assurance in this direction given him by the representatives of the State Railroad Commissions, whose members had been in conference with him but a short time ago.

"As the result of this discussion with the members of these state bodies," Mr. Hines declared, "I got the distinct impression that those highly important public agencies are going to aid me in improving this public service by reporting how this service is being rendered in their respective states and giving me the benefit of their suggestions from time to time as to what ought to be done in order to get back to the more favorable conditions prior to the war and in order to improve those conditions where the opportunity is presented.

Suggestions Welcomed

"I want as far as I can to carry that message throughout the United States of a desire on my part and on the part of my associates in this tremendously important short period of govern-

ment control to give the public the very best service possible and of my earnest desire to get the benefit of the greatest possible measure of public support in making that policy a success. When you find things in the railroad service which are not comfortable, which are inconvenient, which fall short of what you think the service ought to be, I hope you will not form in your own mind the impression that that is what the railroad administration is trying to do. I want you to realize that that is what the railroad administration is trying to avoid and it is looking for all the help and all the suggestions it can get. I earnestly ask you to do what you can to help, through making suggestions to me, to my associates in Washington, or to the federal managers or regional directors, bearing in mind that they all are direct representatives of the government of the United States and that the watchword of the railroad administration is to render an adequate and convenient public service."

Director General Against Halting Industry

Despite the failure on the part of Congress to appropriate the \$750,000,000 requested by the Director General with which to meet the immediate financial necessities of the railroads, Mr. Hines, in the course of his remarks to the governors and mayors, carried assurance to the employes of the transportation facilities that it was not his intention to halt industries with the idea in view of throwing men out of employment.

Will Not Cut Wages

"I am absolutely out of sympathy," he declared, "with any policy which contemplates the slowing down of industries for the purpose of throwing men out of employment on the idea that thereby the rates of wages may be cut down for the future. There would be two general ways in which we might attempt to adapt ourselves to this new situation so suddenly created. One way would be to cut down expenditures as rapidly as possible in every direction, even though these expenditures were highly desirable. The other way would be to try to resort to every possible expedient to prevail on the railroad companies and the other business interests affected to borrow the necessary money to enable us to go forward with these expenditures. I am emphatically in favor of the plan which contemplates financing these matters so we can go forward with the expendi-

tures rather than of the plan of cutting off the expenditures so we can avoid the financing.

"Approaching the matter along those lines it is going to be my policy, with the cordial cooperation of the Secretary of the Treasury and the War Finance Corporation, to try to find every way we can to reimburse the treasury and the railroad administration through getting the corporations to borrow the money to pay back advances which have been made and which it will be necessary to make to carry out the program. It would be unwise to create the impression that it is going to be an easy task. It is going to be very difficult, but we are approaching it with the determination that we will make it succeed to a very large extent and that we will get a large measure of patriotic cooperation from all the interests which are affected."

State Railroad Commissions Promise Cooperation

For the purpose of clarifying relationship between the United States Railroad Administration and the state railroad and public service commissions and agreeing upon a plan of constructive cooperation under peace conditions, Director General Hines held a conference with these officials at Washington on February 19. There developed during the discussion an earnest desire on the part of all those who participated to work in the most complete harmony in the public interest.

As a result of the meeting, the Director General has put into effect a policy as to the operation of the railroads under federal control involving police regulations of the several states, other than those affecting the transportation of troops, war materials or government supplies, or the issue of stocks or bonds or rates, fares and charges, under which the state commissions will have jurisdiction in such matters as spur tracks, railroad crossings, safety appliances, track connections, train service, the establishment, maintenance and sanitation of station facilities, the investigation of accidents and other matters of local service, safety and equipment. It will be the policy of the Director General to see that the orders of the state commissions in these matters are carried out.

During the conference, the Director General called attention to the fact that the Federal

Control Act gives power to the President to initiate rates, fares, charges, classifications, regulations and practices by filing them with the Interstate Commerce Commission and empowers that body to review the justness and reasonableness of them. The members of the state commissions took the position that the intrastate rates are nevertheless subject to their jurisdiction. In order to adjudicate these matters, the Director General announced it to be his policy to expedite in every way a final decision by the appropriate tribunal of the questions at issue between the Railroad Administration and the state bodies.

The Directors of Traffic and Public Service of the United States Railroad Administration were directed, before authorizing advances of any importance in rates, fares or charges, either interstate or state, to submit them to the state commissions in the states affected for their advice and suggestion.

Coal Purchasing Policy of Railroad Administration

In order that the policy of the United States Railroad Administration respecting the general coal mining labor situation might properly be placed before the employes engaged in this industry, Director General Hines conferred recently with J. L. Lewis, vice-president of the United Mine Workers of America and Warren E. Pippin, of the Labor Bureau, United States Fuel Administration. It had been claimed that the Railroad Administration was trying to force down prices to such an extent as to bring about a decrease in the price of labor.

Director General Hines explained to those who attended the meeting that every effort was being made by him and his associates to avoid any action calculated to depress wages of coal miners or the amount of coal produced.

"Sometime ago," he declared at the gathering, "our attention was called to the fact that there was a concentration of orders for the Railroad Administration in certain fields so as to leave other fields without railroad orders. We promptly met this situation by giving instructions that coal should be bought as far as possible by each railroad on its own railroad. The point was also made that we were using our storage coal to such an extent as to reduce very largely the current production. We promptly

met this by giving instructions that we should diminish our withdrawal of coal from storage and use a large amount of current production. We met the point that the Railroad Administration was trying to force down prices in order to bring about a decrease in the price of labor by requiring the wider distribution of purchases already mentioned, but also by providing that we should not suggest any prices to the operators and to stipulate that any prices named by the operators must be based on existing wages."

It was also claimed that publicity ought to be provided in the obtaining of bids and making of contracts. This point was met by the Director General, who stated that any prices which are established will be available to representatives of the miners or others who may be interested and who request the information, both as to the prices and as to the names of the sellers.

"The Railroad Administration," Mr. Hines declared, "has a very important selfish interest to accomplish, because whatever will protect the general situation will help business and this is of vital importance to the Railroad Administration."

He pointed out that it was important to bear in mind the fact that the Railroad Administration's part in such matters is much more restricted than is generally assumed.

"Only about one-fourth or a little more of the total bituminous coal production is consumed by the railroads," he said. "To a very large extent the mines whose output can actually be used for railroad purposes is restricted on account of the quality of coal needed. A further important point is that at the request and insistence of the Fuel Administration, the Railroad Administration has made contracts for a large part of its coal with the result that only about twenty per cent. of the coal used by it is not covered by contract. Naturally the contract coal cannot be modified except with the consent of the operators. Moreover, the very large amount of storage coal which the railroads have accumulated was accumulated at the request of the Fuel Administration and while we are endeavoring to use this storage coal in such a way as not to embarrass the situation, the fact remains that the coal is there and must be consumed. It must also be remembered that the volume of coal which the Railroad Administration consumes is limited by the volume of business and as the business is now falling off this operates to reduce the volume."

Resumption of A La Carte Service on Dining Cars

Beginning March 1, a la carte service was resumed on trains which, in the opinion of the federal manager, could be done without avoiding congestion in dining cars with the resulting delays to passengers. In his instructions to regional directors, the Director General stated that on trains where table d'hote service is continued, it is desirable that a well balanced meal be provided of not to exceed five courses, exclusive of relishes and beverages, of good food, well cooked and served, appropriate to the occasion. The price of all table d'hote meals is to be \$1.25 and be made worth the price. He stated that it should be clearly understood that the a la carte service is not to be substituted for the table d'hote service on trains where such action would result in overcrowding the dining cars and resultant delays to passengers in obtaining service.

"The table d'hote service was put into effect as a war measure," Mr. Hines said, "because of heavy passenger travel during the war and a shortage of passenger equipment due to the necessity of using a large amount of passenger equipment in the transportation of troops. As these conditions disappear, it is desired to return to the a la carte service, which it is believed will be more satisfactory to the traveling public."

Relocation of Railroad Equipment

In order that equipment may be relocated according to ownership by regions as far as practicable without abandoning the principle of the common use of cars, Director General Hines on February 15 issued an order providing for the return to the owning road when desired for rebuilding or application of betterments

cars which can be put in safe condition for movement at reasonable cost. In general, it is provided that cars should be loaded to or in the direction of the home road. The regional directors will relocate the same cars between owners on the basis of ownership so far as practicable. Any railroad will accept its own equipment empty at any junction point.

This action was taken by the Director General in order that railroad equipment might be relocated more in accord with ownership than was practicable during war conditions. While this emergency was on each unit had to be used with the sole purpose of meeting the then existing traffic demands.

When the roads desire to rebuild their cars, regional directors will make application through the Mechanical Department of the United States Railroad Administration. Upon its approval the Car Service Section will authorize the owners to call upon holding roads for the return of the cars in such numbers and at such times as their shop operations require.

Locomotive Superheater Company Purchased

At the instance of the Alien Property Custodian, Director General Hines, on February 18, announced that the United States Railroad Administration had purchased more than fifty-one per cent. of the stock of the Locomotive Superheater Company. This stock originally belonged to German interests. It was seized by the Alien Property Custodian, who decided that the interests of this government could best be protected through some governmental agency acquiring the stock. The purchase by the Railroad Administration will prevent effectively the passing of the stock back to German control.

It's Not Too Late

"You don't need alcohol for health, you don't need it for strength, you don't need it for food, you don't need it for drink; it never does you any good, it always does you harm, let it alone—get on the water wagon!"—*The Department of Health, New York.*



Home Dressmaker's Corner

Prepared Especially for Our
Magazine by
"Pictorial Review"



Spring Tailleur Modes

VARIETY is the life of fashion. That is why well-dressed women never lose interest in tailleur modes, to which creative genius has given highest expression this season. The most talked about tailleur just now is the box coat. It is decidedly youthful in type and hangs in straight, graceful lines. Avoidance of anything old or matronly in appearance has given new life to these lines. Despite the straightness and boxiness of the new jacket, however, it fits the shoulders and bust very smoothly and has a dart on the shoulders in front to accentuate the closeness of the fit. Shoulders remain narrow and the sleeves are fitted into small armholes without a vestige of fullness—except at the wrist, where the widest latitude in treatment is allowed.

The box coat most likely to grow into disfavor is the one slit at the lower edges to show a facing of contrasting material—usually flannel or broadcloth. But there are different types which depend largely upon their severity of line for their *cachet*. Some button closely together from the neck to the waistline and others have the open front effect. The latter have done more to revivify the fancy vest than any other style of the year. One of the distinct novelties in box coats has a trimming section at the bottom into which is set pouch pockets and which is outlined with silk braid. This type is used frequently for the white serge and cloth tailleurs, trimmed with black, so much in demand for Southern wear.

Many of the most effective tailleurs are developed in serge, tricotine and Poiret twill and in addition to the wool fabrics, the heavy

silk and wool crepes will be smart. Checks are modish in light shades of gray, fawn, green and blue. Exceedingly smart is a box suit in gray check serge, the skirt being long and narrow. Most of the suit skirts are absolutely plain. The coat falls a few inches below the hips, is square at the lower edge. A deep turn-over collar finishes the neck. The sleeves are long and close-fitting, with a few buttons of self-material running up the back almost to the elbow.

Sports clothes are no longer sports clothes, that is, as far as the name is concerned. These fashions, especially suits, have extended their usefulness so greatly that "sports" is far too limited in its meaning, therefore the proper designation has been changed to "town and country" or "week-end" suits. One may interpret this to mean that the garments can be used for either city or country or week-end purposes and the terms very much widen their sphere of usefulness.

For practical use nothing equals a box jacket in blue tricotine which has the jacket fastened with two buttons at the neck and falling open below, showing a bit of a vest of orange silk jersey. Deep cuffs are stitched onto the sleeves and the wide turn-down collar is trimmed with bands of dark blue silk braid.

Poiret twill is employed in the development of an attractive one-piece dress with long lines. There are box plaits at either side of the front and in order to preserve their lines the belt of white cloth is run under the plaits at the front. The dress fastens in surplice style and has a shawl collar extending to the waistline. Bands

of self-material form a double-cuff effect on the sleeves.

As chaste in design as it is smart is another one-piece model in white serge with open neck finished with a square collar of white organdy. Box plaits are inserted in the side-front and side-back seams, the long plain one-piece sleeves being finished with flare cuffs.

The winter resorts are gay with frocks of one-piece design carried out in delicate shades, especially orchid, flesh and soft blues, of the new heavy silk crepes. These shimmer in the intense light, having a sheen of unusual brilliancy, and are charming. Handsome beyond description is a frock in black and white trimmed with lustrous black sports satin. The front of the dress is in panel style with yoke extensions. On either side of the panels at the front are plaits, but the back is plain. The collar is carried over to the left side for surplice adjustment.

Materials of such character need little elaboration in their make-up and, as a consequence, the simplest designs are selected. At times flat plaits are introduced in the sides, but quite as often the fulness is held in at the waistline under a girdle or sash belt, if the dress is made in one piece. As a matter of fact, all of the best models of the season are readily within the capabilities of the home dressmaker.

Coats are unusually attractive and dolman lines are foremost. They are built with a tendency to narrow at the hem. Fancy and plain tricolettes, satin and duvetyn are the leading fabrics for spring wraps. The armholes are quite large, if indeed there are armholes at all—the kimono effect being preferred—and the sleeves are satin cuffed. Often the raglan sleeve is shown, in greatly modified effects—catching side-back shirrings, etc. The skirt sections of these coats, too, are usually attached, with fulness across the front, backs being in one piece and more, sometimes panelled, sometimes attached to round shoulder yokes. When belts are used preference is given to narrow ones which match the collar and cuffs.

A whole chapter could be written on the subject of vests, for they were never exploited in such original designs as this season. One youthful box coat shows a panel vest of cretonne, with narrow stripes in colors which remind one of Indian war paints, softened by floral nosegays into which the vivid colorings also enter. Other effects are suggestive of a museum Indian mummy wrapping. Beadwork,

embroidery and braiding are used upon all kinds of fabrics in the development of fancy vests and one is allowed to let the fancy run riot in their creation.



7461—LADIES' BLOUSE (25 cents). Seven sizes, 34 to 46 bust. Size 36 requires $2\frac{1}{4}$ yards 36-inch material for blouse with collar in square outline, or 2 yards 36-inch for blouse with collar in pointed outline; $\frac{1}{4}$ yard 36-inch lining. Large revers joined to collar at shoulders and crossed in front; ends are plaited and buttoned to belt.

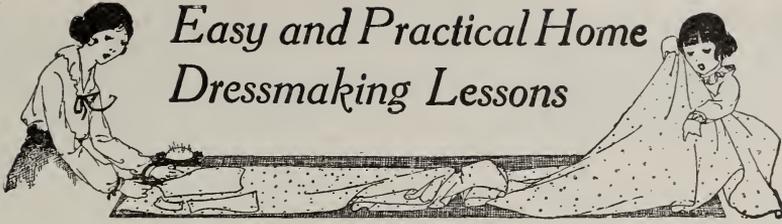
11665—Braiding transfer pattern in blue or yellow, containing motifs in scroll design, 15 cents.

7570—LADIES' BLOUSE (20 cents). Six sizes, 34 to 44 bust. As illustrated in first front view, size 36 requires 2 yards 36-inch material with 1 yard 27-inch contrasting material for long shawl collar (cut bias). Open neck showing shield with straight upper edge, and finished with a collar which extends to waist-line in front, or with a collar which is round at back and square in front.

12377—Transfer pattern in blue or yellow (18 different motifs and 4 duplicates of each), 20 cents.

7456—LADIES' BLOUSE (20 cents). Seven sizes, 34 to 46 bust. Size 36 requires $2\frac{3}{4}$ yards 36-inch material for blouse with or without jabot, $\frac{1}{4}$ yard lace to trim. Closing at left side-front. Open neck finished with a large square collar or with shallow square collar.

12377—Blue or yellow transfer pattern supplying 72 motifs, 20 cents.



Easy and Practical Home Dressmaking Lessons

THE style expressed in youthful fashions was never so charming as this season. Simplicity is combined with smartness in an indescribably appealing way. Take, for instance, this one-piece frock for girls and juniors. It looks well in silk or serge, calico or gingham, and the chances are that gingham will win the day when the material is selected. Medium size requires $3\frac{3}{4}$ yards 36-inch gingham and eight yards of braid.

The back and collar sections of the pattern are laid along the lengthwise fold of the material because they are without seams. The front section is arranged to the left of the back with large "O" perforations on a lengthwise thread. Opposite the back is the belt, then come, in the order named, the trimming piece, cuff and sleeve, with large "O" perforations on a lengthwise thread.

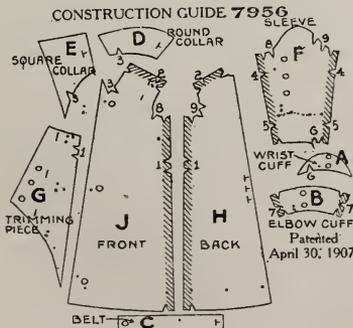
If the sleeve is desired shorter than illustrated, cut off the pattern along crossline of small "o" perforations before placing it on the material.

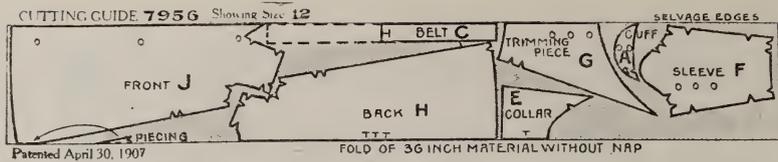
The sections all cut out carefully, next take the front of the dress and plait, creasing on slot perforations and bring folded edge to correspondingly small "o" perforations and stitch $\frac{1}{8}$ inch from fold. Close underarm and shoulder

seams as notched; when trimming piece is used, insert it in the underarm seam, matching notches. Turn hem in front of dress on small "o" perforations; large "O" perforations indicate center-front. Turn hem at lower edge on line of



BRAIDING
NO 12319





small "o" perforations. Lap right front on left with center-fronts even and finish for closing.

Face the collar and sew to neck and front edge with notches and center-backs even.

Next, close seam of sleeve, then sew wrist cuff to sleeve as notched; bring small "o" perforation at lower edge of cuff to seam of sleeve. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam easing in any fulness between the notches. Hold the sleeve toward you when basting it in the armhole.

Form plaits, turning the trimming piece toward the front and then turn backward on line of single small "o" perforations; turn forward again on line of double small "oo" perforations and then turn backward again on line of slot perforations; press all plaits lightly. Stitch the upper, plaited edge of trimming piece to position.

Arrange the belt around the waist with center backs even; tack at underarm seam matching single small "o" perforations at top of belt and in front section. Lap ends of belt matching large "O" perforations (which indicate center-front) and finish for closing.

The motif on the collar and trimming pieces of the skirt may be done in embroidery silk, if preferred.

DRESS No. 7956. Sizes 6 to 17 years. Price, 20 cents.

Pictorial Review patterns on sale at local agents.

Luxury Towels

NO LINENS for the household so unmistakably show the imprint of a housewife's personal selection as do towels for the bathroom. Two splendid designs are pictured here and the patterns proclaim a nicety of taste expressed in terms utilitarian. They can be used for the decoration of pillow slips as well as towels. The towel with diamond-shaped motif is arranged to accommodate an initial or monogram. If preferred, solid satin stitches may be employed in

the development of the design, instead of eyelet and satin combined.

No better time during the whole year presents itself for the selection of household linens than the present, for many new ideas are exploited for the first time and, as a rule, radical economies are possible in towels and linen yardage.

Solid satin stitch is used exclusively to make the embroidery on the other towel. Because



No. 12255—Solid Satin Stitch

of the fact that only one stitch is used, it is necessary to make the work as even and smooth as possible, for it is almost impossible for little defects in stitchery to be hidden when a variety of stitches is not used. The towels for the new season display the most exquisite embroidery, but this form of decoration is not used alone. Filet crochet and edging frequently are seen, and they are more or less always combined with some form of hand embroidery. At any rate,



No. 11674—Design arranged for Monogram

the more originality displayed in the development of a decorative scheme, the greater the value of the towel from the standpoint of service as well as adornment.

EMBROIDERY No. 12255, transfer blue, 15 cents.

EMBROIDERY No. 11674, transfer blue, 20 cents.

Pictorial Review patterns on sale at local agents.



Safety Roll of Honor

Philadelphia Division

On January 31, track foreman Michael Watalic while walking along track just west of Chester, found a piece of a flange off a car wheel. He immediately went to the telegraph office and reported same. Westbound extra was stopped at Silverside and car found in train with broken flange was set off at that point. Watalic is commended.

On January 8, section foreman Giacomo Di Luca was sent by supervisor Curran to measure some wire fencing that had been put up in 1918. While on his way he was interested enough to watch out for defects on track and discovered a broken rail just west of Carpenter station on eastbound track just in time to flag special east engine 1955. The engine was in charge of engineer Calnan. Di Luca was commended as a faithful and interested employe in the March issue of the MAGAZINE and we are glad to note this further evidence of his watchfulness of Company property.

Baltimore Division

On February 6, engineer H. G. Miller had engine 5075, train second No. 13, out of Washington. Just east of Gaithersburg he noticed a bad pound under the engine, stopped train and found left guide yoke broken, showing about eighty-five per cent. old defect, which could hardly be noticed on inspection. He stopped at the station at Gaithersburg, disconnected engine, loaded up main rod and all other parts of engine on front end, got another engine and took train on through to destination. He has been written a personal letter of commendation by the superintendent.

For his action on February 6, in observing the hot box on train No. 15 and making prepara-

tion to stop the train, a commendatory entry has been made on the record of operator A. C. Meem, of Dickerson, Md.

On February 21, superintendent Allen sent the following commendatory letter to engineer L. Krimmelbein, of Baltimore:

Dear Sir—Your attention to your train while in charge of No. 15 on February 6, which resulted in your noticing a hot box and stopping at Dickerson, is evidence of your alertness and attention to duty; and I take pleasure in putting a credit mark to your record.

On February 8, conductor N. E. Reese, in passing Savage with his train, noticed a stable on fire, and that it was in close proximity to our station building, with wind blowing in direction of station. He notified the agent and has been commended for his action.

On January 27, conductor N. E. Reese noticed a wheel sliding on a car in train No. 507 and notified dispatcher. He has been commended.

Superintendent Allen has commended employes of our division, viz.:

BALTIMORE, MD., February 18, 1919.

J. C. MOODY, Fireman,
Baltimore, Md.

Dear Sir—You met the trying situation that developed between Lansdowne and West Baltimore this morning in a very competent and manly way; and I am taking pleasure in telling you that a commendatory entry has been made on your record.

BALTIMORE, MD., February 18, 1919.

DANIEL C. ZINK, Engineer,
St. Denis, Md.

Dear Sir—Your prompt action in taking charge of the engine on train No. 48 after the

accident at Lansdowne this morning is appreciated and a commendatory entry has been made on your record.

Martinsburg Division

On the morning of February 15, C. M. Allamong, yard clerk on third trick, West Cumbo, discovered on westbound high speed track, a section of rail about six inches long broken from rail at joint, located about half way between West Cumbo tower and second signal bridge. Mr. Allamong notified operator and westbound trains Nos. 3 and 9 were run over low speed track. He is commended for his watchfulness and quick action.

Cincinnati Terminal

On February 18, after train No. 55 had passed the Freeman Avenue crossing, Cincinnati, crossing watchman John Flynn discovered a broken rail in the center of the crossing. He took proper action to have the necessary repairs made, showing that after thirty-two years of faithful service he is still "on the job."

New Castle Division

On February 12, track foreman C. W. Stentz, at Lodi, Ohio, noticed defective condition in



John Flynn
Crossing Watchman, Cincinnati

extra 4225 west, which he immediately reported and had corrected. He has been commended by the superintendent.

Newark Division

On February 9, operator Ira P. Deck, on duty at Barnesville, noticed a pair of wheels sliding under car in train No. 78, engines 2779-2827, which was passing the tower at Barnesville. He succeeded in stopping the train at east end of passing siding, notified conductor, who released brakes on car, thereby preventing trouble along the line. Commendatory entry has been placed on his service record.

On February 24, yard brakeman L. W. Kemp discovered both angle bars broken in rail joint in main track just east of storage track, west Zanesville, immediately notified the yardmaster, and trackmen were called and made repairs. Commendatory entry has been placed on his service record.

Cleveland Division

A. C. Bennett, operator, Seville, at 12.40 o'clock on the morning of February 15, found a twelve-foot guard rail on the crossover at Seville shoved against the eastbound rail with one end sticking up. The rail had been bumped loose by some westbound train and moved



C. M. Allamong
Yard Clerk, West Cumbo

about twenty feet from its regular position, and might have interfered with the movement of eastbound trains, and resulted in damage. As soon as this was discovered, operator Bennett called a section man and had repairs made. He has been commended by the superintendent.

C. W. Summers, operator, Seville, at 12.43 p. m., February 19, when train No. 2-82, engine 4272, was passing the telegraph office at Seville, observed a broken flange on Baltimore and Ohio 224650, there being about twenty inches missing. He immediately had train stopped and notified conductor, who had car set out at Seville. He has been commended by the superintendent.

Ohio Division

P. J. Reed, operator, "KO" Tower, observed brakes sticking on P. L. train No. 31, March 7, and took proper action to have defect remedied. He has been commended by trainmaster Broughton.

C. M. Orihood, section foreman of Washington Court House, while working on Pottersiding, noticed ten inches gone on outside of wheel on C. B. & Q. 93025, in train No. 92, as it was leaving Washington Court House. He immediately notified the operator at Washington Court House, who advised dispatcher. No. 92 was stopped at Bloomingburg, car set out and it was found necessary to apply new wheels. Mr. Orihood is commended for his watchfulness, which possibly prevented a serious accident.

On February 6, engine 2740 on train No. 96, became disabled between East Monroe and Greenfield because of bolt breaking off in back end of left eccentric rod and rod dropping down and bending. Engineer C. R. Redmond, who was in charge of this engine, immediately disconnected rod, straightened it out to proper length, connected it up again with temporary bolt and brought train to Chillicothe. For his prompt action and intelligent manner of handling this break down, he has been commended.

Illinois Division

While working with Breese switcher at Carlyle, Illinois, October 10, 1918, brakeman F. Thompson observed a little girl standing on the track in front of the engine, watching a passing troop train. At the risk of his life he jumped off the foot-board, ran ahead of the engine and rolled off the track with the girl just in time to prevent injury to her as well as

to himself. A commendatory notation has been placed on the record of brakeman Thompson for his personal efforts to save the little one from harm.

On February 16, at 5.05 p. m., while working at Cone, brakeman F. Thompson observed two cars rolling out of west end of No. 9 track in Cone yard and succeeded in getting them stopped before they ran through switch. For his personal efforts to prevent possible accident a commendatory notation has been placed on his record.

On the night of February 16, operator G. G. Moore noticed a brake beam down on extra 2603-2053 coupled east. He immediately stopped the train and repairs were made, which in all probability prevented an accident which might have been very serious. A commendatory notation has been placed on his record showing his action in this case.

Toledo Division

At 4.30 p. m., January 24, A. Shidaker, signal maintainer, while in the performance of his duties near south switch, west siding, Tippencanoe City, Ohio, noticed piece of heavy chain wedged in the switch. He immediately made a report to operator P. E. Jenkins, who called section foreman A. Pohlaben. The effort of these employes resulted in getting extra 745 south, which was approaching, stopped. The action is highly commended.

A Very Good Reason

Here is a letter written by a former messenger boy in the superintendent's office at Chillicothe. It was left on chief clerk Duncan's desk, giving an excuse (or VERY GOOD REASON) for the boy's absence, the previous afternoon.

"Mr. C. R. DUNCAN (personal):

I had to go up town at noon yesterday and was back to work early. About twelve-thirty, I went down after the mail and brought what was left up to the dispatcher's office. There was a package for Mr. Greenwood, which contained some kind of cards. This package burst when I went to pick it up, and when I stooped to pick up the contents a big hole ripped in my trousers. I could not mend them after I got home because I could not find a needle and thread. I could not let you know and had to remain home until mother came.

Signed....."

Heroic Keyser Employes Sacrifice Lives in Fighting Flames



IN a disastrous fire that destroyed the building of the First National Bank of Keyser, W. Va., and adjoining properties, on February 18, two Baltimore and Ohio employes gave their lives in an heroic attempt to stop the sweeping flames. The Company fire crew, under chief T. E. Shelly, reached the fire soon after it started and took their post near a high brick wall in the path of the flames. They were doing valiant work when the wall fell without warning, burying under it Leo Brotemarkle,

machinist, and Charles W. Clark, one of the wreck crew. Trout Turner, another member of our fire crew, was badly injured, but it is hoped he will recover.

The Mineral *Daily News*, published in Keyser, expressed the sentiment and regret of the fellow citizens of these two brave men in the following news and editorial comments:

"A victim of the early morning fire tragedy was Leo C. Brotemarkle, a son of Mr. and Mrs. Charles Brotemarkle of B Street. Mr. Brotemarkle was married and lived at 25 James Street. He is survived by his wife, who was formerly Miss Lillian J. Koontz, his daughter, Lillian May, his father and mother, a brother Lesley Brotemarkle in France, and a sister, Mrs. Hazen Boehmas of B Street, this city. Leo graduated at the Keyser High School in 1918 with the record of having attended school for thirteen years without being either absent or tardy.

"This record has never been surpassed in the State and it is doubtful if it has ever been equaled in the country.

"Without noise or bluster this young man has shown the same devotion to his family, to his work and to his friends, but he gave his life working in the interest of the community. His was a noble life singularly devoted to duty. Mr. Brotemarkle was one of the best men of this community. He was a member of Grace M. E. Church, South, was a steward, superintendent of the first department in the Senior Epworth League and was one of the most loyal and faithful men in the church, in fact he was a recognized leader in all the departments of the church and community interests. Mr. Brotemarkle was also a member of the I. O. F., Knights of the Mystic Chain, the P. O. S. of A., and the Machinists' Union. He was employed by the Baltimore and Ohio Railroad as a machinist in the local shops and a member of the Baltimore and Ohio Fire Company. * * * * *



The late Leo Brotemarkle and his family



The late Charles W. Clark

"Charles W. Clark gave his life in the fire fighting this morning, having been caught beneath the falling wall. Mr. Clark had been twice married, both wives being dead. He is survived by two sons and a daughter, and a brother David Clark, who lives at Twenty-First. He was a member of the O. A. K. of M. C. and of the Junior Order. He was an employe of the Baltimore and Ohio and was a member of the wreck crew. He lived in McCool, and came to the fire with the Baltimore and Ohio fire boys. The community deeply sympathizes with his bereaved children.

"The greatest lesson in this fire is the one that comes to us from that type of heroism that is manifested in men who, aroused from slumbers, can rush to their peril and death for the safety of the community. What tribute can we offer their memory, or lay at the feet of the injured? Could there be a greater tribute than to build a community, a community well worthy of them, a community composed of homes that will produce such a type of heroism and manliness for the future?"

The Men of the Rail

By George T. Pardy

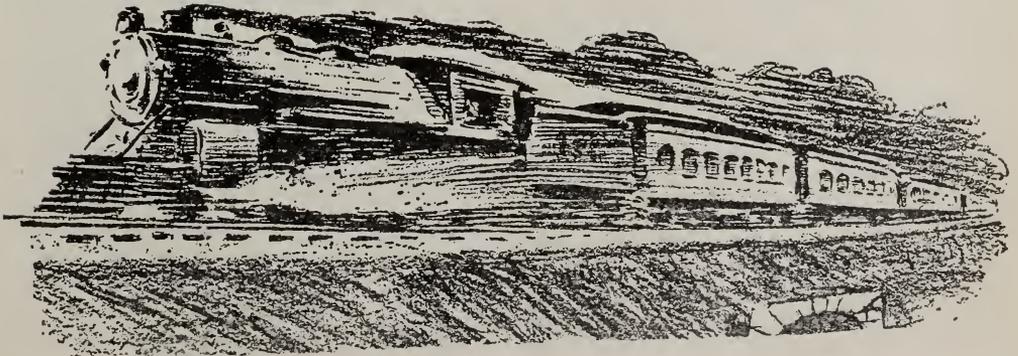
In New York "Evening Sun"

Through time and space in a roaring race
Spurning the midnight gales,
The steel steed reels on flashing wheels
Over the vibrant rails;
With good cigars in the Pullman cars
Cosey and safe and warm,
You pay small heed to the headlong speed
Or the men who breast the storm.

'Tis their's to dare both foul and fair
Just as the luck may send,
With steadfast heart from the whirling start
To the good or bitter end;
It's all in the work though Death may lurk
In the murky gloom before,
They laugh at fear in the ruddy cheer
That leaps from the furnace door.

When the signal glares and red light flares
Out of the darkness dread,
Scant time is there for oath or prayer
By the men who ride ahead;
With rapid thought is the quick deed wrought
Which checks the flying train,
And it's hit or miss as the air tubes hiss
While the brake rods grind and strain.

Now this is the dream of the Sons of Steam
Men of the cab and rail,
"An all clear track and no looking back
From the lure of the long, long trail;
We'll put her through on a schedule true
At a mile-a-minute gait,
For there's no delay on the right of way
When we pay our debt to Fate!"





Across the Rhine—Soldier Letters Describe Battles, Hospital Work, Enemy Peoples, Holiday Leaves and Longing to be Home

In Verdun

E. R. Sparks, chief clerk in the Engineering Department, recently received the following letter from his brother of the 313th Infantry:

VERDUN, December 3, 1918.

Dear Erwood—Your box containing chocolate, compass and handkerchief reached me. Many thanks. Please thank all interested for me. It is our first American chocolate; the French candy is very poor.

This is a great town; we have been here for two weeks, and don't know when we'll leave. There is not a house that has not been hit by shells, and block after block of houses was wiped out. There are no civilians here at all now, but suppose they will soon be back. It will take years to clean up. The town has a population of 25,000 and they keep 20,000 soldiers in the Citadel, which has a regular underground city.

All the talk now is of going home, and I think everyone will be glad to get home. I get your papers and magazines O. K. and many thanks for same. I enclose a clipping from the New York Herald. We had hard fighting and were on this front twelve days and there when Peace came. The German losses, I am glad to say, were much heavier than ours. To show you how anxious to be taken prisoners they were, can say that one man from our outfit got separated from his platoon one morning early while we were advancing under cover of a heavy fog and he ran into eight Germans, who took him prisoner. They asked him how the Yanks treated prisoners, and he told them "fine" and that if they would go with him, he would show them. They did and he brought the whole bunch in, he in the lead and Fritz running on behind.

Colonel Swezey certainly proved to be a wonderful leader. He was right up with the front line during our five days' and nights' drive through Montfaucon; he was not wounded, but it proved too much for him lying out in the rain and mud, and they sent him to the hospital,

when we came out of the drive. He has come back with us since our arrival here. Wishing you one and all a Happy New Year, and hoping to see you all soon.

Your brother,
CHES.

★

Corporal Turvey Describes Armistice Celebration

The following interesting letter reached a Staten Island Division employe recently. It came from Corporal S. A. Turvey, who prior to his enlistment in the Fifty-first Railroad Engineers was employed as trainmaster's clerk. We reproduce it in part, viz.:

84TH COMPANY, TRANSPORTATION CORPS,
14TH GRAND DIVISION, A. E. F.,

December 2, 1918.

Dear M— I read with much interest the celebration you had on the 9th of November and then again on Victory Day, the 11th. I can just about picture how old New York went wild on that day, and my only regret is that I was not there to partake in the celebration. However, I don't think your celebration had much on the one we had here. Although yours may have been on a larger scale, the feeling, I believe, was better here, as we realized more than you people what it all meant. About 4.30 p. m. (16.30 in French time) all the whistles and church bells in the vicinity began tooting, which was the signal that the Armistice had been signed. Everyone around camp swarmed to the company street and began shouting, shaking hands, singing, beating tin cans, and did almost everything imaginable. To crown the celebration our battalion band came up the street playing "The Star-Spangled Banner," and we had a parade around the village. We passed a band of German prisoners in our march, and they, realizing what was going on, threw up their hats

and shouted at the tops of their voices on account of the big event. At night I went to the nearby village of Tours to see the French celebration, which was fine. Everyone formed a snake dance and sure did dance all around the French square. If anyone was knocked down in the rush they took it in good part, and got up to join in the celebration. The French people almost went wild, and the Americans were the most popular people in the city. Everywhere you could hear the French hollering "Vive les Americains," and when we passed a band of females we were lucky to get by without being kissed by every one of them. There was a parade later on in the evening, headed by our band, and the display shown by the French was wonderful. I really cannot tell you how I felt when I heard of the Armistice being signed and then to witness the display shown the Americans by the French. At times I almost felt like crying with joy. But I will tell you this, if I ever felt proud of being an American, I sure did on that night. The celebration lasted all that night, and again at midnight the whistles and bells tolled in commemoration of the first day of peace in over four years.

You will note that the name of my organization has been changed. We are now in the 14th Grand Division, which comprises a railroad division from the port of St. Nazaire to Gievres. St. Nazaire is one of our greatest ports over here, and Gievres is our largest warehouse, so that we are operating one of the most important railroad divisions over here. Don't expect that we will be relieved from this work much before March or April, when I expect the French will be in shape to take over our work. From what you tell me of the celebration being planned to greet us fellows when we get back, I sure am longing for the day.

There is not very much happening over here now that is of any importance. We only hold three days as important—pay day, which comes but once a month, mail day, which comes but once a week, and the day we go home, which will come but once, and is the most important.

Since the Armistice has been signed, we have been assigned a regular band from some infantry outfit, and it sure is fine to hear such a band over in this neck of the woods. They play for us every noon and at night in our movie house. Uncle Sam is taking every means possible to cheer us up while we are in France, and he is succeeding quite well.

We certainly do appreciate what you people back home have done to keep us up in our work. Had it not been for your kind generosity in subscribing, in fact oversubscribing, all the Liberty Loans and various other war measures, we would never have finished the war up as soon as we did. When we look around at the other Allied soldiers and see how much better off we are than they, we sure do realize what a bunch of kind-hearted people we have at home. Every one of us over here feels the same way about it, and it won't be all the one way in the line of congratulations for the victory when we get there. You people shared as much in it as we did, and we owe you a whole lot.

The papers nowadays here are full of peace talk, that is, what the terms of the peace will be, President Wilson's visit, etc., and we don't take much interest in it. They are also coming around with the number of Americans killed, and every time I read over one of the items I thank God for having kept me in such good shape all through this conflict, and ask Him to help me get home, now that the fray is all over.

Trusting that I will receive another one of your very interesting letters soon, I remain,

Yours sincerely,

Corporal S. A. TURVEY.

★

Lieutenant Colonel Shipley Gets Grub up to Firing Line

The following letter was recently received by W. B. Calloway, passenger traffic manager, from Lieutenant Colonel Walter V. Shipley. Colonel Shipley entered the service of the railroad as a stenographer in the Accounting Department. He later became a tariff inspector and was passenger agent at Baltimore when he was called into the service.

My Dear Mr. Calloway—Just a note to let you know that I have at last received my promotion and am now a full fledged Lieutenant Colonel.

Our division has been in the fight and came out with a wonderful record, with about 2,000 prisoners and large quantities of ammunition, machine guns and German 77's. We are as proud of our old outfit as a dog with two tails.

The country here is very much excited since yesterday by the announcement of the signing of the Armistice. The French have simply gone wild and you can see hilarious Frenchmen most any way you look, but I don't blame them, because they have had four years of hell. No one can appreciate what these people have been through unless you can see for yourself.

In the territory where we were fighting there was absolute and complete destruction everywhere. A person would not imagine that the destruction of a country could be so complete and it is a crying shame that we did not have an opportunity to give the Hun a big dose of his own medicine; but they are a pretty foxy bunch. They saw the inevitable and played quits. The one question which our troops are asking now is, when do we go home. I sincerely hope soon, as they have earned it, and I personally long to be with my family again. I was extremely lucky during the campaign in not losing any of my officers or men. We kept the food going and troops in the fighting lines were issued fresh beef, fresh bread and fresh vegetables daily. There are a number of instances in which companies were successful in getting up fried steaks, French fried potatoes and hot biscuits directly into the front line within 200 yards of the Boche. We drew from a French railway station, which was shelled daily by the Boche, and distributed rations at a point which had a dose of the same medicine every day and



Lieutenant Colonel Walter V. Shipley
Division Quartermaster, 29th Division, A. E. F.,
France

I will tell you it makes a man think when he hears the scream of a shell. We are enjoying very good health and the "flu" has not bothered us very much, and in the last two days every body is as happy as a lark.

With kindest regards to you and the rest of the Passenger Department, I beg to remain,

Most sincerely yours,

(Signed) WALTER V. SHIPLEY.

O. K.—W. V. SHIPLEY,
Lieut. Col., Q. M. C.
A. P. O. 765.

★

Tribute to the Late Major McDonough

The following is an abstract taken from a letter to J. T. Carroll, general superintendent maintenance of equipment, from Captain F. A. Starr, Commanding 118th Company, Transportation Corps, A. P. O. 708, American Expeditionary Forces.

"We sure will miss the capable and efficient assistance of Major McDonough, who was not only one of the best mechanical men but also one of the best officers in the Transportation Corps, and his place will not be easily filled. Major McDonough enjoyed the confidence, respect and love, alike of his superiors, equals and inferiors in rank, and his name is never mentioned among men and officers without a decided shadow spreading itself over the entire crowd. While he was not permitted to go up to the front lines, as was his constant desire, in his efforts to put locomotives and cars at the disposal of those in charge of the immense task of transporting munitions, food and soldiers to the front, and the wounded and gassed from the front, he rendered a service far greater than possible for any man to render at the front. He leaves a record which may well be envied by any officer in the army.

"His services over here were just what you knew they would be and the greatest consolation for his family and friends is the fact that he died in defense of liberty and right, a true man, good soldier and devoted Christian. Our chief regret is that he could not have lived to enjoy the fruits of his labors."

★

Hufnagel Meets "Harry" Hunt and "Sam" Dubois

The following letter to J. S. Murray, assistant to the president, has some interesting information about the Allied occupation of Germany:

TREVES, GERMANY, January 5, 1919.

Dear Mr. Murray—Just a few lines to let you know where I am and how things are going. Am now stationed at Advance General Headquarters, Treves, Germany, in the Intelligence Section. Just at present we are censoring the local German newspapers and find the work quite interesting.

Heretofore I was stationed at Chaumont, France, in the Radio-Intelligence Section. Upon the signing of the Armistice, however, this section was broken up and I received orders to report to Headquarters of the Third Army for duty, which, by the way, at that time was marching through Germany. I left Chaumont the 9th of December and took the train to St. Dizier. From here went to Toul. Upon reaching Toul, France, was informed that further travel to Third Army would not be permitted until same had reached its final destination, Coblenz, Germany. Consequently my stay in Toul proved to be of nine days' duration. However, this was not such a trying ordeal as one would at first imagine, for close by this town ran a section of our lines known as the Toul Sector. While here I managed to sponge quite a few rides on trucks going out of the town and in this way got to see some interesting sections of this sector.

Finally on the 19th was allowed to resume my journey and took the train for Metz. On this phase of the trip passed through several towns from which the Heinies had been chased by our artillery fire. And I want to say right here that it sure must have been some awful shelling for most everyone of the houses in the town was knocked to bits. From Metz we went to Treves and thence to Coblenz.

The ride from Treves to Coblenz was most beautiful for here the track runs right through the valley of the Moselle River, which is said to be the most beautiful throughout all Rhineland. Here one sees whole mountain sides devoted to the cultivation of grape vines, and every now and again catches a fleeting glance of the ruins of some old feudal castle perched high up on one of the hills. Right in this section is the most beautiful scenery I have seen throughout all Europe. That is saying quite a bit, too, for I have been through Scotland, England, France and Germany. I was landed in Glasgow, Scotland, when I came over, hence the reason for the above statement.

Found Coblenz to be quite a pretty little town, situated just where the Moselle flows into the Rhine. Was only here a few days when received further orders to report back to Treves for duty. Which I did, arriving at Treves about 8.30 Christmas evening.

Treves is quite a snug little town. Here I am billeted with a private family, having one room all to myself. It sure did go good, too, sleep in a fine feather bed and on snow white sheets. Quite a difference indeed to the wooden bunks and army blankets which I was compelled to use in France.

Since I have been over here, have had the pleasure of meeting both Harry Hunt and Sam. Sam and I were both in Chaumont together, and sure was sorry when I had to leave him. By the way, Sam has received his commission, and makes a dandy little officer.

During my stay over here have certainly gained in weight; at my last weighing I tipped the scales at just 182 pounds, so you can easily see that it must have agreed with me.

Am thoroughly contented and would not have missed the opportunity for anything in all the world.

Please remember me to all the men in the office.

Trusting you will enjoy a most happy and prosperous New Year, I remain, as ever,

Sincerely,

HERBERT.

C. H. HUFNAGEL, A. F. C.,

A. P. O. 930, A. E. F., Germany.

Mr. Murray sent this letter to Mr. Hufnagel's mother. What a typical "mother letter" she sent in reply! It reads:

3419 PARK HEIGHTS AVENUE,
BALTIMORE, MD.

January 31, 1919.

Dear Mr. Murray—Your thoughtfulness in sending me a letter from Herbert to read is

indeed truly appreciated. Every bit of news from him is most eagerly sought and coveted.

While confident of the fact that his present experience is of untold value to him both educationally and physically, I am nevertheless, possessed with that mother frailty—I want my boy!

Taking this opportunity to thank you for the interest you have most kindly shown in Herbert, and the many kindnesses done in his behalf, I am,

Respectfully yours,

(MRS.) MARGARET HUFNAGEL.

★

Dough Boys Revel in Leaves at Famous French Resorts

How well Uncle Sam treats the boys of the American Expeditionary Forces when they are fortunate enough to get leaves of absence is vividly pictured in the following letters to M. J. Conroy, proof-reader at the Baltimore and Ohio Printery from Private J. L. Harr, Company E, 316th Infantry, formerly an employe at the Printery.

LA BOURBOULE, FRANCE, January 12, 1919.

Dear Old Pal—It's been sometime since I had the opportunity to write to you and as you will notice I am at present in the town of La Bourboule on a seven day furlough. We left the "ex-front" on December 27 and hiked to Verdun the same day and the following day continued our journey to Issonecourt (about midway between Verdun and Bar-le-Duc). It was a two day hike of about forty-five miles and the last day we hiked in a cold driving rain. Upon our arrival there we found ourselves billeted in barns and not a stove in sight—soaked to the skin. It took us several days to get dried off and our quarters straightened out and on the first of January the order came to send eight men on leave, so I was one of the lucky boys to be chosen. Left our company on the 2nd and waited at divisional headquarters for two days before our train arrived. We landed here last Monday after traveling two days and two nights. If you want to find this place on the map look for it in the state of Puy-de-Dome, almost directly west of Lyon. It is a wonderful mountain resort and since the summer season is over has been opened as a leave area for the American Expeditionary Forces. There are about sixty hotels in the town and numerous stores, also the big Casino where the "Y" furnishes the entertainment for the boys. Have movies, vaudeville, jazz band, dancing, canteen, library, writing rooms all under the roof of the Casino. So you can imagine it's some building.

Twice a day there are hikes to the different mountain peaks, some of which are over 5,000 feet above the sea level. The ground is covered with snow nearly all the time and the clouds seem as though they are only a few hundred feet above us.

Yesterday we took the train to Mont Dore, another leave area for the boys, about three miles from here. The most interesting place to visit there are the famous Roman baths, patronized by tourists the world over. There are eleven springs which have their source in this immense building, ten of them hot and one cold. A fellow can take any kind of a bath he cares to. The water contains numerous minerals and tastes much like our vichy water home. Then they have places where the gases from these springs comes out of spigots and the gas is inhaled; still another place where you

number of them and hereafter I'll keep my eyes open and send it as often as possible.

Well, I hope the 79th will be sailing the sea before long as we are all anxious to see the good old U. S. A. and it can't happen any too soon either. Remember me to all the boys at the Printery, and with best wishes, I am,

Very sincerely,

J. L. HARR.

LA BOURBOULE, FRANCE, January 22, 1919.

Dear Old Pal—Well, we are still on our lough and it's our sixteenth day here. I don't think it's the fault of Uncle Sam that we are overstaying our time, but the French don't seem to be able to furnish the transportation. This leave area closes after we leave and it will take a special train to take us away from here.

The life is getting rather monotonous now, since we've been here over two weeks, although we do hear some very good lectures. One especially that interested me very much was given a few nights ago by D. W. Ahern, a geologist, formerly of Johns Hopkins. He spoke on how nature was in favor of the Allies and showed the reasons on a map. He also gave us the reasons why the Huns chose the route by the way of Belgium and not through Metz and surrounding places. I'll tell you it was mighty interesting.

Some time ago you mentioned to me the celebration in Baltimore of the "Miles of Smiles" which the *Sun* was sending across. Well, I forgot to tell you in my last letter that I had the pleasure of seeing that picture. It was shown at divisional headquarters while we were waiting those fifty long hours for a train. I think it was a Mrs. Harrison who brought the pictures over, and she was there at the time. The boys had a good time and it was enjoyed by all. Many funny jokes were pulled while they were shown, best appreciated by a soldier. But I'll mention a few. Several pictures had cards displayed with "Hello Charlie," "Hello Bill," etc. Then the fellows would yell "Charlie is on K. P." or "Bill is in the Guard House," and all such foolish stuff. When the trucks came down Baltimore Street one fellow remarked "There go the Frogs on a hike." You know the French ride whenever possible and it is not often that we see them hiking. So this sounded real funny to us fellows. And how they raved when the girls were shown on the screen!

I hadn't really intended writing a long letter, but I had the "old mug" taken while here, so I'm sending you one as a Souvenir de France. Some time ago you asked me how I was getting along with my French. I'll tell you. I manage to get along well enough to make them understand when I want anything. We haven't associated with them very much except being here on leave, so haven't had much of a chance to learn. But the boys who have been over here a year or more get along well. Our Italians seem to get along better than any of us because their



Private J. Lloyd Harr
316th Infantry

inhale it through the mouth. They have places where there are basins to gargle the water, used mostly by famous singers after a strenuous season. There are foot-baths, also baths which are similar to the bath tub, but carved right out of the rock with a place to sit in and in here the water is continually running. It certainly is some wonderful place.

Our time is up on Tuesday and I guess all of us hate to leave the place after stopping at a fine hotel, with the best of meals, and again line up for mess. I understand our "Uncle Sam" pays sixteen francs a day for each man and there are 1,200 of the 79th boys here, besides some boys from other divisions. Well I think they all deserve a week's outing.

Received several of your letters since I last wrote and I want to thank you especially for the "Witwer" story. You asked me to send you the *Stars and Stripes*. I already have sent you several copies since then, but we are not always able to get hold of them every week. But while here on leave we can get any

language is somewhat similar and many of the words are the same.

Just wrote these few lines while waiting for supper, as we don't get it until seven o'clock, and it's almost that time now. So I'll quit for tonight and will write again as soon as we reach the outfit.

Very sincerely,

J. L. HARB.

★

Hospital Corps Man Says It's All Like a Rotten Dream

We seldom see a more graphic letter than the following, written by Private Oldhouser, formerly of the Auditor of Merchandise Receipts' office, to Henry Starklauf, *MAGAZINE* correspondent for that department:

MAYEN, GERMANY, January 16, 1919.

Dear Henry—You may be surprised to learn that I am now in Germany. But, I am sorry to say, that I am very much here. It means quite a delay in getting home, I fear, and I am mighty anxious to get to just that one place. Have not been home or seen any of my folks for thirteen months and when a fellow has been away that long, he begins to feel the tug of home ties at his heart.

We have now been in this little town almost a month, operating a hospital. Mayen is a fair, typical village of the Rhineland and boasts a population of about 15,000. It has a flourishing business section and despite the fact that the people have been through four years of war, they are doing business at full blast. Of course, wherever you find the Yank, you will find money flowing freely, as he is the most extravagant soldier in the great war. This is due to the fact that he has his rich Uncle Sam behind him.

The people seem to accept the occupation philosophically. They are not in the least belligerent and it is well that they are not. It would hardly do to act sulkily with fellows who have been in the shell torn area of France for upwards of a year. No matter how philanthropic we might feel toward the enemy country, we cannot forget overnight what we saw daily and nightly for eight months.

We landed in France at Brest and in less time than it takes to tell, we were wallowing in the blood and muck of the famous Marine fight at Belleau Wood. At night we were kept awake good and plenty by Fritz's air craft. But it was not all blood and muck. The courage, or a better word, I think, the "guts" of the boys of the second division was an inspiration. It showed us that there were nobler and better things in life than just living. Our hospital was a heart-breaking place in the heat of the day as well as the still hours of the night. It all seemed like a rotten dream. My job was at the receiving end of the hospital at night. An ambulance load of human misery would sud-

denly loom out of the gloom, covered with gray dust. On the seat the driver, who because of the fact that he had perhaps occupied this same seat without intermission for three or four days and nights, would proceed to fall asleep at the wheel as soon as his car was stopped. I often thought they did it without proceeding. Beside him on the seat was one of our heroes, tin-hatted and perhaps still carrying his rifle, or if no rifle appeared, he surely had his pockets full of hand grenades. He, too, was covered with that inevitable gray dust and invariably with the mud of the field of battle. Some part of his anatomy was just as invariably covered by a bandage through which seeped the telling red. And just as inevitably would he apologize for wincing when he had to wrench himself from the seat to descend. From the interior of the ambulance could be heard groans from the helplessly wounded, but never a complaint.

Oh! they were weird nights, Henry. When things would slacken toward daybreak, or during that dark hour before dawn (perhaps Fritz was shelling the road, making it impassable for the ambulances), I would steal through a ward to see how these supermen were resting. Looking at the northern horizon, one saw an angry continuous illumination, the flash of the big guns resembling nothing so much as sheet lightning such as a sultry summer day at home produces, in the ensuing night.

Then came the drumlike roll of the 75's as the boys proceeded to turn the earth before their batteries upside down, and then mix it up well. And oh, how those little beauties would just simply chew up Fritz's barbed wire and cave in his trenches. But I had started for a ward—it made no difference which, as they were all the same—with just a flickering candle, lest a Boche airman should catch the gleam up there in the deep blue; two long rows of white cots, each with its precious burden, that burden over which some mother had crooned, the mother who was perhaps this same night praying the Creator of him to protect; a more than busy nurse, white-capped and infinitely tender, moving from one bed to another, and tip-toeing toward me one of those much abused but withal patient creatures, termed by uninjured doughboys "pill rollers." Oh! they have care, these heroes, as much as loyal and sympathetic American hearts can give.

This, I think, gives you an idea of my work over here. All the ensuing months have been a repetition of this our first experience. Yes, Henry, monotonous, but worth while. It was "service," which I think sums up and defines life successfully lived.

From your card I take it that you are still with the Company. How are all the boys at the office? Have any of the old bunch been bumped off over here? Are any of them back yet?

Nothing would have pleased me better than to have helped you drink that cider on Christmas. Better hold the invitation open for next Christmas; maybe, if the Peace Conferees' cigars hold out that long, we may be back by that time.

Maybe I am over-impatient, but since we have spent our entire overseas service in the zone of advance, I feel as though we have the home-coming coming to us. It is now eight months since we have been overseas.

Then, too, there is always awaiting us the "after the war" industrial problem to face. A fellow cannot help but give it a thought now and again.

Please remember me kindly to the wife and to all others who may ask about me, especially the fellows in the office. With best regards, I am,

Sincerely yours,

Private E. E. OLDHOUSER.

Evacuation Hospital No. 8,
American Expeditionary Forces.

★

Brakeman Parker's Division Commended in Corps Order

The following letter has been received from dispatcher J. M. Garner, New Castle Division:

The following was sent to me by my brother-in-law, J. V. Parker, who wrote in connection with it that "there is no pleasure in swimming a river in November." Parker was employed as a brakeman on our division, working in



His War Chest

Haselton yards when he enlisted. He hopes to come back to the Company. I think that what follows will wake up some of our employes to a realization of what the boys Over There have gone through for our sakes, and we won't make such a fuss over some of the little things that cause us so much worry now. Certainly we ought to be proud of the work done by such men as Parker in the Fifth Division, when we read the part of the order gotten out by their commanding general, which follows:

HEADQUARTERS FIFTH DIVISION
AMERICAN EXPEDITIONARY FORCES

FRANCE, November 11, 1918.

General Orders No. 73.

1. It is with pride and pleasure that the Division Commander calls the attention of the division to General Order No. 41, Third Corps, of November 9, 1918, wherein the Corps Commander cites the Fifth Division for "Forcing, against the enemy in position, a crossing of the River Meuse near Dun and near Brieculles, building bridges and swimming the river in the face of machine gun and artillery fire and in advancing some nine kilometers in the enemy's territory to the vicinity of Brandeville. This action not only uncovered the left flank of the Seventeenth French Corps and enabled that corps to advance, but broke the line of resistance of the German Army, and by turning its position on the east bank of the Meuse, compelled its withdrawal;" and a letter of November 11, 1918, from the Chief of Staff, First Army, American Expeditionary Forces, to the Commanding General, Third Corps, American Expeditionary Forces, wherein he states: "The Army Commander has noticed with great pleasure and appreciation the excellent work of your corps in crossing the Meuse River and clearing the heights to the east of the town Dun-sur-Meuse. He appreciates fully the difficulties involved in this problem and therefore realizes that the results attained reflect great credit on your corps and the divisions included therein."

4. Thirty-seven cannon, four hundred and sixty-one machine guns, and over nine hundred prisoners were captured. However, what the Division Commander wishes most to congratulate the division upon is its untiring, uncomplaining tenacity of purpose in its constant driving at the enemy in spite of fatigue and shortage of rations, being wet from swimming the river and canal, or wading the swamp of the Foret-de-Woevre. This is a brilliant example of what the American soldier can do in an emergency when he must go on to the utmost extent of his power. The Division Commander is proud of the work of the Division. No division could have accomplished more, and every member of the command should be proud to belong to a division which has so brilliantly ended its record in the greatest war the world has known.

(Signed) H. E. ELY,

Major General, U. S. A., Commanding.



AMONG OURSELVES

Eastern Lines

Baltimore and Ohio Building

Law Department

Correspondent, G. W. HAULENBEEK

I have received another letter from Sergeant-Major Melville Gemmill. He has a good record in the Law Department, and we will give him a cordial welcome when he returns to Baltimore. This observation applies equally to Captain A. Hunter Boyd, Jr., and Lieutenants Allen S. Bowie and Francis Rawlston Cross. We are proud of them. The Sergeant-Major's letter follows:

HEADQUARTERS 29TH DIVISION,
AMERICAN EXPEDITIONARY FORCES,
January 22, 1919.

My Dear Mr. Haulenbeek—Your very welcome and most interesting letter dated December 17, 1918, received only a few days ago and I assure you that each and every word from the "Grand Old Man of the Law Department" was much appreciated. I shall have to be introduced to a few members of the department when I return, whenever that may be. I also received an interesting letter from Mr. Parker. I was glad to get an outline of the office as it is today. I have had the pleasure of seeing Captain Boyd as well as other officers and enlisted men of the Maryland Field Artillery. I suppose you know that they are again a part of our division and we are all very glad.

I heartily agree with Miss Edith Henderson that you will make an ideal correspondent for

the *EMPLOYEES MAGAZINE*, and I should like very much to receive copies of it. I will not be like a few of whom you spoke, refusing to have their names mentioned in the *MAGAZINE*, but will be glad to have my friends of the Baltimore and Ohio know that I am still very much alive in France and working mighty hard. Who said "Sunny France"—*some* mistake! It should be "Rainy France."

I am so glad you enjoyed my letter, but it is hard to write interestingly these days, as it is the same old thing over and over—nothing exciting in this town of Bourbonne-les-Bains. I believe I told you that we are now back in the rear area. Bourbonne-les-Bains used to be a noted resort on account of its wonderful baths of natural hot sulphur water. They are fine. We use a pump for our supply and it comes in mighty handy. The other day while taking a bath, the attendant (a man this time) stuck his head in the room to see how I was making out and I caught him in time to have him turn the cold water on me. He turned it on full force and kept the hose on me all the time. I could hardly get my wind. My poor French aide me however, and I called out at the very top of my voice, "Merci beaucoup, Monsieur—fini—s'il vous plait."

The boys are going to the leave area at Aix-les-Bains, which used to be visited by kings and queens. It is a wonderful place, where they enjoy snow on a nearby mountain, ski and sleigh riding. Some remain out the entire night in the moonlight. I am going either to Aix-les-Bains or Nice. They say Nice is a delightful place, in close proximity to Monte Carlo on the Mediterranean Sea. It was at Aix-les-Bains where Thaw did most of his gambling.

I am feeling fine, but longing for home. Hoping to see you all real soon and wishing to be remembered to all, I am,

Sincerely,

MELVILLE GEMMILL.

Sergeant-Major Melville Gemmill,
Headquarters 29th Division,
A. P. O. 765, France,
A. E. F., via New York.

O. K.—W. W. SEARCH, JR.,
First Lieutenant, U. S. Army.

I have also heard from Captain A. Hunter Boyd, Jr. He sent me a picture of the province of Samoy where his battery, at the time of writing, was stationed. Lieutenants Allen S. Bowie and Francis Rawlston Cross, of our department, are in good health and spirits, and anxiously longing for home.

Charles E. Sanders has returned to his old position as clerk in the tax office under Frederick J. Griffith, tax agent. Mr. Sanders very properly takes pride in bringing home with him a good military record. His certificate of discharge gives the full number of credits allowed for efficiency, deportment, health, etc. Mr. Griffith's entire force joined in a hearty welcome to Mr. Sanders.

Our Relief Department friend and colleague, John J. Schuppner, writes from Camp Humphreys, Virginia, that all he can do is to live in hopes. I interpret this to mean that he favors immediate demobilization. He is needed in our Relief Department, a very busy department, and I hope the Government will give speedy discharge to men of his class and let them return to their former estate.

Miss Etta Sullivan, stenographer, has been a member of our force since March 1. Miss Sullivan had been in the office of R. A. Ebe, general live stock agent.

Relief Department

Correspondent, H. IRVING MARTIN

"What's in a name?" says the "Pep" Committee, and to prove that the committee has its proper designation they are planning another entertainment and dance which they say will put the last one in the shadows. As to date, it will be shortly after the close of the Lenten season.

Some have suggested that the dancers be masked and that they be attired in fancy or original costumes. To determine the wishes of the majority, the committee is trying to secure a wide expression of opinion. If you have anything to say, don't be a clam or a wallflower, but hie yourself into the sanctum of the worthy secretary (H. C. S.) and make your wants and wishes known to him. We had a good time at the last dance, but we will have a much better time at the next.

Claims and applications are sliding along as if

they were lubricated and those who, by reason of the "Flu," were working for long hours, are now proceeding under a normal head of steam. Fears of sleet and snow will not be accepted as legitimate excuses from the Relayites or suburbanites. Bring your best fellows, best girls, better halves (seven-eighths), sweethearts, wives or by whatever name you call your dearest, and we'll promise not to tease you on the morning "after the ball."

What's an engagement ring for if not to sparkle where the lights shine o'er fair women and brave men, and where every heart beats happily? Come and show and prove that you are interested in the pleasure of the whole crowd, and that you want to meet and know that new clerk or clerkess and the rest of the whole R. D. family.

Engineering Department

Correspondent, WILLIAM H. FRALEY

"Learn every day to do your work a little better than you did the day before." That is our office motto for this month. Take a hint.

We are enjoying a somewhat prolonged business visit from some of our department colleagues of the Western Lines who are stationed at Cincinnati, Ohio. Headed by chief engineer



John Winthrop Teal,

Son of J. E. Teal, Special Engineer, Office
Federal Manager, Eastern Lines

E. G. Lane, they are: F. A. Sinnott, assistant chief clerk; J. H. Hande, assistant engineer; L. E. Emmett, accountant; E. E. Regenthal, accountant; C. E. Enneking, V. and R. clerk; L. M. Cline, secretary to chief engineer.

The personnel of the office of engineer of costs under C. F. Bennett is about completed and their important work is now in full swing. A number of our returned soldiers are located there.

Colonel Frye has severed his connection as supervisor of shipping at port of Baltimore, U. S. Quartermaster's Department, and is now connected with our cost department. He seems to have lost considerable weight while away.

We are glad to welcome back our old friend R. E. Wasmus as chief clerk to the district engineer at Pittsburgh, Pa.

Mrs. M. A. Long, wife of our assistant to chief engineer and architect, is recovering from an operation for appendicitis and is now resting at the Hotel Chamberlain, Old Point Comfort.

Glad to report that signal engineer Patenall is recovering at the Hebrew Hospital from a series of operations for a gathering in the throat.

P. G. Lang, Jr., assistant engineer of bridges, is seriously ill with pneumonia, following an attack of "flu."

"Sunny France!" A letter from First Sergeant Cheston Sparks, Headquarters Company, 313th Infantry, says: "We have been at this point nearly three weeks, having rain every day. A native told me that in twenty-seven years they had ten days clear weather, and I am beginning to believe it."

Mrs. R. G. Boone, our former correspondent, visited us recently. While rated as stenographer, she served most efficiently as assistant bookkeeper, and is now enjoying her promotion to housekeeper.

Miss Simpson, of the Bridge Department, has been making a thorough study of the psychology of love, and is rapidly becoming an authority.

Miss Apple continues to fluctuate between the Quartermaster's Department and the Infantry and we are able to note progress by the badges she wears.

Our popular veteran, Colonel H. B. Browne, who formerly made a record as a grandfather, is now enjoying the proud distinction of being a great-grandfather.

Signs of Spring: T. E. Hilleary is studying cabbage and cucumber catalogues. He is also hopeful of "growing a little on the top."

Think of it! Our most ardent prohibitionist is named "Zschiesche." A staggerer for the paymaster when he calls us for our envelopes.

Telegraph Department

On August 1, 1918, Robert F. Miller, who has been employed for many years in various posi-

tions in this department, was made an accountant in the Auditor of Freight Claims office. He returned to the Telegraph Department as chief clerk on December 1, last.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

The annual ball game between the married and single men of this office is scheduled to take place at Westport Grounds, Good Friday morning, at 10 a. m. All are invited. No charge will be made, although if past performances may be cited as a criterion, it will be worth the price of a good meal to attend, if not in quality, at least in quantity. The lineup will be selected from the following: Married men—Brauer, Spedden, Reichert, Downey, Shakespeare, Lehman, Eberle, Landerkin, Dudderar, Henry, Limpert, W. R. Johnson, Pfeiffer, Cramblitt, Pund. Single men—Burns, Luken, Earp, Kimball, A. H. Link, Kruse, Starke, Ekas, Poole, Anderson, Edward Link, Sheridan, Haymond, Lutz, Ackler.

Quite naturally both teams claim to have the game cinched already, but the Married Men, who already have three consecutive wins stowed away, do not anticipate having any trouble in making the count four straight. We trust that by the time that Good Friday rolls around our old pal, "Umps" Stockett, will be on hand to serve as arbitrator.

That all the crack shots are not in the Army has again been demonstrated by Lawrence Earp, one of the boys of this office. (Lawrence was at one time identified with the Boy Scouts, or some other similar organization, but we won't blame it on them.)

For the past several months, an exceptionally large hawk has been making life miserable for pigeons around the big office buildings and when he would catch one, he would bring it to the ledges around the top of the Lexington Street Building. Nearly every day would see this marauder snatch a victim out of the air. The H. C. L. apparently had no effect on him whatever—if squabs did come high, he had to have 'em.

This began to get on the nerves of the boys; a rifle was brought to the office and during lunch period on February 27, just after Mr. Hawk made a catch and was preparing to enjoy himself, a bullet was sent home to a vital spot and he dropped from the twenty-first to the nineteenth floor, where he lodged on a projecting ledge, from which position he was gathered in.

From tip to tip this bird measured forty-four inches. A collection was taken up and henceforth he will adorn this office, perched on a wooden pedestal, a la mummy style.

While the episode of the hawk, above mentioned, was in itself of much moment, the climax was beyond all expectations. One of our boys fell in love with the bird, after its passing through the hands of the taxidermist, and, in a moment of aberration, took it home. Presto! the hawk was a stork. In other words, our

Correspondent, otherwise known to the boys and girls in this office as "Handsome John," from eleven o'clock Wednesday, March 12, has been known as "Daddy," for at about that time a bouncing baby boy arrived at his home. The worst of it is, they say it looks like a chip off the old block.

When G. E. Pritchard, assistant head clerk of the Settlement Bureau, left the office Saturday, February 22, it was to begin a thirty day furlough in an effort to regain health and strength. Mr. Pritchard will finally locate on a ranch owned by relatives near San Antonio, Texas, to recuperate. The route selected will be through St. Louis, Kansas City, several towns in Oklahoma (where he will endeavor to locate some long lost relatives) and thence through to San Antonio. The return will be via Kansas City, Des Moines and Chicago. We trust in the change of scene and rest will have the desired effect and that Guy will return to the office looking 100 per cent. better than when he left.

The Victory Stamp Clubs for the year 1919 were organized in this office February 21 and about \$1,400 was pledged by the various clerks. W. W. Wood, of the federal manager's office, gave a splendid talk on the subject and helped materially in the fine start that has been made. The number of subscribers is about equally divided among the women and men, and two clubs have been formed, which will be known as the Victory Boys and Victory Girls. A spirited contest is looked for during the year 1919 to see which will lead at the close of the campaign.

We are glad to announce that W. B. Stockett has returned to work after a furlough of about seven weeks. Walter says he feels pretty well, and he looks the part. This is just another instance of where you can't keep a good man down.

A "Powerful Katrinka Club" has been organized in this office with two charter members. A third party gives every promise of being an early candidate, but time alone will tell.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Our correspondent, John C. Svec, was furloughed for a half day last week—the reason? A brand new baby girl arrived at his home.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

As a return of the compliment of the show put on by the minstrel troupe at the Knights of Columbus hut at Edgewood Arsenal some time ago the soldier boys there, under genial Captain Zeman, directed by Top Sergeant Franke, gave about forty young ladies of the

Accounting Department, chaperoned by Mr. and Mrs. Charles Lewis, a dinner entertainment and dancing party on Saturday afternoon and evening of February 8. From the program-menu card we judge that the dinner must have been a sort of soup to nuts affair. The entertainment given was practically the same as that published in our March issue.

When a number of the soldiers stated that they would be in Baltimore on a certain date, our girls were not to be outdone and entertained the boys at the Knights of Columbus Hall, West Mulberry Street, Tuesday evening February 25.

"Honor Roll to Pay Roll" soldiers with us are, S. R. Babylon, W. P. Collins, Harry Schneider; sailors—Walter Loser, F. W. Tieman, Jr. and William Smith, auditor's clerk. The latter is again lending the listening ear to our many kicks as of old. Thomas M. Morgan, a former clerk of this department, late volunteer, U. S. A., has been reappointed key puncher in the machine room.

Every one nowadays is troubled with aches in the pedal extremities. Among those recently affected with the hoof disease who are again at their tasks are, M. L. Banner, W. W. Moss and F. B. Warfield.

"Captain" Billye Straughn, assistant head clerk, is again gracing our midst with his smiling countenance after a two weeks' illness resulting from acute indigestion.

Listen men! Did you ever look for a thing and 'twasn't there? Well, that happens hundreds of times a day and see what it means: Six hundred men lose five minutes a day trying to locate misplaced records. At fifty cents per hour this makes \$25 per day and for 300 working days per year, a total of \$7,500. The moral is: A PLACE FOR EVERYTHING AND EVERYTHING IN ITS PLACE—particularly office records.

Raymond Wheeler, who entered the service several years ago as messenger, has now been promoted to rate clerk. Congratulations, Raymond; stick to the ship and you'll be a first class transportation man.

In order that the personal welfare of our women clerks may be furthered, the following have been appointed surveyors in this department: Misses Fincknaur, Beckhusen, Kirby and Mrs. Boyer, for the Interline, Revision, Statistical and Agents' Settlement Bureaus, respectively.

Smiling Miss Myrtle Duvall, formerly of the Agents' Settlement Bureau has responded to the call of the simple life of the farm at Admiral, Md. The lucky boy is Raymond Disney, and the wedding took place February 11, with the ceremony performed by Rev. Mr. Holly. The happy pair have our best wishes.

Auditor Miscellaneous Accounts

Correspondent, B. A. LIPPERT

Miss Beyer has just returned to the office after an illness of about a week. I am sure that we are all glad to see her out again.

When our first batch of "boys" left for the front, this office was presented with a beautiful silk Service Flag by one of our head clerks, George E. Sweitzer. The office force has tried to show their appreciation to Mr. Sweitzer for his generous gift by having the flag framed in mission wood, 36'x45'x2'.

The employes of this department extend their sincere sympathy to Charles P. Conrad in the recent loss of his father.

Auditor Passenger Receipts

Correspondent, FREDERICK S. JOHNSON

The first annual dance of the employes of our office was held on Tuesday, March 4, at the Automobile Club of Maryland. Music was furnished by J. M. Finn's orchestra. Miss Katherine Goldsmith was the soloist of the occasion. The committee consisted of F. S. Johnson, chairman; Mildred Krantz, Susie Moxley, Elsa L. George, Irma Clem, Ulla Nilson, John M. Finn, George Germershausen, Joseph McGrain, Francis Bopp and L. Raymond Schuch. Refreshments were served and everyone attending had such an enjoyable evening that another dance will be given immediately after Lent.

Auditor of Revenue

Correspondent, HOWARD D. BAKER

Good news travels very fast; for example, J. P. O'Malley is in receipt of a letter dated January 29, Mertloch, Germany, from Regimental Sergeant-Major Murray M. Gardner, 3rd Ammunition Train, A. E. F., congratulating him upon his promotion to auditor of revenue, also giving some very interesting news in reference to the Allies in the Rhine Valley. Under separate cover he sent a booklet containing pictures of the country along the Rhine River.

Another letter was received by B. C. Stehl of this office from Corporal E. L. Mechan, in which he wishes to be remembered to all his friends on the Baltimore and Ohio, and expressing his appreciation of our kindness in sending him copies of the MAGAZINE. When he returns we expect to hear great things from him.

Staten Island Rapid Transit Railroad

Correspondent, J. V. COSTELLO

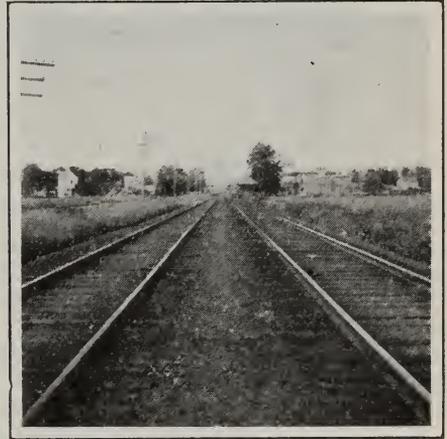
Mr. Morenz has been appointed distribution clerk, Maintenance of Way Department, vice Mr. McCullough.

R. McCullough has been appointed fuel clerk, division accountant's office, vice E. Mersereau, who resigned to accept position with one of the leading construction companies of New York.

W. J. Madden, third trick operator, Mariners Harbor, has returned to duty after a very severe attack of influenza.

Conductor C. Deisler is building a garage on Simonson Avenue and when completed it will be thrown open for inspection.

Yardmaster Albert Roming injured his right leg while on duty at St. George yard, but is progressing rapidly and hopes to be back on the job shortly.



Standard Track between Grant City and New Dorp, Staten Island Division

E. K. Goodliffe's smiling appearance is seen once more in St. George yard office, he having returned to that point while Albert Roming is convalescing. Everybody is glad to see Eddie back with his oldtimers.

Carl Hendrickson, in company with his side partner W. H. Hill, spent a few days recently at Niagara Falls.

C. Fahy has entered the service as messenger, division accountant's office.

D. B. McMullen, second trick operator, Cranford Junction, has been made Grand Sachem of the Pocahontas Lodge, Daughters of the Queen Lilly of Cranford, N. J. On March 1 they held their usual dance and entertainment in the sun parlor of the Queen Lilly Hotel, music for the affair being furnished by Hennessey's Alabama Aces Jazz Band. Mr. McMullen, after making the closing address and thanking the people for electing him, on leaving the Grand Sachem in some manner or other slipped on the smoothly glazed floor and almost met with a severe accident.



The Camera Caught Them "Chinning"

Left to right: B. A. Campbell, Assistant Car Accountant; E. E. McKinley, Trainmaster; C. A. Wilson, Supervisor of Crossing Watchmen—all of the Staten Island Division

The accompanying picture is of B. A. Campbell, assistant car accountant; E. E. McKinley, trainmaster, and C. A. Wilson, supervisor of crossing watchmen. It was taken at Sailor Snug Harbor station while these gentlemen were making their usual tour of inspection.

Mr. Murray and Mr. Tilson, of the division accountant's office, made a short trip to Cumberland, Md., to take in the sights along the main line.

Joseph King, first trick operator, Mariners Harbor, was seen on the night of February 27 in the minstrel show given by St. Clement's Church at the club rooms, Stapleton, S. I. Joe was at his usual post as end man and kept the crowd in an uproar. He also attended the euchre and reception given by the Daughters of Isabella on the night of March 3 and carried off first prize.

Trainman James A. Jeffers has been noticed lurking around Arrochar station, even staying out as late as 9.15 every night. I wonder what the attraction is? For full account of "Jeff's" experience, consult next month's MAGAZINE.

George J. Goolie, assistant chief clerk to division engineer, and E. J. Haslom, material clerk, spent a recent week-end at Washington, visiting relatives.

On Thursday evening, February 6, the Staten Island Railroad Club held its usual Ladies' Night at the club rooms, Livingston station. The evening was spent in dancing and singing, with a few monologues given by Henry Koenig, westbound clerk, St. George yard office. We regret that, owing to pressure of business, William Dwyer, car locator, was unable to attend and his smiling appearance was missed.

We expect to see Mr. Dwyer in full dress at the next affair. Music was furnished by Professor R. E. Guth's Jazz Band, which kept the crowd stepping fast.

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*
W. J. SCOTT, *Shop Clerk, East Side*

On March 1, J. M. White was appointed terminal freight agent, Philadelphia, vice T. B. Franklin, who was assigned to other duties. Mr. White was formerly freight agent at Camden Station, Baltimore.

Baltimore Division

Correspondent

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

Mt. Clare Shops

Correspondent, MISS MILDRED GOETZINGER,
Acting Secretary to Superintendent

We wish to extend our sympathy to the parents of E. A. Garrigan, apprentice in the erecting shop at Mount Clare. He died January 13, after a brief illness, having served three years at his trade.

The following letter was recently received by William Zell, machinist in the paint hardware shop at Mount Clare, from his son, Sergeant-Major William Zell, who is with the Headquarters Company of the 313th Infantry. I am sure this will be of interest to all, as it gives a splendid idea of the doings of "Baltimore's Own," besides having the personal interest of being from a soldier who was formerly in the Telegraph Department of the Company in Baltimore:

HARGEVILLE, FRANCE, January 22, 1919.

Dear Dad—Now that it is all over but the shouting, and the glad homecoming, I will re-

late a few of the travels of the 313th Infantry, "Baltimore's Own."

After leaving Hoboken in July on the steamer "Leviathan," considered the largest steamer in the world, with the band playing "You May be Gone for a Long, Long Time," and after eluding all the submarines, after a seven day trip we landed in Brest Harbor, France, on the afternoon of July 15, 1918, Monday, at 3 p. m. With our heavy packs on our backs we marched to the outskirts of the town, a distance of about six kilometers (a kilometer is about two-thirds of our mile) to the Ponta

A Philadelphia Division Rhapsody



At the End of A Perfect Day
Deadheading Home on Train No. 67



Sergeant-Major W. H. Zell
Headquarters Company, 313 Infantry, in France
(See accompanying letter)

nezon Barracks, where we pitched our shelter tents and camped for the night. We pulled stakes early on the morning of July 21, about 4.30 a. m., and marched to the railroad station, where we boarded some wooden cars which were waiting for us. We were on these cars three days and three nights, and it was a tiresome trip, as you know these were no Pullmans, but on a par with side-door Pullmans. Company K, in which I was, and Company L stayed in the town of Bronx, for about five days. Then we went on trucks to another town called Neuville, located about three kilometers from a place called Champlitte, where the rest of the 313th Infantry were billeted. Champlitte was a fair-sized place, and here is where we put the finishing touches to our training before we went on the firing line.

We left Champlitte on the 9th of September and marched to a place called Oyeries, which was used as a railroad. This town was full of German prisoners, whom the French were using in doing all sorts of things, such as putting up buildings, working in the fields, etc. Every-time that we were scheduled to leave a certain place or area, a billeting party in charge of an officer was sent ahead to arrange for billets. On this particular occasion I was detailed to assist the billeting officer, so we departed forty-eight hours ahead of our battalion. We arrived at a place called Sevionniers, which is located about three kilometers from Barle-Duc. After staying in Sevionniers for a day, we marched a distance of about five kilometers and there boarded trucks, which were run by Chinese coolies, and after riding all that night we alighted early the next morning at a place called Dombasle. It was

very cold and we could hear the roaring of the big guns. Later we went into the woods near Verriers, where we stopped and rested and partook of our reserve rations, which consisted of corned "willie" and hard tack, and we were thankful to get that.

It was here that our company commander told us that we were to go into the front line trenches, and we soon marched in, relieving the 371st Infantry of colored troops. While this place was supposed to be a quiet sector, we were visited by several boche planes and they bombed us, just as we were making our relief. After staying here for about five days and six nights, we were finally relieved and hiked again back to a place called Bois de Lambechamp. We left this place on September 25, and marched to the front line trenches again, which started us on the Argonne drive, and the battle of Montfaucon. We laid in the front line trenches that night waiting for the barrage which was to be put over that night by our artillery, and at midnight the small guns opened up, and about two o'clock in the morning the heavies, about 1,400 guns. One can't imagine what a tremendous noise those 1,400 guns made, but after they fired for about two hours, 1,400 more began,—2,800 guns, all told—one would have thought that hell had opened up. The Germans, too, put over quite a heavy barrage, but it was nothing compared to ours. Several of the boys were wounded and some killed by shells that morning, and Captain Morris, who is now a Major, commanding the second battalion of the 313th, gave the word that at zero hour, which was supposed to be 5.30 a. m., we would go over the top.

On this particular morning of September 26, "K" and "M" companies were the first companies to go over, "L" and "P" following, the second battalion being in support, and the first battalion in reserve. We started over the top at the designated hour and had hardly gotten fifty yards when we got entangled in barbed wire. We had no sooner made our way out of this than we ran into a machine-gun nest, but after encountering several of these we finally made our way to the end of the woods, and came out upon an open field. Night was about setting in, so we rested in the woods, weary, worn and torn from our day's work, but ready to begin our attack again the next day.

At daybreak, after getting the regiment together, we started out again, and after meeting with stubborn resistance we finally gained the town of Montfaucon at 11 o'clock, "K" Company practically being the first company to enter. The Germans left many dead bodies and many prisoners were taken on these two days of fighting. After the Germans were aware that we were occupying this town they began shelling it, and it was then that we moved to the woods on the left of the town, where we took shelter for the night. On my first day over the top I lost practically everything that I possessed. It rained fiercely these two nights, and we lay in the woods

in the mud and wet, with no blankets or anything at all to cover us, and nothing to eat for several days, our supply train having been cut off by artillery fire.

Sunday morning found us out again, ready to move forward, after expecting a counter-attack the night before. In order to reach our objective this day, we had to cross a wide plain and climb several hills, with no shelter at all. The Germans put over some heavy shell fire and were shooting three-inch shells right at us—we were not safe anywhere, as it was a case of no place to go—just forward. Colonel Swezey was right with the men all during these hard days of fighting and slept right in the woods with them. I saw several of my buddies fall during this shell-fire, some never to get up again, and others slightly wounded. During this, several boche planes flew over our heads and opened up machine-gun fire on us, one man only ten feet from me being hit on the head and another on the arm by it. On this Sunday night we again took shelter in the woods, and orders came that we had been relieved by the 3rd Division.

In all these five days of fighting we practically had only two meals to eat, and after being relieved by the 3rd Division, we journeyed back to the town of Malancourt, where we met our supply trains and got "fed up." We camped in the woods for the night, dirty, wet and tired, and the following night we left for the St. Mihiel front. In order to reach there, we had to march all that night and part of the next day. There we relieved the 26th Division, 103rd Infantry. We found

things pretty lively in this sector also, meeting with heavy shell-fire and lots of gas attacks. Here we also took a few prisoners, and after staying there for eighteen days, were finally relieved by the 130th Infantry, 33rd Division, and hiked to Rupt. At Rupt we managed to get a bath, new equipment and a day's rest. Left this little town on October 27, enroute to Verdun, and found the city just as we anticipated, a mass of ruins, although in its time it must have been a fine city. While we laid in this city, we could hear the shells going over our heads with a tremendous roar. From here we went to Bois de Lolime, then to Cote de Roches, to Bois de Brabant, to d'Ormont, back to Cote de Roches, from there to Bois de Consenvoy, to Bois de Etraye, where we were holding a position along the Meuse River, and made several attacks in a place known as "Death Valley." I don't know who originated the name of "Death Valley," but it certainly fitted the place, as a fellow couldn't stick his head up without getting hit. The dug-outs were scarce, and the men had to dig in and put up their shelter halves and sleep in them. It was a common thing to see a shell drop, a shelter half go up in the air and several men with it. The Germans, who occupied Hill No. 360, had wonderful observation for miles around, and could see practically everything that we did. In fact, the few dug-outs that were up there were facing the German lines, and naturally a fellow had to make himself scarce in the daytime, or else his name would be among the missing. After our artillery finally got set, we drove



Sergeants J. B. Moriarity and C. O. Healy
Formerly of the Baltimore Division, overseas with the 333rd Labor Battalion, Q. M. C.

the Germans out, and after we took possession of the hill, we readily saw why they left—the woods were very much torn up by our artillery.

We were up on this front, which was called the Meuse, until the Armistice was signed, and then we went back to a place called Ormont Farm, where we stayed for a few weeks; then journeyed to Verdun, rather south of Verdun, to a place called Caserne Niel. At this place we had charge of the American prisoners. The French who were there had charge of the Russians, French, Italians, Roumanians, and the English took charge of their own men. Well, I never saw so many different kinds of soldiers in my life, and from the looks of some of them, one could readily see that the Germans treated them pretty roughly. In this place thousands of prisoners of all nations came in every day, and the Russians and Italians seemed to equal all others. After staying around here for a few weeks, we finally marched to a place called Belleray, whence we started out on a two-day hike, covering a distance of about fifty kilometers to a place called Vigneulles, which is located about fifteen kilometers from Bar-le-Duc. We stayed there until January 17, and then marched to this town of Hargeville, where we are located at the present time, and are still waiting for the order that will again move us from this place.

I could relate more of the experiences that we went through, this only being a part of them, but I'll have to save some until I get back home. Hoping that this finds all well at home, and for a speedy return to the States, I am

Your obedient son,

WILL.

This is the charming little seven-months old Margaret, daughter of Charles F. Hands, machinist in the erecting shop at Mount Clare.



Miss Margaret Hands

Curtis Bay Yard

Correspondent, W. A. COLE

Employes who would like to visit Curtis Bay are invited to stop at the office of the general yardmaster, where they will be cordially received. Our office has been renovated, a new coat of varnish applied to the walls, and with easy chairs to sit on, all will be greeted with a hearty welcome.

Should employes desire to survey the grounds they will be referred to J. M. Ohle, assistant yardmaster, who is the owner of an automobile. He will see them safely over the property. Mr. Ohle is a member of the Safety Committee, and as he has had considerable practice in avoiding telegraph poles, box cars and other objects, this assures a safe and interesting ride.

Locust Point

Correspondent, J. A. CLARKSON

Locust Point

How thoughtful of my Railroad friends

To think of me this day,
And send such hearty greetings,
When I'm many miles away.

I often think of Locust Point

Boys, each and every one,
And expect to see you all again
When Sammy's job is done.

I sailed on Steamship Mercury,

Which was the German pride,
And landed at the coast-town Brest,
Where the rain drops raise the tide.

J'ai parte de la train from Brest,

Rode a hundred miles or more,
Of all the towns that I passed through,
There's none like Baltimore.

This country is quite pretty,

The landscape charming, too,
But give me good old U. S. A.
When Uncle Sam gets through.

These tiny Frenchy engines,

Gondolas, box cars, too,
Remind of summer home resorts,
Like Coney or River View.

Our powerful big engines

Came over in good time,
And they are half the reason why,
The Huns are o'er the Rhine.

But now the war is over,

Our Allies are set free,
I'm coming back to Locust Point
Where there's a place for me.

Sergeant C. B. FORGAN,

Bakery Company, No. 355, A. P. O. No. 758.

Our yard force has at last solved the mystery as to why yard clerk McGarrity lost three days, "Popp" Hicks got a pair of leggins, and Fred Zinnell and Archie Blackburn got rigged out. All credit is due "Sambo" Davis, and his two trained parrots. The story is as follows: McGarrity was in the gymnasium the other night with the rest of the boys, giving them a real treat with a few stunts on the bars. "Mack" looked very nifty in his new gymnasium suit but just as he was in the act of hanging by his eyelashes about fifty feet in the air, "Popp" Hicks shouted "fire." The members all rushed for their lockers, picked up what clothes they could and beat it from the building, leaving poor "Mack" to shift for himself. When he arrived on the outside all he had was a coat and pair of trousers about sixteen sizes too large, which he had to wear to work the following day. But the suit took up so much room that he decided it was best to have it cut down. When the tailor returned it, "Mack" had to use a shoe horn to get into the trousers. The other night "Mack" mislaid his shoe horn, could not find it in the morning, and consequently was sick for three days. The matter was taken up with Mr. Davis, who put his parrots to work, and the mystery was solved. "Popp" Hicks needed leggins, "Blackey" needed a pair of corduroy pants, and Zinnell got a pair also, but they were three sizes too small.

The four regular crews working in our yard, from 8 a. m. to 4 p. m., have worked a total of 540 years in this yard, an average of twenty-seven years each. The crews are as follows:

No. 1.—Engineer F. A. Ekas, fireman H. W. Hoffman, conductor C. A. Hicks, brakemen L. Sipes and J. H. Bing. Total, 133 years.

No. 2.—Engineer W. H. Buckey, fireman James Griffin, conductor W. F. Wolf, brakemen W. H. Smith and A. J. Roberts. Total, 142 years.

No. 3.—Engineer Edward Yingling, fireman C. M. Gardner, conductor E. C. Johnson, brakemen George Elloff and John A. Hull. Total, 125 years.

No. 4.—Engineer Nelson O. Roboson, fireman Joseph Yeager, conductor Frederick Zinnell, brakemen Walter D. Littleton and John Moore. Total, 140 years.

Can any other yard on the System equal this?

Supervisor of Terminals E. T. Horn paid us a visit a few days ago. We were glad to see him after his having been away for such a long time.

Riverside

Correspondent, P. A. PURGITT

A full account of the Riverside Safety Rally, held on February 14, will be found in the leading article in this issue of the MAGAZINE.

When the Sun of Life is slowly setting, and hands, tired with more than twenty years of faithful and valuable service to the Baltimore

and Ohio, must begin to think of laying away their tools and looking forward to the day when they will no longer "bear the heat of the day," but rather enjoy the fruits of their toil, there is no better way in which to spend these pleasant hours than to join the Veterans' Association. Our freight roundhouse foreman, L. A. Davern, who has served the Company faithfully since 1889, has recently joined the ranks of the "Vets." Don't think for one moment, however, that all the "pep" has gone out of "Larry," for he is just as up-to-date as ever, but feels that by joining the "Vets" he will have a chance to swop the yarns of by-gone days when the little teapots ran the rails. Best wishes, "Larry," that you may enjoy many pleasant evenings.

Realizing that Spring is here and that from every vacant lot will resound the cry of "batter-up," the apprentice boys of Riverside, out for glory, have organized a baseball team, and have chosen H. G. Gosman as their captain and B. L. Kaufman as their manager. They would be delighted to receive challenges from all other apprentice teams on the System. These kids look like a winning aggregation, and we've got a sort of "hunch" that the eagle of victory is going to perch on their banners.

The following members of the Riverside shop forces having completed their work for Uncle Sam, have returned to the Railroad, and we extend to them a cordial welcome: R. L. Kaufman, J. L. Miles, who served abroad, and B. Etzler.

A change was recently made in the personnel of the master mechanic's office when T. E. Grindell left us to accept a promotion as shop clerk at Gassaway, W. Va. We feel sure that all the friends of "Tom" (and he has a great many) will join us in extending to him our hearty congratulations. Thomas Seabold, just back from Camp Benjamin Harrison, succeeded Mr. Grindell as assistant shop clerk. Our hearty wishes are extended to Mr. Seabold to the end that his career at Riverside may be as successful as was Mr. Grindell's.

Frank Hemis, machinist at this station, has just returned to work after having been off for sometime suffering from a severe attack of influenza.

J. X. Causley, stenographer in the master mechanic's office, has been laid up for about ten days with a badly sprained ankle. Sprained ankles don't appear to be much, but you can ask "Josie" and he will tell you all about the "57" ways in which one can hurt.

There is much whispering among the employes these days as to the nature of the crime committed by "Bob" Merryman, our chief clerk, which necessitates his wearing a disguise. "Wearing a disguise!" you exclaim in horror—yep; that's just what we mean. For the past week or so, there has appeared an appendage upon the upper lip of the aforesaid

mentioned "Bob" which we can't exactly understand. Sometimes you see it, and then you don't; you think it must be either an optical illusion or just a bit of Riverside real estate which has lodged there. But, after seeing the same apparition for several days in succession, it suddenly dawns upon you that it might be a mustache. And just think—it's a red one!

Riverside Stores Department

H. R. Westinghouse, former chief clerk in the Stores Department at Riverside, was recently appointed storekeeper at that station vice D. A. Barringer, assigned to other duties at his own request. We surely did hate to see "Davy" go, yet we welcome "H. R. W."

F. J. Taylor is back as chief clerk at Riverside. We are very glad to have him with us again.

L. T. Halley, assistant storekeeper at Baileys, has just informed us that "a prune is nothing but a raisin with the mumps." Anyone who differs on this subject, may write to the "Professor," as he is ready to argue the question.

When asked whether he is in favor of suffrage, P. P. Purgitt promptly replied "Yes." When asked "Why?" he answered, "I believe in equal rights. I think a woman should get up in the morning, make the fire, and get breakfast." Mr. Purgitt is seriously considering marriage, hence this outburst for suffrage.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
 LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way, Department*

Cumberland Valley

Divisional Safety Committee

PERMANENT MEMBERS

M. LOWMAN..... Chairman, Superintendent
 J. S. SMITH..... Trainmaster
 E. C. OYLER..... Division Engineer
 S. B. RILEY..... Master Mechanic
 M. J. MALONEY..... Road Foreman of Engines
 H. A. LOGUE..... Signal Engineer
 DR. W. M. BARNETTE..... Medical Examiner
 E. L. NORMAN..... Inspector of Police
 W. G. DAVISON..... Division Storekeeper
 JOHN ROSSMAN..... Master Carpenter
 MISS ZOE KITTINGER..... Representative Women Employes
 W. S. MULLIN..... Secretary

ROTATING MEMBERS

J. F. BASEHORE..... Yardmaster
 E. L. CRISWELL..... Agent
 E. H. MINNICH..... Operator
 O. H. RHODS..... Track Supervisor
 H. C. YOH..... Chief Electrician
 H. S. GILLESPIE..... Foreman of Carpenters
 A. H. WALTER..... Carpenter Foreman

H. A. KYLE..... Floating Gang Foreman
 J. H. NEFF..... Passenger Engineman
 HARRY BRENDLE..... Freight Engineman
 W. H. BAKER..... Passenger Fireman
 H. S. MILLER..... Freight Fireman
 W. H. KUHN..... Passenger Conductor
 CHARLES SOURBEER..... Freight Conductor
 S. R. BLACK..... Passenger Brakeman
 H. R. FURLEY..... Freight Brakeman
 ROY HOOVER..... Yard Brakeman
 W. E. HOLDEN..... Car Inspector
 W. J. GETTEL..... Shopman from Locomotive Department
 E. B. BLAIR..... Shopman from Car Department

Martinsburg Shops

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



T. W. Tabler and his son, Fay W. Tabler

The accompanying photograph is a splendid likeness of frogman T. W. Tabler and his small son Fay W. "Till" is a firm believer in anti-race suicide and proves his faith by exhibiting his youngest of three fine children. "Till" says "May the race die not and American ideals always prevail."

Arlie C. Phillips, motor car inspector, and Miss Nell M. Geyer were married at the home of the bride, Buckhannon, W. Va., on February 19. When Uncle Sam declared war, Arlie was quick to enlist. He served with distinction in the tank corps, taking part in the Arrgonne and Verdun actions, and in all spent eleven months at the front. After the Armistice was signed he was sent home and resumed his position with the Baltimore and Ohio. The young couple will live in Grafton, W. Va.

E. S. Brewer, acetlylene welder at the local shop, has resigned to accept a position with the Air Reduction Sales Company of New York, as demonstrator and sales agent. He will have western territory with headquarters at Cleveland, Ohio.

Harry Airhart, a well-known Baltimore and Ohio conductor, died at his home in this city, after a brief illness. Mr. Airhart was forty-nine years of age, nineteen of which he spent in the employ of this Company. He was a splendid employe, citizen and friend and respected by all who knew him. A widow and five children survive. Mr. Airhart was a member of the First United Brethren Church, Washington Lodge No. 1, K. of P., and Washington Camp No. 12, P. O. S. of A. He was laid to rest in Green Hill cemetery after an impressive ceremony at the First United Brethren Church, Dr. J. B. Chamberlain, officiating.

Keyser Division

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

John E. McNabb, a well known retired Company conductor, formerly of Keyser, died in a hospital at Sykesville, Md., on February 18, aged sixty-nine years. One son, John McNabb of Paw Paw, and one brother, Samuel McNabb of Cumberland, survive, with his wife.

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 accompanying picture is of C. Ray Goodwin, congenial clerk in the Division



Ray Goodwin



Sergeant Earl Martin

Accountant's office. Ray enlisted in June, 1918, and was assigned to the Forestry Engineers, being stationed at Camp Forest, Ga., where he learned the very painful fact that the pen, besides being more mighty than the axe, is much easier to handle, when it comes to an all-day long job. Ray is once more seated at his desk and is in complete accord with General Sherman in his definition of war.

The above picture is of Sergeant Earl Martin, who was accepted for military duty with the first contingent of draftees departing from Connellsville. Sergeant Martin, who was a clerk in the local offices prior to the outbreak of the war, was inducted into service on September 22, 1917, and was stationed at Camp Lee for one year, being then transferred to Camp Sherman, where he was mustered out on December 13, 1918. Sergeant Martin has resumed duty with the Company and is now working as a clerk in the Division Accountant's office at Connellsville.

The city of Connellsville will be the scene of a gala week in August or September, when the welcome home for the returned soldiers and sailors of Fayette County will be given here. Fayette County is one of the largest in Pennsylvania, containing about 185,000 souls, and has contributed to the overthrow of the Hun some 10,000 young gallants, so that the honor of staging this event is the cause of much pride to the good citizens of this city.

Many committees have been appointed to prepare the ways and means of making this one



Ray McClintock

of the largest and most memorable of the affairs to be held in honor of the homecoming of the "boys" in the entire state of Pennsylvania. That the Baltimore and Ohio rank and file are alive to their opportunities and responsibilities in this connection is proved by their membership on the different committees, some of which are: central committee, S. Desmone, yard engineer; speakers, J. H. Strawn, weighmaster; fraternal societies, J. J. Brady; trades and labor organizations, R. M. Vaughn and P. J. O'Connor, machinists, and R. P. Blacka, blacksmith; transportation, H. R. Hanlin, superintendent, and Roy W. Hoover, chief dispatcher.

The above picture is of Ray McClintock, clerk in the Division Accountant's office, who en-



John Pyle, Jr.

Ten year old son of Conductor Pyle, Somerset, Pa., and some of his pets

listed in the Navy in September, 1918, and was assigned to the Naval Officers' training section, Pittsburgh, Pa. He was honorably discharged on December 23, 1918, all too soon, for had the war lasted until Ray's training had been completed, the Navy would have been enriched by another dapper looking young ensign, as all the girls will readily agree.

Pittsburgh Division

Correspondent, C. J. KESSLER, *Car Accountant's Office*, Pittsburgh, Pa.

Glenwood Shops

Correspondent, C. P. KALBAUGH, *Chief Clerk*.

Effective February 19, C. P. Kalbaugh was appointed shop clerk at Glenwood, vice C. J. Rock, resigned to accept a position elsewhere. Mr. Kalbaugh first entered the service of the Company as messenger at Cumberland, May 1, 1905, and has worked himself up to his present position. He has made quite a reputation for himself among the clerks and shop men since he has been at this station, and there is no doubt about his being the right man for the job. He has our best wishes for his continued success.

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.

The accompanying photograph is that of Corporal John C. Carpenter, formerly assistant chief clerk in the superintendent's office at Grafton, but now working in a like capacity in an office of the P. L. & M. R. R. (Paris, Lyons and Mediterranean) at Vichy, France, in the interests of Uncle Sam.

In March, 1918, feeling that he could no longer restrain his desire to help lick Kaiser Bill, Johnny "got his gun." He enlisted in the 45th Engineers at Camp Humphreys as private and was soon promoted to corporal. He left the States in July, and for several months after reaching France attended a transportation school at Angers, where he studied the French system of railroading and incidentally a few words of their lingo to enable him to railroad. He has been at St. Nazaire, Nantes, Nevers,

Tours, Bourges, Clermont, Is-sur-tille, and St. Germain Des-Fosses, and has had the privilege of spending a few days in gay Parea.

The camera failed to catch Johnny with his usual smile; however, we can vouch for his sunny disposition, and hope we can soon be giving him the glad hand of welcome.



Corporal John C. Carpenter

Ohio River Division

Correspondents

- S. S. ROUSCH, *Office of Superintendent*
- MISS MARY ETHEL OWENS, *Stenographer to Division Engineer, Parkersburg, W. Va.*

Divisional Safety Committee

PERMANENT MEMBERS

- J. W. ROOT.....Chairman, Superintendent
- F. C. MORAN.....Trainmaster
- F. R. DAVIS.....Terminal Trainmaster
- L. E. HAISLIP.....Division Engineer
- O. K. JELLY.....Master Mechanic
- J. G. KIRCHER.....Road Foreman of Engines
- C. F. CASPER.....Chief Train Dispatcher—Division Operator
- DR. J. P. LAWLOR.....Medical Examiner
- E. C. FRIEND.....Captain of Police
- W. E. KENNEDY.....Division Claim Agent
- F. E. STARLING.....Signal Supervisor
- F. P. COE.....Master Carpenter
- MISS JUNE TAYLOR.....Representative of Female Employees
- S. S. ROUSH.....Secretary
- S. E. EASTBURN.....Agent-Yardmaster, Huntington
- F. A. CARPENTER.....Agent, Parkersburg
- C. M. WESER.....Storekeeper

ROTATING MEMBERS

- C. F. STEINHOFF.....Yardmaster
- J. G. UMPLEBY.....Agent
- J. G. STEURER.....Operator
- JOHN LANDERS.....Track Supervisor
- J. W. WOLF.....Bridge Foreman

- J. F. TAYLOR.....Passenger Engineer
- S. T. ARCHER.....Freight Engineer
- C. L. PARR.....Passenger Fireman
- B. E. STARKEY.....Freight Fireman
- T. C. HOGAN.....Passenger Conductor
- B. D. WEBB.....Freight Conductor
- M. V. PARTRIDGE.....Train Baggage man
- H. S. BRYAN.....Brakeman
- C. E. LEISURE.....Yard Brakeman
- C. R. ELLISON.....Car Inspector
- C. L. MASON.....Shopman, Locomotive Department
- C. S. HAWKINS.....Shopman, Car Department

The death of Stephen B. Archer, well-known engineer, which occurred January 18 at his home at Fourteenth and Covert Streets, came as a great shock to his family and friends. He had been ill for several days with pneumonia, resulting from influenza.

Mr. Archer was forty-two years of age and had been an employe of the Company for twenty-eight years, having started with us when he was fourteen years old. He was one of the most popular men on the Division, a splendid citizen, honest and upright in his dealings, and highly esteemed by all who knew him. He is survived by his wife and six children, five boys and one girl—the two younger children not appearing in the accompanying picture.

Funeral services were held Sunday afternoon at the home of the family by Rev. P. T. Webb of the St. Paul's M. E. Church, South, the Brotherhood of Locomotive Engineers continuing the exercises at the grave in the Odd Fellows' Cemetery.

The following beautiful letter of condolence was sent by the members of the Safety Committee of our division to Mrs. Archer.

PARKERSBURG, W. VA., February 10, 1919.

MRS. S. T. ARCHER,
1347 Covert Street,
Parkersburg, W. Va.

Dear Madam—We know that nothing can make amends for the great loss you have sustained. Members of the Safety Committee for the Ohio River Division of the Baltimore and Ohio Railroad deeply realize that mere words wholly fail to cheer the almost broken heart, yet we cannot but hope that the heartfelt sympathy of friends will not be deemed an intrusion on your grief.

It is well said, "We weep for the loved and lost, because we know that our tears are in vain." We would ease your sorrow and yet know not how. We can only acknowledge that the affliction is God's will. Over in the beautiful land, we may not doubt your dear one is free from the pain that he has so long endured here, and when we gather at the river, is it not a sweet consolation to think that he will meet you on the other side?

Commending you to Him, who doeth all things well, we beg to remain,

Yours very respectfully,

J. W. Root,
Chairman.

Committee:

T. C. HOGAN, Conductor,
J. F. TAYLOR, Engineer.



The late Stephen B. Archer, Engineer, Ohio River Division, and His Family

Charleston Division

Correspondent, C. L. WEST, *Dispatcher*

The birthplace and boyhood home of general superintendent J. M. Scott is located at Milliken, W. Va., six miles north of Charleston, W. Va., in the beautiful Elk Valley, the ruins of the old home being not more than five hundred feet from the railroad track, between the track and Elk River. We hope to secure a picture of the house for the MAGAZINE.

Through the courtesy of Mr. Broderick of the Safety Department, Mr. Bennett, a representative from his office, produced a moving picture, "The House That Jack Built," at Weston freight station. A number of employes from the various departments attended and were very much pleased and impressed with the picture and its moral. Mr. Bennett promised to come to Weston in the near future with another moving picture and present it in the High School auditorium for the benefit of the school children and the employes.

We are sorry to learn of the deplorable accident that occurred at Clarksburg, W. Va., February 12, in which engineer F. R. Hyre was

instantly killed while walking over the trestle of the Monongahela Valley Traction Company. He leaves a wife and daughter, to whom the employes of the West Virginia and Pittsburgh District extend their deepest sympathy.

Employes of the West Virginia and Pittsburgh District extend their deepest sympathy to baggage agent A. C. Hoover, of Weston, whose wife died very suddenly of influenza.

On February 9, Dr. J. I. Warder, Company surgeon of Weston, died very suddenly of heart failure. Dr. Warder was well known as a physician and surgeon in this part of the State. He has been Company surgeon for the past thirty years. He leaves a wife and two daughters, to whom the employes of our division express their deepest sympathy.

"Captain" D. Curran of trains Nos. 64 and 65 has returned to duty, after being off on account of a severe attack of rheumatism.

R. H. Woofter, agent at Gillespie, has been spending a few days in Pittsburgh on important business. We also understand that "Bob" is expecting to depart for Hot Springs, Ark., within the next few days in the hope of regaining his

health. Our best wishes follow him for complete recovery and an early return.

Brakeman D. Payne, W. R. Thompson, and fireman W. R. Everitt of Weston, have returned to duty from the Army.

Agent H. A. Robb of Curtin has been off for a few days taking his wife to the hospital. We have not learned of her condition at this writing, but our sincere wishes are for her speedy recovery.

Agent G. C. Taylor of Allingdale, who is also Mayor of Camden-on-Gauley, W. Va., is being kept quite busy these days in the interest of the Railroad Company and his town. Grover is a hustler, however, and will not be found wanting. Woe unto the violaters of the laws of Camden-on-Gauley when Grover sits in judgment over them.

Born to Mrs. W. W. Young of Charleston, W. Va., February 13, a fine boy. Mrs. Young is the wife of our efficient night telegraph operator and clerk in train dispatcher's office, Gassaway. He is familiarly known as "Pee-Wee, the G S-1 man."

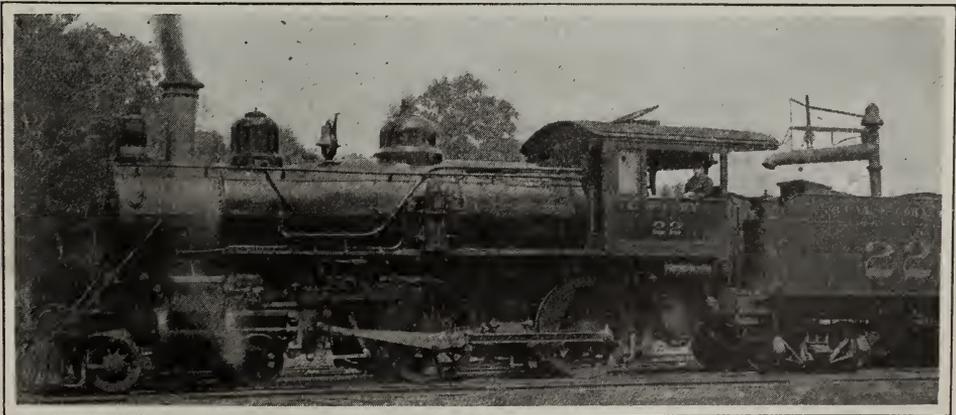
Born to Mrs. W. W. Bright of Gassaway, W. Va., February 21, a fine boy, tipping the scales at ten pounds. Her husband, Wesley, is a conductor running out of Gassaway. Congratulations.

The smiling face of conductor D. T. Foy of Elkins illuminated Divisional Headquarters a few days since, when "Cap" made a brief visit to Gassaway to attend to some business interests. "Cap" is on the job, running the Elkins-Adrian night turn. Nothing gets by "Cap." Every pair of flat wheels comes in for its full share of prompt reporting when handled in his train.

We are glad to hear of the appointment of our old friend W. C. Pembroke as assistant division engineer, Monongah Division, with headquarters at Grafton, effective February 1. Mr. Pembroke was formerly with the Coal and Coke in the capacity of engineer maintenance of way. When the Baltimore and Ohio took over the operation of the Coal and Coke, Mr. Pembroke was made division engineer. Soon after this, he responded to the call of our country and gave his highly efficient services to the Government until the ending of hostilities, being succeeded on the Charleston Division by T. H. Gordon. We are glad to welcome Mr. Pembroke into railroad circles again.

The accompanying photograph is that of Coal and Coke engine 22, showing fireman L. B. Shomo in the cab. Since this photograph was taken, Mr. Shomo has been promoted to engineer. This engine was the "crack" passenger engine on the Coal and Coke until taken over by the Baltimore and Ohio. She ran regularly on trains Nos. 1 and 2 between Charleston and Elkins, these same runs now being Nos. 35 and 36. She was recently sent to Weston for use on the Gauley and Pickens lines, being replaced by Baltimore and Ohio engine 1300, which is giving very good service. No. 22 was built by the Baldwin Locomotive Works and delivered by them direct to the Coal and Coke in August, 1912. The weight of the engine without tank is 137,600 pounds, weight on drivers being 90,600 pounds, total weight engine and tender being 249,600 pounds; size of cylinders, 20" x 24"; valve gear, Baker Pillion. We understand that this engine is now on the famous "Blue Goose" run between Tygart Junction, Buckhannon and Weston, and that engineman "Jim" Bishop thinks she is the "real thing" and hopes to keep her.

Engine 2046 has recently been transferred to the Charleston Division for passenger service between Charleston and Elkins.



Coal and Coke Railroad Engine 22, Fireman L. B. Shomo in the Cab

A serious and unusual accident occurred at Turner, W. Va., on February 13, in which conductor Thomas Davis received painful, but happily, not serious burns about his face and the upper part of his body, his coat being entirely burned from his body. The fact that his quick presence of mind prompted him to cover his face tightly with his wool cap probably saved his life. The accident was caused by a leak in the tank of gasoline in train of extra 52 north in charge of conductor Davis and engineer W. P. Paxton. The train stopped at Turner to do some switching and it is thought that the fumes from the gas escaping from the leaking tank ignited from a carbon factory near by. Before the fire was finally under control, four cars of merchandise had been reduced to ashes, as well as an occupied dwelling house and contents standing near the track. Traffic was tied up for some hours. We understand conductor Davis is recovering nicely at this writing.

M. A. McDermott has been appointed master carpenter, with headquarters at Gassaway, and acting master carpenter E. G. Moore has been placed in charge of strengthening bridges on the Gauley line.

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 picture atop next page is that of the force of our new Bellaire freight office. Because of the consolidation of the Baltimore and Ohio and the Pennsylvania Railroad, the force at this station has been greatly enlarged. Our congenial agent, E. M. Pomeroy, will at once be recognized by his many friends on the railroad by his well-known smile. Reading from left to right, standing, are R. W. Cash, yard clerk; E. M. Pomeroy, agent; G. C. Idahl, cashier; Marie Koenemund, report clerk; Minnie Seevers, bill clerk; Louis Campbell, cash clerk; H. C. Koenemund, claim clerk; Mable Simpson, waybill clerk; Praxadese Linskey, assistant cash clerk; W. L. Stephens, assistant cashier; Marybelle Sutton, yard clerk; Marie Wagnor, cash clerk; C. Sutton, chief clerk; Anna Cronen, bill clerk; Lulu Lowery, understudy; Elizabeth McCroba, stenographer; front row, R. Petran, rate clerk; W. E. Stephens, inbound rate clerk; C. R. Powell, chief yard clerk; A. E. Feinberg, foreman clerk; N. Ressenger, cash clerk; W. Daily, patrolman; S. L. Wright, waybill clerk.

Thomas Connors has resumed his duties in the car distributor's office at Wheeling, after being discharged from military service.

The accompanying picture is that of track foreman S. W. Carpenter and gang. These huskies moved out the old bridge, formerly located just beyond Maynard, Ohio, and placed the new bridge No. 124 in seven minutes. No work train or wreck train was used in making this change, but the pulling was done with three hand cranes. The bridge consists of two sets of thirty-six foot deck plate girders. Carpenter is seen in the picture with two flags in his hand.



Track Foreman S. W. Carpenter and Gang



Bellaire Freight Office Force

Cincinnati Terminals

Correspondent, W. E. COCHRANE, *Chief Clerk to Supervisor of Terminals*

It is rumored that Howard E. Martin, chief rate clerk in the Smith Street office, will soon become a benedict. Miss Catherine Eicher, also of the local office, is to be congratulated upon being the fortunate young lady.

The Misses Margaret Headly and Irene Kirton of the Smith Street local office, spent the last week of February very pleasantly, taking in the sights of New York City, Washington, D. C., and George Washington's home at Mt. Vernon, Va.

Valley Greb, yard engineer, has returned to duty after serving with the A. E. F. for eleven months.

When car fare in Cincinnati was raised to six cents, A. E. Busard, crew dispatcher, bought a Dodge touring car.

George Goderweis, yard switchman, has returned from Camp Hancock after serving there for seven months.

The repair track people at Storrs were surprised when they learned that our bill clerk, Miss Mabel Schmalzel, had slipped away to some secluded spot in the hills of old Kentucky, while on her vacation last December, and been quietly married. The groom, E. R. Swebston, was a former Company employe, having been chief clerk to the car foreman, and motive power timekeeper. Mr. Swebston is now attending medical college and will soon be ready to settle down. The employes at the repair track all wish them success and happiness.

Miss Meryl Shriver went to Pittsburgh some days ago to attend the funeral of her uncle.

Word has just been received that yard fireman Harry Newall has been reported as missing in action in France.

After fourteen months of service with Uncle Sam, we were glad to welcome our old friend Sergeant George L. Halonkamp into our circle again. He is now holding down his old position as rate clerk, Smith Street office.

Harry W. Hicks, yard engineer on the Indiana Division, has just returned after having spent a few days in Baltimore.



John B. Carothers, Jr.

The accompanying picture is of John B. Carothers, Jr., son of assistant to the federal manager Carothers. John, Jr., is the "hub" of the family, being the only son, with three very admiring sisters.



George A. Grogan

The accompanying picture is of George A. Grogan, an employe of the Toledo District local freight office, who has been identified with amateur and semi-pro baseball in the Queen City for a number of years, and who will manage the ball club of our division this season. Mr. Grogan is also coach of the Northside Athletic Club, one of Cincinnati's leading organizations in all branches of sports, and his selection to the managerial position meets with the approval of all lovers of the national pastime.

W. J. Cleary, "Bill," former caller at Stock Yards, has returned to the Cincinnati Police Department. We wish "Bill" the best of luck as a Cincinnati "cop."

Elmer Hamilton, who was furloughed some time ago to join Uncle Sam's forces, has again returned to work at the repair track at Storrs.

C. C. Gest, of Storrs repair track, has taken a short leave of absence to visit his son at Fort Sill, Okla.

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*

Divisional Safety Committee

PERMANENT MEMBERS

D. F. STEVENS..... Superintendent, New Castle Junction
 W. P. CAHILL..... Division Operator, New Castle Junction
 H. C. WARD..... Captain of Police, Youngstown, Ohio
 J. W. CLAWSON..... Signal Supervisor, Ravenna, Ohio
 W. C. GUTHRIE..... Storekeeper, New Castle Junction
 A. T. HUMBERT..... Master Carpenter, New Castle Junction
 L. W. STRAYER..... Division Engineer, New Castle Junction
 R. A. MASON..... Terminal Trainmaster, New Castle Junction
 J. A. TSCHUOR..... Master Mechanic, New Castle Junction
 R. R. McWILLIAMS..... Secretary, New Castle Junction
 DR. F. DORSEY..... Medical Examiner, New Castle Junction
 J. C. JACK..... Claim Agent, Youngstown, Ohio

ROTATING MEMBERS

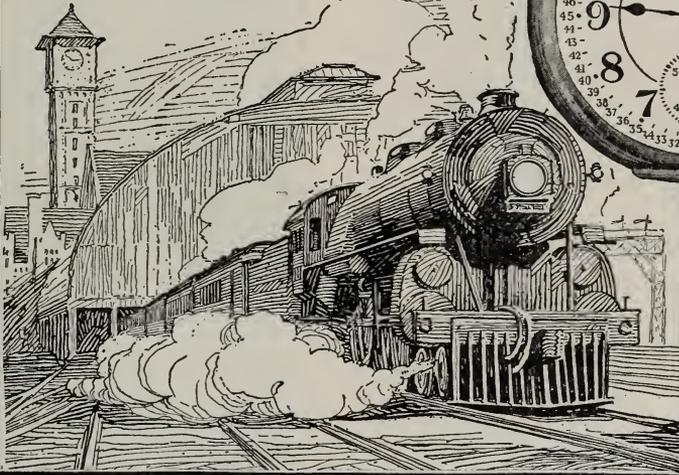
J. P. DORSEY..... Trainmaster, Akron, Ohio
 W. E. SAMPLE..... Road Foreman, Willard, Ohio
 MISS MARY JEFFRIES..... Clerk, New Castle Junction
 MISS MARY SULLIVAN..... Clerk, New Castle Junction
 WILLIAM YEAGER..... Yardmaster, New Castle Junction
 JAMES AIKEN..... Agent, Youngstown, Ohio
 G. W. HUFFMAN..... Supervisor, Newton Falls, Ohio
 J. L. BRUDER..... Signal Repairman, Nova, Ohio
 ALFRED SIMONS..... Carpenter, Painesville, Ohio
 W. M. SANFORD..... Carpenter Foreman, Wayland, Ohio
 S. L. TURPIN..... Freight Engineer, New Castle Junction
 L. A. SWOPE..... Passenger Fireman, Willard, Ohio
 M. D. HOLLENBECK..... Freight Fireman, New Castle Junction
 C. N. IMAN..... Freight Conductor, New Castle Junction
 J. S. DOONE..... Freight Brakeman, New Castle Junction
 M. F. HOPKINS..... Brakeman, Haselton, Ohio
 R. B. FISHER..... Car Inspector, New Castle Junction
 O. L. HOTT..... Car Department, Painesville, Ohio
 P. G. HESS..... Roundhouse, Painesville, Ohio
 SAM BARONE..... Car Department, Haselton, Ohio
 HARRY McCORMACK..... Machinist, New Castle Junction

The accompanying picture is of the husky young son of J. R. Easton, agent at Kent, Ohio. The boy, who bears the name of Jamin Rich Easton, Jr., was born September 8. This photograph was taken January 8, at which time he weighed twenty pounds. Mr. and Mrs. Easton are to be congratulated on having such a fine son.



Jamin R. Easton Jr.

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On Friday night, February 14, our employes took possession of the magnificent Y. M. C. A. building in New Castle, it being strictly a Baltimore and Ohio night. On a campaign for new members, we enrolled eighty-five per cent. of our employes at this terminal and thereby secured a low rate for full membership.

A fine crowd was present and a good program was given, addresses being made by J. R. Borden, Y. M. C. A. secretary, trainmaster Huston and division engineer Strayer. Superintendent D. F. Stevens being out of the city, was unable to be present. Musical numbers were rendered as follows—soprano solo, Miss Mary Jeffrey; trio, Hammond & Co.; male quartette, Baltimore and Ohio Four; contralto solo, Miss Marjorie Smith; trio, Hammond & Co.; baritone solo, E. J. Merriman; bass solo, Griff Thomas; quartette, Baltimore and Ohio Four.

Newark Division

Correspondents

W. E. SACHS, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark (Ohio) Shops



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

S. B. Shafer, former copier, dispatcher's office, Cleveland, who has been off sick for the past six months, came in to see us during February, and we hardly knew him. "Dink" has "taken on" twenty-two pounds, and is the very picture of health. We all wish him complete recovery and an early return to duty.



Claude A. Burdge, Jr.

The accompanying picture is of Claude A. Burdge, Jr., four-year-old son of general foreman C. A. Burdge, of Cleveland, Ohio.

Miss Georgine Dube, stenographer in the superintendent's office, has been promoted to stenographer in the general superintendent's office.



Miss Georgine Dube

We are pleased to report that Mrs. J. F. Jewell, wife of C. T. timekeeper, who has been laid up practically all winter, is improving and will shortly be in her usual good health.

The photographs on page 88 and this page are of Miss Georgine Dube, stenographer, and Miss Esther Spittler, car trace clerk. These girls went to Washington, D. C., one Saturday recently to spend Sunday, as they put it, "just to see the city," but by glancing over some of the "snaps" taken while they were there, we found two young "college looking" boys. We understand that they are "cousins" of the girls—lucky cousins.



Miss Esther Spittler

The Cleveland Division Freight Claim Prevention Committee has again organized, with A. J. Bell, terminal agent, Cleveland, as chairman, and E. J. Crampton, agent, Elyria, as secretary. This committee is composed of qualified employes, who are working hard for the "cause."

The Cleveland Division Divisional, Terminal, Shop and Freight Safety First Committees, are again in full blast. Minutes of these meetings will show that each committeeman is right on his toes—driving "Safety First," impressing strongly on the employes the value of the slogan, "BETTER BE SAFE THAN SORRY." The committeemen are working hard, hoping to make a very decided showing in the reduction of killed and injured for the year 1919.



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**EDITOR,
BALTIMORE & OHIO EMPLOYEES MAGAZINE
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Miss Ethel Singleton, stenographer, train-master's office, Cleveland, who has been absent for the past two weeks on account of illness, is again well and back at work.

Perry A. Hamilton, road foreman of engines' clerk, who was with the 331st Regiment, Company D, and spent eight months over seas, is again back with us.

Miss Gladys Weidel, telephone operator, superintendent's office, Cleveland, spent a month on vacation at Salem, Ohio, recently, and reports a glorious time.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

M. J. Driscoll, machine shop foreman at Lincoln Street roundhouse, has returned to duty after a serious illness.

"Bill" Beath, he of the splash ball in bowling, has resigned his position in the auditor's office and is now connected with the American Express at New York.

On January 20, Charles D. Ravensdorf, assistant roundhouse foreman at Robey Street, died at his home after a short illness. Mr. Ravensdorf had been with the Company for a number of years, being made motive power foreman at Robey Street on November 4, 1901. He became assistant roundhouse foreman on May 1, 1917, in charge of the night force, which position he held at the time of his death. His funeral was attended by a large number of his fellow employees.

"Happy Harry" Hutton has resumed his position of car inspector after being discharged



The late C. D. Ravensdorf

from the Army. We also notice Matty Tyler, terminal engineman, among those returned from active service with Uncle Sam's forces.

F. K. Moses has returned to duty after having been confined at his home with a severe attack of the "flu."

Charles Oliphant, chief clerk to Mr. Huntington, federal auditor, has resigned to accept a position with the American Express Company at this place.

C. J. Quinby, who was one of the oldest employees of the Baltimore and Ohio Chicago Terminal Railroad, died on February 10 after a long illness. He was buried on February 12 from his home. Services were conducted by the Masonic Order, of which Mr. Quinby had been a member for a great number of years. He started with the Company on January 2, 1886, working up to the position of general foreman, from which position he was made, on October 1, 1916, assistant road foreman of engines. His funeral was attended by a large number of his fellow employees.

Chicago Division

Correspondent, O. V. KINCADE, *Assistant Chief Clerk to Superintendent*

The following earnest talk, given by L. G. Wortley, yard brakeman at the meeting of our divisional Safety Committee, at the City Hall of Garrett, on February 19, was manifolded and copies widely distributed to employees:

"While chaining cars we should not go under them until we are sure that all have been told what is to be done; otherwise the man at the throttle may get a signal and move the engine while you or I or someone else is under the cars and may meet with serious injury or death, when just a thought of Safety First may prevent it."

"When coupling cars a man often waits until he gets to where he is to make a coupling, then quickly runs between the cars to adjust the knuckle. He takes chances of his life in doing this, and should he happen to be injured, he will think too late of Safety First.

"To prevent such accidents, when about to make a coupling, stop the cars by giving the engineer the signal; when he has stopped, step between the cars, adjust the knuckle and then step out to the side and give him signal to move.

"When uncoupling cars, the conductor or brakeman, whichever it happens to be, will make an effort to cut the cars, and, if the operating lever happens to be disconnected, often he quickly jumps between them to make the cut. Just a misstep and he may fall under the wheels, where he loses a limb, an arm, or, more likely, his life—because he failed to think of Safety First.

"We would be much more likely to avoid accidents in uncoupling, if, when the coupler fails to operate, another man would step to the other side and cut the other car."

South Chicago

Correspondent, MRS. BERTHA A. PHELPS,
Wheelage Clerk

Engineer A. G. Wallace and wife have returned from a two months' trip through the extreme west and report a very pleasant time.

M. Maloney, of the agent's office, with Mrs. Maloney, is sojourning in the land of flowers and when last heard from was in San Francisco.

A recent wedding of interest was that of Miss Lottie Lewandowsky, former record clerk at this station, who was married on February 26 to Mr. B. F. Zarzycki. The ceremony was performed at the Church of the Immaculate Conception of the Blessed Virgin Mary, after which a reception was held at the home of the bride's parents on Maistee Avenue.

Corporal F. S. Vandervoort, who before entering the service of the Government was employed in the yard here, has returned from overseas and is in the General Hospital at Fort Sheridan, where he will undergo a surgical operation.

Van Panka, formerly clerk in car foreman Kleist's office, has been home on furlough from Government General Hospital No. 23 at Hot Springs, N. C., having been transferred to this department from the infantry. He looks well, but regrets that he was not fortunate enough to go "across." Andrew Glon has also returned from Camp Logan, Houston, Texas, and resumed his duties as car inspector.

We welcome gladly the return of William Hogan, Jr., who has been released from duty at Great Lakes, and has resumed his work in the office.

Storekeeper R. Kazmarek, who, according to our notes last month had left the service, has quite properly returned to his former position. There's no place like home.

We acknowledge a very brief but pleasant business call recently from agent John Draper, of the Chicago office. John seldom hesitates long enough in his busy career to give us this pleasure.

Conductor H. Lee, of the Stock Yards, "run," who has been ill with influenza, is now able to be out.

On February 27, V. Z. Widner, chief clerk at Forest Hill and who for a number of years has been in the service of the Company, passed away at his home in Windsor Park after an illness of two weeks of pneumonia. Mr. Widner was a man who was much admired by those who knew him best. Possessing an exceedingly brilliant mind and having a physical disability to overcome he proved himself a very exceptional character. His loss is severely felt by his friends in our offices in this vicinity. He leaves Mrs. Widner and one daughter, eleven years old, to whom we all extend our deepest sympathy.

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EDITOR,

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Shop Notes

The work of enlarging our roundhouse is practically completed and it is "some" palace.

O. E. Anderson, chief clerk to general master mechanic at Cleveland, Ohio, was a caller last week, on business. Mr. Anderson, prior to his appointment at Cleveland, held the same position to the general foreman at this station. Being a native son of South Chicago we naturally pride ourselves on his advancement.

Miss Esther Parsons has accepted a position as stenographer in the general foreman's office.

Miss Ann Skilling of division accountant Spencer's office at Garrett, Ind., and formerly car clerk in car department at this station, dropped in to say "hello" to old acquaintances recently. The pleasure was all ours, Miss Skilling.

The Baltimore and Ohio Local Federation of Shopmen held their first annual dance at the South Chicago Masonic Temple on Washington's Birthday. In spite of inclement weather a large crowd was in attendance and spent a very delightful evening.

Ohio Division

Correspondent A. E. ERICH, Chillicothe, Ohio

Theodore Thompson has accepted the position as messenger boy in the Superintendent's office, Chillicothe.

Master Kenneth, five year old son of operator Will Littlejohn, had a narrow escape from fatal injury when he fell into a vat of boiling water. We are glad that he is recovering and out of danger.

J. W. Townsend, agent at Lynchburg, is smilingly extending the glad hand and acknowledging congratulations from his friends on the arrival of a bouncing baby boy.

Midland City has welcomed to her midst a new and permanent citizen in the person of A. E. Combs, who will henceforth assume the duties of second operator at that point.

O. Hopkins, chief clerk at Hillsboro, is confined to his home with influenza. We are pleased to learn, however, that he is not in a serious condition.

Leroy Jackson, trackman, Section 10½, Windsor, Ohio, who was on the sick list for several days, is now able to be about, and hopes to be back to work shortly.

With a deep feeling of sadness we announce the death of Mrs. James Long, wife of track foreman at Cozaddale. Mrs. Long passed away after a short illness from influenza and pneumonia. We extend to the bereaved husband our sincere sympathy.

E. R. Haynes, of New Vienna, has returned to his "shift" at that point after several weeks'

absence due to the illness and death of his mother in Nashville, Tenn.

Engineer Grover Hafler is accepting congratulations from his friends on the arrival of a daughter. The little lady tips the scales at eight pounds.

The car repairers at Washington Court House have been furnished a new Buda motor car and say it is a "dandy."

Operators on the Ohio Division greatly appreciate the instructions contained in a recent General Notice to the effect that hoops should be thrown off "ahead" when making the exchange. To practice this is not only SAFETY FIRST, but a time saver, inasmuch as it is not necessary to "flag" both directions in locating them.

The accompanying picture is of J. A. Bedighaus, night operator at Farmers, Ohio, who has been with the Company for several years. It appears from the picture that Mr. Bedighaus might have been involved in the stiff campaigns overseas, but such is not the case. Johnny had infantile paralysis when only four years old, and says his is the "one in ten" case when a man is crippled through no fault of his own. He is a great believer in SAFETY,



J. A. Bedighaus

and sees no reason why the other "nine in ten" cases should occur if the employes of the Railroad would only be careful SAFETY men.

The third trick helper crew at Broad Street, Columbus, has been taken off, and only two crews are on this job now. Hours are from 5.00 a. m. to 3.00 p. m. and 3.00 p. m. to 11.00 p. m.

Division engineer Chamberlain held a staff meeting of all track foremen of the Midland Sub-Division in the office of supervisor Clark, at Washington Court House. The meeting was very instructive and beneficial to all present.

Just received word that former division engineer "Adolph" Freygang has returned to his duties, after an illness of forty-five days. Too bad, Adolph, that you lost thirty-two pounds in one night.

J. W. Nanna, former chief clerk to agent Wharff of Portsmouth, has been appointed chief clerk to general yardmaster West at Chillicothe. Mr. Nanna is a very congenial fellow and we welcome him.

General yardmaster West and assistant yardmaster H. B. Kemp were off their two allotted days the first of the month, being relieved by E. Fisher and R. W. Vogle.

Ralph Ford, the efficient yard clerk at Chillicothe, was off duty several days because of sickness, but is now able to resume his duties again.

B. T. Williams, former yard conductor, has resumed his duties with the Company, after being discharged from military service.

Engineer L. Dotson and family are taking a health and rest trip to Jacksonville, Key West and Havana.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent, Seymour, Ind.*

On March 4, H. H. Bennett, motion picture exhibitor of the Safety and Welfare Department, visited Seymour and showed the Rule of Reason picture to shop and roundhouse forces and all other employes that could arrange to be present.

March 6, the following party composed of clerks in the Division Accountant's office and Maintenance of Equipment Department, together with friends from this point, attended "Fiddlers' Three" at Macauley's Theatre, Louisville, Ky.: Misses Ruth Kaufman, Pearl Kaufman, Alice Fox, Marguerite Fox and Loretta Dehler, and Messrs. H. J. Stands, R. H. Whitman, O. H. Holder, William Clements, and Lynn Faulkoner. A very delightful time is reported, the only disappointment being the absence of a dining car on Pennsylvania train No. 316.

R. J. Sanders, dispatcher, Seymour, is receiving congratulations by reason of the arrival of a very fine daughter at his home on March 8.



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Mrs. J. H. De Mann, wife of dispatcher, who had partially recovered from a severe attack of influenza, has suffered a relapse and is now in a critical condition.

Mrs. J. E. McKay, wife of dispatcher's clerk, has also suffered a relapse after partially recovering from influenza.

Ivan R. Love, better known as "Jack," who was clerk to general foreman, Seymour, for several years and is now employed in the Mechanical Department, Seymour, surprised his friends Tuesday evening, March 11, and is now spending a honeymoon in Louisville, Ky. The bride was formerly Miss Lenora Nichter, the accomplished daughter of Mr. and Mrs. P. A. Nichter, South Vine Street, Seymour.

The following item appeared in the *Terre Haute Star* of March 3, concerning Walter Lunte, who entered the service of the Railroad as a fireman at Seymour in June, 1917: "A very pretty wedding was held here Sunday evening when Miss Edna Hehman became the bride of Walter Lunte, both of Seymour, at the home of the bride's brother, T. H. Hehman. The ceremony was performed by Rev. Charles Shoemaker, pastor of Montrose M. E. Church.

"Mr. and Mrs. Lunte will remain here a few days, after which they will return to Seymour to their newly furnished home.

"Mr. and Mrs. Lunte are both well known young people of this city. Mrs. Lunte is the daughter of F. W. Hehman of Cortland and has been employed in Seymour for a number of years. The groom is the son of Mr. and Mrs. Henry Lunte, West McDonald Street, and is employed as a fireman on the Baltimore and Ohio Railroad."

O. H. Holder returned to duty in Division Accountant's office, March 3, after a number of months absence in the service of the country. Mr. Holder enlisted in the Navy and was fortunate enough to make several trips across, in one instance as one of the crew of the transport conveying Secretary Baker to France.

Miss B. M. Clark, supervisor of women's section, Safety and Welfare Department, visited this division on March 12, and investigated working conditions of the female employes in this territory.

Carl Switzer, formerly on the staff of the Seymour *Daily Republican*, who volunteered for military service and was promoted to First Lieutenant, has received his honorable discharge and is now employed in our Division Accountant's office.

Washington Shop Notes

The grape vine telegraph gave us the following information from Seymour, Indiana:

Boilermaker A. R. Adams, who weighs between 240 and 300 pounds, is something of a farmer. At least he owns a chicken ranch. Recently he had a wild rooster running loose and in trying to corral him, the rooster flew up

in the barn, closely pursued by Adams. The chase became desperate and on making a curve at a speed of 128 footsteps per second Adams fell out of the barn, breaking several ribs. This brings up the old question "When is a hen not a hen?" The answer is this, "When it is a rooster." We advise Adams to wait until the rooster roosts on the roost before trying to catch the rooster, and then slip up on the roosting rooster and catch him on the roost.

C. H. Ford, statistical clerk in superintendent of shop's office, has been transferred to the tin and pipe shop as a sheet metal worker apprentice. J. H. Bourholtzer became statistical clerk.

W. M. Hinkey, storekeeper, has been transferred to Cumberland, Md., to a like position. Employes of the Stores Department gave him a gold watch chain and locket, the presentation speech being ably delivered by Hamlet Allen. We wish Mr. Hinkey success in his new undertaking. F. W. Maitlen, storekeeper at Chillicothe, has been transferred to this station as storekeeper.

C. E. Workman, drop pit foreman, who was inducted into Army service, has returned to his position. "Gompers" is looking fine and we believe army life agreed with him.

M. W. Luke, general boiler foreman, came into the office complaining of a headache. He drew from his pocket a tablet and swallowed it. In a few minutes Luke became sick and on investigation it was found he had taken a "Tiz" tablet, widely advertised for tired feet. Now the question comes up, "Does Luke use his head or his feet to think with?"

L. W. Fowler, formerly chief clerk at this point, now working out of the Accounting Department offices, was in this city a few days ago. The correspondent accompanied him to the tin shop, where James Jasper Rose, the foreman, was encountered. It was good to see the meeting between the two old friends. "Jap" performed more antics than a monkey climbing a grape vine. Old times were discussed and "Jap" tried again to cram down our necks the old, old story of the time he went fishing on the Tigres Valley River where the fish jumped into a keg in the boat while "Jap" played Yankle Doodle on a fife. Mr. Hines of the New York Air Brake Company was present and said he was glad to see the good fellowship which existed.

T. R. Mayfield, the genial and pleasant laborer employed in the enginehouse, says the world is growing better. The enginehouse employes are figuring on Mr. Mayfield's delivering a speech on woman suffrage in the near future.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*, Flora, Ill.

C. R. Fulfer recently resigned as stores clerk in division accountant's office and C. F. Stanford has been promoted to that position. We are very sorry to see Mr. Fulfer leave us and all join in best wishes for his future, wherever it may be spent.

The Marseillaise Club, composed mostly of the girls of the local freight office at East St. Louis, Ill., gave their first informal dance at the Elks' Club Auditorium, Saturday evening, March 1.

The affair proved to be quite a success and was largely attended. The Jazz orchestra furnished splendid music, which contributed not a little to the enjoyment of all. It has not yet been decided who was the most popular entertainer of the evening among the gentlemen present, although everybody agrees that this distinction is due either Mr. Summerfield or Harold Bollier. It would be next to impossible to select the most popular young lady present.

The Marseillaise girls wish to express their thanks to the chaperons, Mrs. Hubbard and Mrs. Evans, who did their part towards making the affair as enjoyable as possible.

Everybody present reports having had a wonderful time, and the girls wish to express their thanks to those present for their enthusiastic support.

The East St. Louis freight office has undergone quite a change lately, the ceilings and walls being newly painted and the desks also coming in for their share of the spring cleaning. Every employe in the office, from Mr. Singer down, is proud of the office since things have been so brightened up.

The East St. Louis freight office is about to loose one of its best clerks in Mrs. James Doyle, formerly Miss Ella Sullivan, who has been employed in this office for a number of years, but who is about to take up the mysteries of the culinary art (Poor Jim!). Ella, our best wishes go with you.

The boys of the East St. Louis freight office have been putting some vim into their bowling and are expecting to meet Cincinnati in the near future and show them how to bowl.

We are indebted to Miss Dorothy Milburn for the interest she has taken in sending in news from the freight office at East St. Louis. If some of the others on the division would only do one-half as much towards making the MAGAZINE a success, particularly the Illinois Division part of the MAGAZINE, we would surely be in the limelight.

On March 1, chief dispatcher C. F. White did not seem to be able to keep things moving in the right manner. Upon further investigation it was found that he was the proud father of a baby boy. "Little Sandy" is getting along splendidly and expects to be a great deal of help to his father in handling the various duties of a chief dispatcher within a short time. "Sandy" has now regained his equilibrium and keeps things flying around as usual.

White telegraphed the Editor that it is a GIRL. We're sorry to spoil the story!

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"Jack" Laws

The accompanying photograph is of Jack, Jr., three-year-old son of yardmaster J. C. Laws, of Flora. Jack wants to succeed his father as yardmaster.

Sam Hemphill is now employed as a clerk in the division accountant's office at Flora. Now watch things start moving!

Operator R. P. Booth at Flora is breaking in as a train dispatcher and we understand, also, learning the art of selling tickets. Evidently after he has learned to do the work in these various positions he will decide whether he wants a position as operator, dispatcher or ticket agent. Of course there is nothing except the love of work that is causing Mr. Booth to take the interest he does in learning to sell tickets and make ticket reports.

Toledo Division

Correspondent, F. M. DRAKE, *Relief Agent*,
Dayton, Ohio

A. E. Sterrett, who for the past several years has been chief clerk to the trainmaster, with headquarters at Dayton, resigned on March 1. Mr. Sterrett entered the service of the Railroad when thirteen years of age, as stenographer to James Scott, then trainmaster at Lima, later being promoted to chief clerk to trainmaster J. J. Corchoran. Because of the consolidation of the offices of superintendent, he was transferred to Dayton, and has constantly been a faithful, loyal employe.

Mr. Sterrett will enter mercantile lines, having already purchased a business in Dayton View.

Harry Heilman, who has been assistant to the statistical clerk, this division, has been promoted to chief clerk to trainmaster H. W. Brant. Mr. Heilman needs no introduction to most of us, being well qualified for the position, with several years' experience as file clerk, stenographer, etc.

Several months ago it was necessary to raise the track about two feet at Louie Street, Miami City Junction, because of the additional clearance required by the city of Dayton. Since that time and until recently the interlocker was inoperative, but the Maintenance of Way Department has now placed it in service, and trains of the Baltimore and Ohio, P. C. C. & St. L., C. C. C. & St. L., Dayton & Union, and Dayton, Toledo & Chicago Railways, are governed thereby.

H. A. Ling, who for the past four or five months has been sojourning in the west for the benefit of his health, has returned to duty as accountant to L. F. Hockett, agent of the Dayton local office.

Urban G. Focke, who went "Over There" for Uncle Sam from our local freight office in June, 1918, has returned and been placed in the same office as chief O. S. & D. clerk. With his former experience, Mr. Focke will make good.

Joseph A. Wheelan, who gave Uncle Sam several months of his service, has returned to his former place in the local freight office at Dayton as collector.

O. M. Sheeley, operator, North Lima; G. C. Carl, operator, Cridersville; Rufus E. Young, operator, Perrysburg, and W. A. Snyder, operator, Cairo, each of whom was in the service, are welcomed back to our division. We are glad, boys, that you come back fully capable of performing the same service that you always have. We regret, however, that "Fatty" Snyder was unable to find a uniform that was large enough. This prevented him from getting "Over There," and perhaps delayed the Armistice.

We regret that operator E. J. McFarland, of Lima, was so unfortunate as to fall down his own stairs on the morning of February 27. "Mac" was evidently very anxious to get to his work, this being the first time that he was not physically able to be on the job.

M. B. Miller, third trick operator, Glendale, has recently returned from a vacation.

A. J. Zint, operator for the Company since January 25, 1900, with his last service at "AK" Tower, died January 4, 1919, from influenza, the disease having attacked him only four days prior to his death. The loss of Mr. Zint takes from among us a loyal and faithful employe, as well as a greatly respected citizen of the community in which he lived.



Plan Your Garden Now!

¶ Last year we worked for War Gardens; this year we have Victory Gardens.

¶ The National War Garden Commission says that crops valued at over five hundred million dollars were raised in 1918 on lands previously untilled. Think of that, you fellows who have been spending your spare hours in close stuffy rooms. Think also of the millions of dollars worth of health that will come to

you from a few hours spent each day working out in the open.

¶ Get out, start a Victory Garden in your own front yard or in the back lot.

¶ Save money by raising food and save your health by working out in the open in your spare hours.

¶ We can tell you how you can get a garden as part of your plan for a new home.

Write to "Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn how you begin to make payments on a home and garden that will be fully paid for in a few years

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